

interstate but we still have the same problem coming out of Iowa on the Kennedy Exchange, the same with the north exchange when you are going into Omaha and all you have to do is drive that in the morning which I have done a number of times when it is bumper to bumper and you are going to see that traffic now is probably 25 to 30 miles an hour. I'm not saying they will continue to do that because of the density of the traffic but I think it is important that if we are going to go to 65 on the interstate then the high metropolitan high density areas that there is indeed a lowering of the speed limit for the interest of the public. I cannot in good faith support 65 unless we do this in this area. If you look at the design of the interstate when it was originally put together there were twenty some thousand cars average on the interstate. Today that is tripled and quadrupled in some areas but I think it is imperative then that even though the State Department of Roads may have the ability to do this now that we make it very clear that if we go to 65 they will indeed lower the speed limit in that area to 55. If that city were like Lincoln where the interstate is outside the city that wouldn't be so bad but you have got to remember the interstate goes right through Omaha on several occasions and to me this is the area that I am concerned about and that is why I am supporting this amendment. Thank you.

SPEAKER MARVEL: Senator Chambers.

SENATOR CHAMBERS: Mr. Chairman and members of the Legislature, understand me well. I can comprehend the concern expressed by these other senators but their concern is somewhat flawed if you ask me because if with the present design of the highway the number of fatalities have occurred, why are they not doing something to try to alter the design of the highway? I think that an effort is being made to destroy the community I live in by cutting through it with a freeway and putting nine foot earth berms on each side of it which will split the community so I am trying to do something legislatively about it. If people are, in fact, abiding by a 55 mile per hour speed limit which my experience contradicts as Senator Kahle's does and I drive through there every day and probably more than anybody on this floor. Sometimes I have to do it several times a day but if people are abiding by the 55 mile an hour limit and you have one fatality a year and that has caused concern and you have property damage because of design, why are not these senators from the Omaha area trying to alter the design of that highway? Alter the length of these ramps, the sharpness of the curves or the feeder streets. They can do that. They can put forth the effort but not one of them has tried to do anything about it so I have to conclude that this is merely a