

are talking about any property, not just businesses like I am talking about. They are talking about any property. It is the same principle. If you are going to build a road, at least make an effort to make sure you can get into and out of your place of business as they build the road. And in our proposal we adopted Senator Warner's additional limitation that at least for seven days, work days, they could cut you off completely, I guess. I don't agree with it necessarily, but I accepted it as a compromise. I don't know how Senator Sieck or anybody can legitimately say that when you are building new roads you should be able to simply cut off forever, or at least for a year or two during the construction, any access whatsoever, and that is what we are talking about. We are talking about a reasonable ability to get into and out of the property under the circumstances. So I would urge you not to kill the bill. I just don't know how far you can go to compromise and yet establish a principle that I think is legitimate but I think we have gone about as far as we can and I would urge you, as I say, not to kill the bill.

PRESIDENT: Senator Nichol.

SPEAKER NICHOL: Mr. President and members of the Legislature, I rise to support Senator Sieck's kill motion. We have something that has been working for years. It has been working in this administration and previous administrations and the roads department has tried to work out reasonable methods of providing access and egress to businesses. Now let me point out to you that by doing this, by improving a road, it improves that business's business. It should. When you have a better road, an improved road to any business it should improve that business's business. But to make it necessary, make it necessary for the Department of Roads to provide this within seven days could cost much more than the project itself when you have an open situation where an agreement can be arranged and now you say, no, by golly, road department, you are going to provide that within seven days. And if you are repairing a bridge that takes quite a little time, you are going to spend a lot of money providing access and egress within seven days that wouldn't necessarily have to be. And how good an egress and access are you going to provide? A reasonable one? That might be a dirt road or it might be a paved road, depending largely on whoever is being serviced. So I think we are putting into law something that has been working very well