

MICROFILM DIVIDER

OMB/RECORDS MANAGEMENT DIVISION

SFN 2053 (2/85) 5M



ROLL NUMBER

DESCRIPTION

3014

2001 HOUSE TRANSPORTATION

HCR 3014

2001 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. HCR 3014

House Transportation Committee

Conference Committee

Hearing Date February 2, 2001

Tape Number	Side A	Side B	Meter #
1		X	660
Committee Clerk Signature <i>Lauren L. Fride</i>			

Minutes: Rep. Weisz - Chairman opened the hearing on HCR 3014: A concurrent resolution requesting the Director of Transportation to place a sign identifying the county into which a person is traveling at the county line beside each highway in the state highway system.

Rep. Kretschmar: I represent District 28. This resolution would request the DOT sign at the boundaries of counties the state highway cross. My recollection is that we used to do that in ND. I liked it. There are some signs on my route home and in some counties they are not there any more. He noted other places where there are signs and other place nearby where there are none. Whether it would be the DOT itself of the counties the purpose of this resolution is to get those signs restored.

Rep. Weisz - Chairman (820) Do you know who paid for these signs?

Rep. Kretschmar: I don't know but I would guess the DOT as they looked like state signs.

Tim Horner: I am Director of the DOT Transportation Services. WE are appearing neither for nor against this resolution. We had been doing that up until the early '80's but we began questioning

the value to them or whether they were truly used. We ended up making it a discretionary thing with the locals working with our District Engineers. About 25% of the counties have them. To put them at all county boundary locations we have only guessed but it is a guess that it would cost about \$150,000. After that there would be some added maintenance costs. We didn't provide a fiscal note with this but offer this as information.

Rep. Schmidt: (1031) As weed officer in Benson County our sprayers didn't know where the county line was and went almost 3 miles into the next county.

Rep. Hawken: (1212) What is the cost per sign?

Tim Horner: I believe with the installation, mileage, Etc. It would be about \$300 per sign.

Rep. Carlson: (1287) I guess I have a question on procedure -- we have House Concurrent Resolution that read like a bill. ---it is requesting someone to do something.

Rep. Weisz - Chairman It say that it is a request; how do you read that -- that they will be nice and do it?

Rep. Hawken: (1338) I believe Rep. Kretschmar testified the this was a request not a demand.

Tom Freier: I would read this that the DOT would do it. I say that because right now we have the discretion and were are currently exercising our discretion. Incidentally, for the record I am Tom Freier with the DOT. I think that most people don't realize how terribly expensive signing can be.

Rep. Weisz - Chairman (1505) I think we are going to have to have fiscal note on this.

Tom Freier: Due to the fact that this was not a bill the Legislative Council did not ask for a fiscal note. Assuming this is a request from you to furnish a fiscal note we will do so.

Rep. Carlson: (1576) Mr. Chairman, this a question for you--from a rural perspective is this

valuable for you to know that there is a sign on your road that says you are now leaving Wells County and that you are coming into the next county.

Rep. Weisz - Chairman (1580) From the rural perspective, to me it doesn't make any difference. I do find it informative when I travel other areas of the state.

Rep. Jensen: (1701) aren't there mile markers on all these road?

Tim Horner: Yes there are mile markers on all state highways.

Rep. Jensen: If I may re-phrase the question - would it help to have these signs were there -- would it help them to tell their locations if the needed help?

Tim Horners: I believe that most people stopping on the highways would use the last mile marker as a reference for location. Because stopping right at the county sign would be unlikely and knowing how far you were from the last sign is difficult.

There were no other person wishing to testify for or against -- there being none we will close the hearing on HCR 3014. (1934).

2001 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. HCR 3014 B

House Transportation Committee

Conference Committee

Hearing Date February 8, 2001

Tape Number	Side A	Side B	Meter #
2	x		4,146
			End 4655
Committee Clerk Signature <i>Laura L. Zerk</i>			

Minutes: Rep. Weisz - Chairman opened the discussion for action on HCR 3014

Following discussion:

Rep. Kelsch; (4395) I move a "Do Not Pass" for HCR 3014.

Rep. Mahoney; I second.

On a roll call vote the motion carried: 9 yeas 3 nays 2 absent.

Rep. Thorpe was designated to carry HCR 3014 on the floor.

END (4655)

Date:
Roll Call Vote #:

2001 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. HCR-3044

House Transportation Committee

Subcommittee on _____

or

Conference Committee

Legislative Council Amendment Number _____

Action Taken Do NOT Pass

Motion Made By Kelsch Seconded By WMA

Representatives	Yes	No	Representatives	Yes	No
Robin Weisz - Chairman	✓		Howard Grumbo	✓	
Chet Pollert - Vice Chairman	✓		John Mahoney	✓	
Al Carlson	✓		Arlo E. Schmidt	✓	✓
Mark A. Dosch	A		Elwood Thorpe	✓	
Kathy Hawken		✓			
Roxanne Jensen		✓			
RaeAnn G. Kelsch	✓				
Clara Sue Price	A	1			
Dan Ruby	✓				
Laurel Thoreson	✓				

Total (Yes) 9 No 3

Absent 2

Floor Assignment Thorpe

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE (410)
February 8, 2001 12:42 p.m.

Module No: HR-23-2721
Carrier: Thorpe
Insert LC: . Title: .

REPORT OF STANDING COMMITTEE

HCR 3014: Transportation Committee (Rep. Weisz, Chairman) recommends DO NOT PASS (9 YEAS, 3 NAYS, 2 ABSENT AND NOT VOTING). HCR 3014 was placed on the Eleventh order on the calendar.

2001 TESTIMONY

HCR 3014

HOUSE TRANSPORTATION COMMITTEE

February 2, 2001

**North Dakota Transportation Department
Tim Horner, Director, Office of Transportation Program Services**

HCR 3014

House Concurrent Resolution 3014 would require the NDDOT director to place, on all state highways, a sign at the county line identifying the county into which a person is traveling.

In the early 1980's, NDDOT reviewed its signing practices. At that time, county boundary signs were considered non-essential. As a result of that review, we decided not to replace county boundary signs when they wore out. At that time, county boundary signs were provided only on state highways and we were unsure of their value to the traveling public.

The current practice is to give the NDDOT district engineer the authority to determine the necessity of installing the signs, based on their value to the public. The districts engineers have sometimes chosen to put up signs when the action is justified by unusual circumstances, such as changes in driving patterns resulting from high water in the Devils Lake area.

Only about 25 percent of the counties have some county boundary signs on state highways. Installing county boundary signs on all state highways would cost NDDOT about \$150,000. There would also be added maintenance costs resulting from weathering, vandalism, and crashes.