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and the accidents that could come out of it as a consequence. Thank you, members.

SENATOR CLARK: Senator Vickers.

SENATOR VICKERS: Mr. President and members, I rise to oppose the Cullan amendment. I believe this issue is much more than the amendment that Senator Cullan has offered and we all recognize that. I think Senator Wesely pointed that out. I think that Senator Witala just got through pointing it out. The issue is, and I quite frankly can't understand it, the issue seems to boil down between whether you are in support of the railroads or whether you are in support of the trucking industry. Well, I guess that I would like to think that I am in support of the public of the State of Nebraska and I don't particularly care about this fight between two industries as to which one gets to haul the freight. But the fact of the matter is that if it is safety we are talking about, I don't think there is any real safety hazards with triple trailers. One of the reasons I guess that I say that is perhaps some of the people that are making these comments I doubt very seriously if they have ever driven a large truck or a semi but the more rubber you have on the road the better you stop. It is that simple. And Senator Wesely pointed out, we are not increasing the load limits so the weight is going to be distributed over less number or a larger number of axles which would in fact mean less damage to the roads. With more axles you have more rubber on the road which means you can stop sooner which means you have better control. So if safety is an issue, it seems to me that triple trailers there is nothing wrong with them. You know I spend a lot of time out there on the interstate and the difference of another thirty feet when you are passing a vehicle on a four lane highway is not that bad it doesn't seem to me. If you were talking about two lane highways, yes, I could see where it could be a problem. So, you know, the bottom line it seems to me is that damage to the highways done by trucks, if that is the case, if heavy trucks cause damage to the highways, or are the sole culprit in damage to the highways, it would seem to me that some of those small feeder highways out there in rural Nebraska where the overweight permits are granted to people hauling their produce to town, of up to 25% on practically a yearly basis, that that is where the real damage would be done, where these small or these highways are not very well constructed anyhow. It seems to me that there are a lot of other factors that enter into the destruction of our highways and I think probably weather has as much to do with it as anything in the State of Nebraska, weather and the types of soil that some of our highways were built over, and when you look at the interstate system and where it goes, why it is pretty obvious that some