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us, but I hope that we do that with a recognition that what's good for Lincoln, what's good for Omaha, is not necessarily what's good for Harrison or Crawford or Chadron or Alliance or some of the other areas of the state of Nebraska, that we allow the flexibility to meet the needs of those people as well as some of the people in the more heavily populated regions of the state.

PRESIDENT ROBAK: Thank you, Senator. Senator Coordsen.

SENATOR COORDSEN: Thank you, Madam President and members of the body. I think the approach that...to the problems that exist in the areas of the state where the highways are of good construction, there are really no impediments to line of sight or any serious design flaws in the roads, that the Department of Roads ought to be given the authority to increase the speed limit moderately. I believe that Senator Elmer's bill does propose to do that by five miles an hour and I would like to ask Senator Elmer a question, since I don't have his amendment before me.

PRESIDENT ROBAK: Senator Elmer.

SENATOR ELMER: Yes, Senator Coordsen.

SENATOR COORDSEN: Senator Elmer, does this amendment only apply to two-lane roads?

SENATOR ELMER: That's affirmative, Senator Coordsen.

SENATOR COORDSEN: Thank you, Senator Elmer. I would share with you that in the...that this is not a unique proposition; that the state of Missouri has a section of their new speed limit law that is very comparable to that in that they provide that upon the request of local government and upon examination by qualified people within the Missouri Department of Roads or Transportation, or whatever they call their comparable agency to our Department of Roads, that the road can be raised for, on a federal aid road, more than...up to five miles an hour more than what the state maximum speed limit is. So this is not an idea that is totally unique. It's one that might well address the problems that exist in nearly three-fourths of our state where there are large distances to travel, very few vehicles on the roads and, in fact, the roads for the most part are of such