

build anymore express highways, before we build anymore overchanges over the Interstate, let's do something about a problem we have had for 34 years. Let's don't always look in the future what are we going to do, let's go back and fix what is a problem. That's what I'm trying to say. Now if there's 500 miles, that isn't going to break the system. That isn't going to take all the money. So to overcome some of the evident opposition, I will file an amendment to make it just Highway 61. No, I'm not going to do that, that isn't fair. That is not fair to the rest of the people in this state that have a highway that is that bad. So, sure, I'm trying to help the little folk, let's say. I'm trying to say let's do something like Don Wesely would say, let's help those people. Let's give them some more money, they can't help themselves. Let's fix these old highways. Now I'm sure that if you pass the amendment, somebody will probably figure out a way not to do this because it's intent would merely show that this body says that some improvements shall be completed before 1996. And how many years is that? That's eight years. So they have eight years to fix the highways.

SPEAKER BARRETT: One minute.

SENATOR HABERMAN: That is...what did you say, Mr. Speaker? One minute. I'm running out of things to say so I'll quit and then close. Thank you.

SPEAKER BARRETT: Thank you. Senator Warner, followed by Senator Korshoj.

SENATOR WARNER: Mr. President, I just wanted again to...as the amendment is drafted, it's impact would apparently give a first priority to all of these roads. Actually, I think there's about 558 of them...558 miles of them, 274 are bituminous, 73 are concrete with asphalt covering and 256 are concrete and those concrete roads are, by and large, not that much of a problem and should not be included, in any event, but the point I wanted to make the priority listing within that highway inventory is by district, highway district which there are eight. Were this amendment to be adopted, I do not know how it would shift money between districts but, obviously, or at least most likely there would be a shift again not only of the priority of which roads but also a shift between districts as to wherever these roads might be located. So the impact is hard for me to know right at the moment but the impact could be more significant in one