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FLOOR DEBATE

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SENATOR BAKER: Thank you, Mr. Speaker, members. I also wanted to clarify some questions. Senator Jones brought a lot of this...these points out. Senator Don Pederson's bill was 125 feet, as he said. I don't think either one of the senators or their staff sat through the whole hearing. And it was brought out in various sections of the hearing that the double-bottom trailers were going to exceed this 125 feet, meaning double trailers with a tractor on the front, tow truck ahead of that. Their figures showed it to be 128 feet. And as a committee, we decided, if we're going to open this thing up, we'd just save the people down the road with term limits from revisiting this in another five years, and open it up to where it said no limit. They still are going to be subject to permits. If it's an overlength, or overwidth load to begin with, they're going to have to have a permit from Carrier Enforcement to be on the road. So we're not talking about something that might be 180 feet long, or whatever. If there is some strange load like that, it will be permitted anyway. Senator Raikes' question about limits on weight, and we're talking about two different kinds of bridges here. I assume you're talking about...the bridge that the truckers talk about is the distance between axles, rather than a physical bridge that you cross with the vehicle. It was pointed out that the new tow trucks have the capacity to carry the front end. And when they're towing these disabled semis, all they're picking up is the front axle on this disabled truck. They're not picking the whole truck up, they're picking up only the front axle. They don't have a weight problem. It's all hydraulics. They slide...I can't remember the term these tow truck operators used, but they slide a beam underneath the front axle of the truck, hydraulically lift the front axle of the disabled truck up, and then they can go on down the road with that. Of course, they have to hook air, and so on, et cetera, up to the disabled vehicle. So it's not a question of weight on the tandem axle of the tow truck being over 34,000 pounds. And that would not be a problem. It was also pointed out at the hearing, though, and I can't remember which bill they were discussing this, it's impossible to unhook and what they call dolly down the trailer on a lot of these, these tankers and bull racks. It was pointed out that they will not support the weight of a loaded trailer on the dollies. It's almost impossible for them to dolly down a