

field I would like to explain one thing that was misunderstood on the floor yesterday. As far as the speed limits are concerned in this bill, there is not one change in any speed limit anywhere on the Interstate, the highways, with regards to buses, cars, trucks or any moving vehicle. The speed limits are still the same for daytime, nighttime and if you will notice on the bill it said in 3 that it changed the maximum speed limits for the school buses but it did not. They stay the same. Also the camping trailers and in this area I'm sure you had some mail with regard to it, it did not change the speed limits of anything that referred to any moving vehicle pulling trailer or pulling truck of any kind. I hope that that straightens out that speed limit issue. There's a couple other things that I think you should be aware of before we move the bill, or at least attempt to. We will have to move LB 548 up with regards to the number one issue on LB 45 and Senator Kremer will take care of that. The second part of LB 45 which says, it removes any sections of the present statutes that deals specifically with freeways as a separate roadway. These sections are in fact still in the bill only under the more general terminology of a highway. There was confusion between freeways and highways and this is all put under one bill, or one section of this bill. We have one other part that might be a little controversial or questionable and I'll cover that last, but before I do that I would like to tell you that section 6 or the explanation of 6 under LB 45, it expands the definition of local authority to include state institutions and the Game and Parks Commission outside the boundaries of an incorporated city or village. This gives the right to the Game and Parks Commission to regulate the speed in the state parks and places like that and also on state institution property. This is the reason that this is incorporated into the bill. Number 5, and if you'd care to turn to page 40 you might find the first one, page 40 lines 22 to 24, proposes two changes. These were adopted from the model code which is the rule of the road code across the states, the clearance between a passing vehicle and the oncoming traffic is changed from 100 to 200 feet. The second part of that is a signal of intention to turn shall be given no less than the last 100 feet, not 50 feet as previously stated in the present statutes. 100 on the last jog on turning. These are the other changes in LB 45. I think we have covered LB 45 fairly thoroughly. I think that it's time that we come to the all-important question and advance this study that has been underway for at least 4 years in the State of Nebraska. If there's any amendments that anybody else would have to offer, I would suggest that they try to do it on Select File. I'll be glad to work with them. The staff that we've accumulated will be glad to work with them and I think this would please us if anybody has any other suggestions. We think it's one great milestone in Nebraska roadway and roadway safety. Therefore, I would move for the advancement of LB, or the adoption of the committee amendments first.

SPEAKER: Chair recognizes Senator Clark.

SENATOR CLARK: I'd like to ask Senator Barnett a question. We have out in our particular area from Sunol out to Kimball we don't have the highway, the main highway completed yet. We tried to get that speed limit reduced last year but it takes about 30 or 45 days to get it reduced by the Department. Will this allow the Roads Department to reduce that speed to 50 miles an hour if they want to do it without going through all that rigamarole?

SENATOR BARNETT: That's right. The State Department of Roads has the power right now to reduce roads anywhere in the State of Nebraska under adverse conditions or under construction conditions or anywhere that they want to. They have this power.