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raise those weights allowed on each tandem axle from 42,500 pounds to 47,000 pounds. This is a little over nine percent increase on that weight. Other similarly built machines include oil well servicing equipment and concrete pumbers, are currently allowed to have 47,000 pounds per tandem axle. These oil well servicing rigs and concrete pumbers have a similar type of chassis and wide tires, as do the mobile crane. These other types of machines are handled by the Department of Roads regulations. However the three- and four-axle cranes cannot travel at the same weight as these similar built machines because of a current statutory limitation. The limitation has a significant financial effect upon the contractors in this state. Cranes are built on an international standard. Since there are only four manufacturers in the world, therefore they cannot be specifically ordered to fit each state's weight limitations. The owners must alter the cranes by adding axles, or what they call "boom dollies" to the crane. This can be extremely expensive, sometimes over \$30,000 for the owner, and they have to pass these costs, of course, on to the construction people who they're working for. This is an added cost on top of the purchase price which is usually around 400- to 600-thousand dollars for the four axle cranes, which I might add they are paying a considerable amount of taxes on them as well. The extra "boom dollies" that I refer to makes the cranes longer and the cranes are more difficult to maneuver once they get to the job site. Larger and larger cranes are becoming necessary to keep up with the demands of architects and engineers for larger components. Large cranes are needed with the ability to move these components. Cranes actually put a low amount of wear and tear on the roads. They are not moved often, just from site to site, and they usually move at a low speed. Their weight is distributed across the wide tires covering more of the surface of the highway to have less wear and tear on our roads. Therefore, they do not do any more damage to the road or cause a greater safety concern than other similar vehicles which travel with higher weights. In conclusion, 226 would allow the three- and four-axle crane to travel at the same weight as other similarly built machines which are regulated under rules and regulations of the department. It would also save unnecessary costs to the crane owners and the customers who own and use these cranes. I would like to answer any questions if I could and look forward to a favorable reply on passing the...LB 226.