

**ONE HUNDRED FIFTH LEGISLATURE - SECOND SESSION - 2018**  
**COMMITTEE STATEMENT**  
**LB1009**

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**Hearing Date:** Tuesday February 06, 2018  
**Committee On:** Transportation and Telecommunications  
**Introducer:** Murante  
**One Liner:** Provide a super-two rural highway classification and change maximum highway speed limits as prescribed

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**Roll Call Vote - Final Committee Action:**  
Advanced to General File with amendment(s)

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**Vote Results:**

<b>Aye:</b>	7	Senators Bostelman, Briese, Friesen, Geist, Hilgers, Hughes, Murante
<b>Nay:</b>	1	Senator Smith
<b>Absent:</b>		
<b>Present Not Voting:</b>		

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**Verbal Testimony:**

**Proponents:**

Senator John Murante  
Kyle Schneweis  
Pam Dingman  
Jim Otto

Rochelle Mallett  
Denny Wilson  
Steve Riehle  
Jeff Sockel  
Brian Chaffin

**Opponents:**

Rose White  
Eric Koeppel  
Laurie Klosterboer  
Julie Harris  
Christopher Hilkemann  
Richard Reiser

**Representing:**

District 49  
Nebraska Department of Transportation  
Lancaster County Engineering Department  
Nebraska Restaurant Association/Nebraska Retail Federation  
4 Lanes 4 Nebraska  
Sarpy County  
Hall County Engineering Department  
Alfred Benesch & Co.  
Olsson Associates

**Representing:**

AAA-The Auto Group  
National Safety Council Nebraska  
Nebraska Safety Council  
Bicycling Alliance  
Crete Carrier Corporation  
Nebraska Trucking Association

**Neutral:**

**Representing:**

**Summary of purpose and/or changes:**

This bill would create new classifications of highways, called a "super-two" and a "four-lane divided highway not on the state highway system." It would also provide authority for the Department of Transportation to increase maximum speed limits on segments of the state highway system two-lane paved roads (60 to 65 mph); the state highway expressway system (65 to 70 mph); and freeways on the state highway system but not part of the interstate (65 to 70 mph). The new classification of 4-lane divided highway not on the state highway system would be set at a maximum of 65 mph, while the super-two classification would be set at a maximum of 70 mph.

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The bill would also allow the Department of Transportation to increase speed limits by up to 5 mph over 75 mph on portions of the Interstate Highway system based on an "engineering and traffic investigation."

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**Explanation of amendments:**

AM 1737 is a "strike and insert" amendment that replaces the original bill but makes only one substantive change to the bill as introduced. The original bill created "Super-two" as a new functional classification in the definition of rural highway. The amendment instead places the new "super-two" language within the current classification of "major arterial."

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Curt Friesen, Chairperson