

May 1, 1981

LB 417

is some sort of a restriction that is in the law now. So what we say is, trucks moving stockpiled harvested products to exceed the...are going to be allowed to exceed the normal weight limit in the same fashion as trucks hauling harvested products are allowed to exceed the limit which is 25 percent overweight. So this recognizes the fact that in sugarbeet production they stockpile the sugar beets and then they transport them and we try and allow for the fact that that is a different situation but the same authority should be allowed for in the law. Secondly, we change the limitation now on combines which are 15 feet wide to daytime trips of 25 miles or less. So there is a 25 mile limit on when combines 15 feet wide can travel in the daytime. And thirdly, we extend the current exemption for mobile homes which are 16 feet wide so that any load 16 feet wide may be moved on the Interstate. That is to say that right now we allow mobile homes 16 feet wide, and I think we had very few other exemptions like that, but we say if it is good enough for them it is good enough for everybody and we allow any load 16 feet wide to be moved on the Interstate, and we do require a pilot vehicle to accompany the load, which is in the present statute. Those are the committee amendments.

SPEAKER MARVEL: Senator Dworak, do you wish to be recognized?

SENATOR DWORAK: Mr. President and colleagues, I am strongly opposed to this. This is how we get ourselves into these circumstances where now we are allowing 25 percent overweight on agricultural commodities and that was originally passed, no one had the intention that we were going to authorize 25 percent overweight. It was an accommodation for people under unique circumstances of getting agriculture commodities out of the field, and now it's a common accepted practice. The Department of Roads tell me that our roads are absolutely not designed for this overweight, that this is probably one of the most extensive damaging things that can happen to the roads. We raised the gas tax significantly and we are still in problems...still have problems as far as maintenance of our road system. Here we are adding onto the major culprit, the major problem causer. Senator Cope is up on this floor time and time again about safety and here now we are making exceptions, more exceptions to widths which are safe, they are designed in there for public safety. I think this is a terrible mistake. If anything, we should go the other direction which I know is politically impossible and eliminate what exceptions we have made. But to continue to perpetuate and expand the list of exceptions is wrong, it's expensive, it's nonsafe. It is a legislative mistake and we pay for it. Here is a little old bill on