

that improvement isn't already existing, so I think the Department of Roads would still have those pressures. And I can't for the life of me imagine design and traffic conditions that don't have some physical existence. Those words exhume or those words assume an existence. So when you say they are existing, I think that's something of a redundancy and I think the amendment is all right, but I...

SENATOR KRISTENSEN: Well, read it without the amendment, read it literally. It says, "where design and traffic conditions allow".

SENATOR WICKERSHAM: Yeah.

SENATOR KRISTENSEN: The design may be there. In other words, you could have the road designed to do that.

SENATOR WICKERSHAM: Yeah.

SENATOR KRISTENSEN: In other words, I could change the road and the design to get there, but it's not there now; and that's the reason you put the word "existing," you look at the way the road is right now. We go out and do it. When they improve a road, if they look at today's existing standards, you're looking at lanes, lane width of traffic and shoulder. They're going to improve up to those. That will then become the existing design.

SENATOR WICKERSHAM: The only remote...the only concern I had, I think the word, quite frankly, is harmless as long as we understand that it isn't existing on September 6, 1996, and that's it. I'm assuming the word "existing" is, in this instance, a flexible reference to conditions at any time the Department of Roads examines whether or not 65 miles an hour or 60 miles an hour or 55 miles an hour is the appropriate limitation on a given piece of road.

SENATOR KRISTENSEN: It is the way that the road exists at the time of the examination.

SENATOR WICKERSHAM: Correct, right, okay. Thank you.

SENATOR CROSBY: Thank you, Senator Wickersham. Senator Preister.