

January 11, 1980

LB 284

there is going to be a lot of discussion, then we are probably going to be forced to go back to limiting debate. But let's try it this way to start with and see if we can in a rather orderly fashion make whatever points are made and then go on to the next item. If we can't do that then we will have to go back the first of the week on special orders that you have in your files. We will have to start putting time limits on. So, Mr. President, that is what I was interested in at the moment.

PRESIDENT: Senator DeCamp, did you have your...okay. So we will proceed then with the special order. Mr. Clerk, we will start then with LB 284.

CLERK: (Read title to LB 284.) The bill was first read on January 15, 1979. It was referred to the Public Works Committee for public hearing. Senator Kremer's Public Works Committee reported the bill to General File. There are committee amendments pending, Mr. President.

PRESIDENT: The Chair recognizes Senator Stoney or Kremer for the committee amendments. Senator Kremer on the committee amendments.

SENATOR KREMER: Mr. Chairman, members of the Legislature, the thrust of the bill will allow the moving of a...I say this as a statement before I explain the committee amendments so you will understand the committee amendments and what they apply to, will allow the operator of a rubber tired crane to transport the crane without disassembling it because of its weight, length and so on. That is the meat of the bill. Now here are the amendments. If you will look in your book you will note that they look rather extensive but I will try to explain them as simply as I possibly can. Number 1, the bill says that the rubber tired crane will be transported on a state highway within the city limits. The committee saw fit to add, "city streets". It will be transported on a state highway within the city limits and city streets or rode within the city limits. Number 2, it talks about a sixty-day permit in the bill. The committee's amendment stipulated it shall be only a one-day permit because in succeeding days in a period of sixty days, conditions may be apparent such as excessive rain that would cause deterioration in the streets so the committee felt it would be best and also suggested to the Department of Roads if the permit was limited to one day only and then if another day down the road there was a need, an additional permit could be extended. In the bill the permit specifies the route to be used and the hours