

have excessive road damage from excessively overweight trucks. Now this conclusion goes on and on but I think that it is about the safety factors, the splash that is occurring, the conclusions are there from Utah, from the State of Nebraska. I will read from a report that was done two years ago from the State Roads Department. "It is a problem, a truck-train passing cars could be a major safety problem when considering splash and spray. No studies have addressed the conditions when these combinations are passing a slower moving automobile which appears that it could be a much greater time element and present an unsafe condition for the auto driver a considerable period of time." It goes on to talk about the safety hazard when these triple trailers may be trying to negotiate our interchanges and concludes with the fact that they don't see where the advantages on economics and other factors are going to be there unless they up the 80,000 pound weight limit. This is our Roads Department which has come out publicly in support of this legislation. However, two years ago they certainly didn't seem very supportive of the concept. I don't what has changed them. Obviously they have changed. I think that there hasn't been a change in the impacts and the impacts are these; safety is going to be reduced, road damage is going to be increased. Now this legislation was considered in 1980. Senator Merz had a bill, LB 634. It was killed by the committee. It was killed in committee. It was then looked at over the interim period and that is the report that I was talking about here, I can't remember the resolution number, LR 309, and again the conclusions were there that triple trailers and the concept that we are talking about today were not worth pursuing. I believe that is the conclusion we should reach. So I think that here we are back with LB 408 introduced in '81, held over to '82, and time and again we have seen the conclusion reached on the federal level, on the state level that this sort of legislation...

SENATOR CLARK: You have one minute left.

SENATOR WESELY: ...is not wise, yet we are considering now advancing the bill. If you are going to talk about allowing triple trailers and allowing for the road damage, I think the minimum we can talk about is covering the cost of that road damage, and yet in talking to some of those who sponsor this legislation, they have nothing that they want to do with the idea of trying to cover the cost in the road damage that we are now sustaining and would further sustain from increasing to a triple trailer authorization. So I guess that it is quite clear that if they are not willing to pay the price, that we shouldn't allow them the opportunity and the privilege of riding on our roads in triple trailer combinations. I think that we should kill this legislation and proceed with