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LB 112

would happen if we allowed the increased length but did not increase the maximum load? Would that be possible?

PRESIDENT: Is that a question to Senator Kremer?

SENATOR WESELY: Yes, it is.

PRESIDENT: Senator Kremer, would you respond?

SENATOR KREMER: I will. Senator Wesely, if I understood your question, your question was, that if we just increased the length and not the permission to haul the heavier load with the thirty six foot extreme distance between the extreme axles. Is that your question? In other words just half the bill. Is that your question? Well again we would eliminate these vehicles that now operate in Kansas and Colorado and other states too, in the movement of this grain. They can not haul this 68,000 pounds. They can only haul 66,000 pounds.

SENATOR WESELY: Well but they would just have to decrease by 2,000 pounds the amount they could carry.

PRESIDENT: Senator Kremer, do you want to further respond?

SENATOR KREMER: This is true, but 2,000 pounds is all profit.

SENATOR WESELY: Thank you, Senator Kremer.

SENATOR KREMER: And it would allow more trucks to operate in Nebraska to haul this commodity when there is a real bottleneck, especially at harvest time. They just cannot move this grain. The railroads are not there. The truck service is limited by the number of trucks that can operate in Nebraska. That is our problem. Then you did, I think you asked a question. You fielded a question saying, what would happen to our roads? I want to point out again, we are not increasing the axle weight limit which is 34,000 pounds, so the impact on the roads would be the same. The only problem would be this 2,000 pounds on the impact on a bridge and it is so insignificant the Department of Roads saw no problem with it and the federal government has already passed legislation that would allow this type of a load on our bridges.

SENATOR WESELY: Thank you, Senator Kremer. I think it is an important point that the Roads Department has not come out in opposing this bill but I think also, I am not so