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LB 901

says the State Highway Department can lower the speed limits. How do we know...I have an amendment up on the road here, coming up. How do we know when they're going to do...if they are or not...are or not going to do that?

SENATOR KRISTENSEN: They would have the ability to, based upon traffic engineering studies, design, to go out and unilaterally reduce that speed.

SENATOR ROBINSON: Do they have a...if I called them now, would they tell me if a certain road is in that category?

SENATOR KRISTENSEN: Well, I think what they would do is tell you if a certain road, what it has for shoulders, surfacing, grades, curves, and those sorts of things. Then they would, if you would ask them, is that road safe at, let's say, 65 or 70, they would probably give you an opinion as to what the speed should be on that road.

SENATOR ROBINSON: Yeah. Okay.

SENATOR KRISTENSEN: Now what they don't do is say, look, and part of this is based upon issues, there's not a black and white standard that it's clear, it's either safe or unsafe. Obviously it's a grade and you go from being terribly unsafe to fairly safe, and those roads are going to fall in that category somewhere. Just because a road doesn't have a paved shoulder doesn't automatically mean it's an unsafe road. But for speeds, as you increase the speed, you use all those standards together and you'll come up with a recommendation.

SENATOR ROBINSON: Thank you.

SENATOR CROSBY: Thank you, Senator Robinson. Senator Cudaback.

SENATOR CUDABACK: Madam Speaker and members, I'd like to ask Senator Kristensen a question please.

SENATOR CROSBY: Senator Kristensen.

SENATOR KRISTENSEN: Yes, Senator Cudaback.

SENATOR CUDABACK: Yes, Senator Kristensen, on the amendment it says, "Fifty-five miles per hour on any dustless surface highway