

protect the roads. We have weight limits on all of our bridges. If you cross a weight limit bridge, and this would not be affected by this bill at all, with a load that's in excess of the capacity, you pay for the damage if that bridge suffers damage from that. Do we go through the permit section and allow overweights on our highways? Certainly we do. If you're moving a house, there is no limit on the actual weights but if you're 25 percent over with your permit, you're limited to five miles an hour. So speed is a factor too. Most of these trucks don't travel very fast. The owners wish they had trucks they could travel faster with but that's the way it is. A farm licensed tandem axle truck with permit at harvest time can exceed the weight limits by 15 percent. There is a 5 percent shift factor allowed, by the way, in order to get legal. Garbage trucks running up and down your streets in the city with a permit, single or double axle, are allowed 20 percent overweight. There is a 5 percent warning factor for snow, ice or rain. What LB 170 does is not change the amount that quite probably is going to be put on that truck but it does allow a little flexibility. If the 5 percent, the 1,000 pounds is exceeded, then all of the fines kick in, a little flexibility to address a problem that can't be measured very well in the field. I mentioned earlier in the last debate how moisture content, bushel weights can vary, and bushel is a measure of volume, by the way, can measure tremendously. You can have several thousand pounds in that factor alone on a common single axle truck. I think this is a reasonable request on the part of farmers and provides a little bit of equity in that situation. I would encourage the advancement of LB 170.

PRESIDENT MOUL PRESIDING

PRESIDENT MOUL: Thank you, Senator Coordsen. I will now recognize senators in the following order. Senator Schrock, Warner, Schmit and Coordsen. Senator Schrock.

SENATOR SCHROCK: Madam Speaker, members of the body, I would concur with what George has said. It's very difficult when you're loading a truck in the field to know how much you have on it. And in the heat of harvest why some things, sometimes trucks get overloaded. But 5 percent is not asking for much and corn can vary in test weight from anywhere from 52 pounds on up to over 60. And just the test weight can throw you off more than 5 percent. I think it's a good bill. I think it's reasonable. I think farmers will respect it and appreciate this