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LB 1146

still, I think, maintains some sense of integrity with respect to when a person can take advantage of this provision, and so I would urge the body to adopt the committee amendments. Thank you.

PRESIDENT MAURSTAD: Thank you, Senator Bromm. For discussion on the committee amendments, Senator Chambers.

SENATOR CHAMBERS: Thank you, Mr. President. Members of the Legislature, one thing this exercise has caused me to do is read these bills, and I understand that when you write out in textual manners what is going to maybe appear in another form somewhere else, it can be somewhat misleading. On page 2 of the committee amendments...well, actually, it would be on the backside of the first sheet, the sheet number two, but it would not be page 2 of the committee amendment, you'll see on that page and the following page columns of figures which are fascinating to me. And starting in line, well, I'll start in line 15, subsection (3), no group of two or more consecutive axles shall carry a load in pounds in excess of the value given in the following table corresponding to the distance in feet between the extreme axles of the group, measured longitudinally to the nearest foot, except that the maximum load carried on any group of two or more axles shall not exceed 80,000 pounds on the National System of Interstate and Defense Highways unless the Director-State Engineer pursuant to section 60-6,295 authorized a greater weight. Distance in feet Maximum load in pounds carried between the on any group of two or more extremes of consecutive axles any group of two or more consecutive

Two	Three	Four	Five	Six	Seven	axles	Axles	Axles
Axles	Axles	Axles	Axles	Axles	Axles	Axles	Axles	Axles

I'm reading from the committee amendment. If you turn to the committee amendment, I'm reading it. Then we come down to line 3, you have the number 4, then 34,000, 5 34,000, and I could read all of these because they are very interesting and informative, but I just thought I would share that with you. Now, despite the fact that Senator Baker told us that the Department of Roads spent many hours on this bill and the State Patrol spent many hours, I presume, if much work is done and many hours are spent on a road going nowhere, then the work is in vain no matter how sincerely and energetically engaged in. My unctuous, rambunctious colleague from Sarpy County, obviously a graduate of the school of