

arterials, whatever specifically those are, and the rural minor arterials they're traveling 62 miles an hour. Now if we were going to be consistent with the policy that we set for the interstate, the rural interstate where they're traveling at 73 and we're going to 75, then we should likewise increase the speed on the two-lane highways so that people who are traveling 63 could legally travel 65. The difference is exactly the same. I think, primarily as a matter of policy, I am in favor of the flexibility that the bill has allowing the Department of Roads to determine what it might consider, based on engineering studies and traffic volumes, an appropriate speed limit for various segments of the road. I think it's also appropriate for the Legislature to set a maximum speed because I think that is appropriate as a matter of policy. But at least with regard to the two-lane highways and the great diversity that we have in those two-lane highways across the state of Nebraska and the fact that in my personal experience and belief some of those two-lane highways are able to accommodate 65 mile an hour speed limits, I am bringing you this amendment. Now if you think that this system of priority commercial highways is small, it is not. There are significant numbers of miles involved. There are 27...a little over 2,700 miles total in that system. There are already 2,000 miles in that system that have the 8-foot surfaced shoulders, so we're not talking about an insignificant amount of miles in the state of Nebraska that are these, I would characterize as, highly improved two-lane highways. Not all two high...not all two-lane highways are, quote, dangerous. I think some of them are highly improved and capable of handling traffic at much higher rates. It is, I think, an appropriate consideration for us again that if we are going to accommodate the travelers on the interstate we can likewise accommodate the travelers on the two-lane highways in accordance with the engineering studies of the Department of Roads and the other factors that they might determine to set appropriate speed limits. I think the issue's as simple as that. We had a large discussion of related safety issues with regard to the interstate system and Senator Engel's bill...proposal. Some of the same arguments may apply here, but again I hope that the body will see that it is perhaps wiser policy to set limits which accommodate traffic and I urge your support for the amendment.

SPEAKER WITHEM: Thanks, Senator Wickersham. On the Wickersham amendment we have four lights on, Senator Kristensen, Elmer,