

February 15, 1979

LB 287

Oh, you want to talk. Okay. Sorry. We are voting on the committee amendments to LB 287. The motion is the committee amendments to LB 287. Record.

CLERK: 25 ayes, 0 nays on the adoption of the committee amendments.

SPEAKER MARVEL: The motion is carried and the committee amendments are adopted. The Chair recognizes Senator Warner for the advancement of LB 287. Are you ready to advance the bill, Senator Warner?

SENATOR WARNER: Yes, excuse me, Mr. President. Mr. President, members of the Legislature, I move that LB 287 be advanced to E & R Initial. The committee amendment took the portion of the bill or amended out the portion of the bill which the Department of Roads had some concern with, and the Department of Motor Vehicles, also, had concern with. The balance of the bill is in response to the Attorney General's opinion that was issued last summer which changed, as a result of that opinion, would have changed the method that the state has been using for a good many years for the cost of special permit for moving nondivisible loads. An example would be the movement of a large transformer, for example, from perhaps a railroad car to the site that it was to be located or relocating it to a different site. Previously, the Department has interpreted the law for a good many years that in order to issue a special permit for this purpose that the tractor unit had to be licensed at the maximum load that it could legally carry without a special permit and that goes back to the maximum tonnage of 34,000 pounds per tandem axle as well as the maximum amount of load that can be hauled. There is no change as far as the weight that can be carried per axle. Where these excessive loads are moved for short distances, they still have to have the number of axles in order to distribute the load in conformance with the law. What a special permit is, it has special conditions. The rules that the Department has includes not to exceed seventy-two hours and it has to be done in daylight. They will spell out specifically the route that the vehicle can go on. They are prohibited from weekends and any other restrictions that the Department feels is necessary for either the protection of the roadway or the protection of the public in travel. What the Attorney General's opinion said was that when they requested one of these special permits that not only did they have to buy the permit, but in addition, they would have to buy the tonnage license to reflect the total weight of that load. The cost for tonnage runs something