

what the practical speed is today? The committee was divided. What did change the committee's mind, obviously, was some of the penalties. They all play together and I think that's how the bill was formed in committee, was that there was some give and take that if there was a higher speed set and there was some additional penalties, that that was acceptable to a number of people. And that's what brought the bill out of committee was that interplay between the penalty system and the speeds and the practical matter that that's where the speed is today. And that if you lower it to 70, what in effect you're going to do is you will increase the fudge factor and that people are going to basically drive, and the majority of us, I think, felt that people were going to drive somewhere in that 76 range, 77 range regardless of what the speed was, whether it was 70 or 75. But the issue that Senator Engel brings up about the construction cost, I don't think is entirely the full picture. There are certainly ramps on the interstate system, and there's roughly 81 of those ramps in the state of Nebraska. I think 54 of them are from Lincoln west. As I was talking with Senator Robinson, safety is a combination of things. There is not a book that says, okay, this ramp, because it doesn't have this number of feet or this angle, is unsafe. It is a combination of things. Traffic volume fits into that. In other words, if you had a road that had a high volume of people going by it and a rather sharp angle that we were coming on and that you were going up a hill, that may well be an interchange that has a problem that could be addressed. That doesn't mean you have to tear out the interchange, condemn more land, and build it. You can do it by either slowing down the traffic, you can do other traffic flow things, you could begin to do it with signage and other items that will adjust the flow of traffic or will try to mitigate that. So for a variety of these ramps, that's not a problem. Are there certain exit or entrance ramps, excuse me, in the state that do pose a problem? Yes, there are. That's the reason we gave the Department of Roads the ability to lower or the interstate system as well to address those specific issues. Why is that important? That's important for liability issues as well and that you don't want to have a system that is unsafe for the speeds. And so we recognize that not every entrance ramp in the state is the same.

SENATOR CROSBY: One minute.

SENATOR KRISTENSEN: We also recognize that if you did have an