

foot of grass or dirt or gravel shoulders. South Dakota has set a speed limit of 65 mile an hour on its highways, 75 miles an hour on its interstate. Iowa probably will set their limitations at somewhat lower speeds. Colorado is likely to set its speed limits at 65 miles per hour on the state highways with discretion to lower to 55 miles an hour, not unlike the policy choice that you're being asked to make here. Wyoming has set 65 miles per hour with discretion to lower to 55 or 60 in mountainous areas on its secondary roads, which are roughly analogous to our two-lane highways. It also sets some interurban interstate speed limits at 60 or 65 miles per hour. So 65 miles an hour on the two-lane highways would make us more compatible with our surrounding states, especially with the Department of Roads' granted authority in those areas where it is necessary to lower the speed limits. The speed limits on the two-lane highways have been 65 miles an hour. That was in 1974. They were, of course, changed after that date due to the federal mandate that the speed limits be lowered to 55 miles an hour. As you're all aware, that federal mandate has now been removed and that's the only reason we're discussing this issue at all today. But I am not at all uncomfortable with going back to the 1974 speed limits of 65 miles an hour on the two-lane highways. I really do think that in large part this issue boils down to the diversity that we have in the state of Nebraska, particularly on our two-lane highways. Senator Robinson was describing a piece of road in his district that he maybe doesn't even want people traveling 55 miles an hour on, but that is apparently a very heavily congested piece of road. It may not be as wide or as improved as other two-lane highways in the state of Nebraska, but, colleagues, there is no comparison between the piece of road that Senator Robinson is talking about and the piece of road that runs from Valentine to Gordon, Nebraska, for example, where you can go across vast stretches of the Sandhills, hardly meet a car and be on a highly improved two-lane highway. It simply does not make any sense to people in that area of the state when they have to drive at 55 or even, I would suggest, if they have to drive at 60 miles an hour and, in fact, it doesn't make any sense to them now. The Department of Roads' own survey shows that most people are driving 62 or 63 on those highways and you're going to ask them to, instead of having a limit at 55 miles an hour when they were already driving 62 or 63, have a limit and then if you think they're going to drive 60 miles an hour I think you're probably mistaken. The more comfortable speed apparently for people who