

in determining pavement thickness. This is done based on our limited revenues when compared to our many needs on the state highway system. Any percentage increase of axle loads over the present legal loads in our design, would necessarily need to be coupled with a corresponding increase in revenue to prevent a reduction of projects in our total road improvement program. This increment of additional revenue required has been variously estimated to be from 6% to 14% but it is dependent upon the type of improvement being made. We can state that reasonably a total increase of high revenue of 10% would be necessary to design payments for 25% more than present legal axle loads. This would accommodate newly placed pavements that would not deter the earlier wear and deterioration of existing pavements. LB 842 does not make an exception of garbage truck use on the national system of interstate highways in Nebraska. If no exception is made Nebraska would be subject to citation by the Federal Highway Administration and would continue to lose federal funds until such time that it would comply with present legal loads on that facility. Additionally there is an item of contention in LB 842. This item pertains to the definition of what constitutes garbage and as intended in the legislative bill it is possible that scrap materials, scraps, steel or any other salvage material might be interpreted as coming under this bill. If it did not come under the stipulation of the bill a whole broad spectrum of loads would influence a rapid deterioration of the highway systems. I appreciate the opportunity to respond to your inquiry. If you have any other questions, do not hesitate to contact me. Dave Coolidge, Director, State Engineer." I felt bound to bring this information to you as we did not have the chance to discuss all of the aspects of the letter that was mentioned to Senator Kremer and I....it is not my intentions to hold this up in debate a great deal about it, but we are going to have several bills before us that will deal with the increased spending for highways and the costs that are going to be involved. So I think that it is rather foolish to let certain trucks in our state over load and further deteriorate our highways. With that statement I would like to have unanimous consent to withdraw the amendment to return.

SPEAKER MARVEL: Senator Kremer do you wish to speak? We have another motion on the desk. Read the motion.

CLERK: Mr. President, Senator Kelly moves to return LB 842 to Select File for specific amendment (read amendment).