

and let us welcome you to the Legislature. Thank you for being with us. To debate the reconsideration motion, Senator Schellpeper, followed by Kristensen, Elmer, Jones, Vrtiska, and Robinson.

SENATOR SCHELLPEPER: Thank you, Madam Chairman and members. I rise to support the reconsideration this afternoon. When I drive in every Monday morning, I try to drive around 62-63, and the traffic really flows at that speed. It doesn't seem to make any difference whether you're meeting a person coming on from a gravel road or a main highway, once that speed seems to be going about 62-63, that's where everybody seems to be traveling. Monday morning we came up behind a state patrolman or he pulled on at Valparaiso and he was going 62 and we all stayed right behind him right at 62. So if it's okay for them, they must think that everybody is...that's a speed that is fairly safe. So if you're going...if they're driving that speed now, 62-63, it seems like that would be a safe speed. I was going, I think, 65 earlier in the morning when I left home and there isn't much difference between 65 and 62. You don't really notice that driving. If you get over that on a regular highway, I think you'd probably notice it. But I think when you give the road department that authority to set that speed they...that would be the actual top limit. We have a highway between Stanton and Norfolk and it's a new highway. It's got nice shoulders on it. There's a lot of people that travel 65 on it right now and there's no problem with that, but then we have some other roads the other side of Stanton that are not safe at 65, but I think that's up to the road department to actually say that. South Dakota has a 65 mile an hour limit and a lot of people in my area go across the state line into South Dakota, vice versa, so it only makes sense that if they have theirs 65 that we also have ours at 65. Highway 81 would run across the entire state. If they're going to come out of South Dakota at 65, they should...we should be 65 also. It's a fairly wide road. It has shoulders on it, so I think it's a road that we should follow what the other states are doing and not be a state that slows individuals down in. So I would support the 65 limit and let the road department decide if there's some roads that they don't want to do it on it that they can just change the limit then. But I don't see where it's any more harmful to be driving 65 or 62 or 63. I think if you're going to do it, let's do it right and put it at 65 so we don't have all these individuals out there breaking the law, because I know they don't like to do