

January 11, 1980

LB 284

owners of the crane have is it takes a long time to disassemble and the charge made to the person that they are serving sometimes is quite extensive and their bid could be cheaper. They could submit a better bid provided that we were protecting our streets and our highways. This is why I think Senator Stoney took the bill, that it would provide for some economy, some saving in the cost of the use of the crane.

SENATOR KAHLE: As I glance at the bill it is mostly pertained to within the city moving though.

SENATOR KREMER: Generally that is true, yes, sir. Senator Stoney no doubt can explain it further than I am able to.

PRESIDENT: The Chair recognizes Senator Powers.

SENATOR POWERS: Senator Kremer, could I ask...?

PRESIDENT: Senator Kremer, would you respond to Senator Powers?

SENATOR POWERS: I would like to ask two questions. When these are on a street or a highway would they be on a tank like track?

SENATOR KREMER: No, sir, Senator Powers. This bill specifies that this is a rubber tired crane.

SENATOR POWERS: They would be rubber tired?

SENATOR KREMER: Rubber tired cranes.

SENATOR POWERS: And number two, at what speed would this crane move down a street or highway?

SENATOR KREMER: I would expect that the permit that is granted by the city or the department would specify speed if it was necessary.

SENATOR POWERS: Would it be five miles an hour or...?

SENATOR KREMER: I am sure the permit would address that and no doubt the escorting vehicle that is provided for in the amendments or in the bill would set the speed.

SENATOR POWERS: Well I just wondered if these great big cranes going down the highway, are they going to be going two and a half miles an hour or twenty miles an hour or...

5785