

system in the state of Nebraska. For the state two-lane roads, effective September 1, 1996, it would be 60 mile an hour. For our expressways, that's the four-lane road but that doesn't have control of the access; in other words, that's similar to the road from Grand Island to Hastings. That would be 65 mile an hour. The interstate system and freeways would be 75 miles an hour except that portion on I-29 through Dakota county, I-180 in Lancaster County, and then the interstate and freeways located in Douglas County which is 60 mile an hour. And I'm looking at Senator Chambers, Douglas County line is Harrison Street? I think. So if you want to know where it's at, it's roughly starting at the Harrison Street exit; it's the Douglas County line from there on to Iowa would be 60; from there down would be 75. The freeway and expressway speed limits would take effect 90 days from when we adjourn. The reason you need those 90 days, that we're going to have to have some signage changes, we're going to have to look at maybe the entrance ramps because there's certainly some of those that may not allow us to get up to speed as quickly because they're up a hill, around a corner, that you may have, in a few areas, you're going to have to look at that. We also do another thing, we amend one section with the authority of the Department of Roads or the local authorities to lower the maximum speed limits based on engineering or traffic studies. So if there's, for some reason that that road won't handle that speed, they have the ability to go down. Whenever there's a problem, the Department of Roads will tell you they have very few people who come in and say, I want to drive faster. When there's a problem they always get the request to lower it. We're going to strike, though, from their authority the ability to set speed limits which are different with regards to time of day, type of vehicle, weather conditions, and some of those other old languages that we have. We're going to base this primarily on the traffic and engineering studies that they would do. The other concern that the committee had was, if we're going to up the speed to 75 on the interstate, the policy choice was, we know there's a practical cushion today. That cushion was developed then as people's natural tendency to the reaction of the speed limit that they believe they can safely travel faster. And the committee balanced, do I raise the speed limit to 75 and say we don't want a cushion; do I leave it at 70 and assume there will be a cushion in there? The committee said let the practical speed we think is 72 out on the interstate; if that's the case, why do you set a speed limit that's lower than the practical