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2003 HOUSE TRANSPORTATION

HCR 3046

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10/6/03
Date

2003 HOUSE STANDING COMMITTEE MINUTES

BILL/RESOLUTION NO. HCR 3046

House Transportation Committee

Conference Committee

Hearing Date February 14, 2003

Tape Number	Side A	Side B	Meter #
1	x		0.7 to 8.6
	x		34.7 to 38.3
Committee Clerk Signature <i>Laura M. Zick</i>			

Minutes:

Rep: Weisz opened the hearing on HCR 3046, a concurrent resolution urging the Department of Transportation to extend the Highway 281 bypass around Jamestown.

Rep: Pollert: Representing District 29, was asked to sponsor by the Highway 281 Association.

Basically the resolution asks the DOT to extend the road from --- I call it the Woodbury interchange --- build an undeveloped road from the interchange south 1 mile and then 2 miles east to Highway 281 south of Jamestown. The DOT will talk about what has been done and what has not been done. Therefore I defer to them.

LeRoy Ernst: He appeared for Elmer Rester (sp ?) --and the North Dakota Motor Carriers Association. He had spoken with the motor carriers in the Jamestown area and some of those from north of Jamestown. They support this resolution and we in the association think it is a good resolution because of all the HazMat (hazardous materials) loads both east - west and north - south movements which need now need to go through the one interchange at I - 94 and

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Page 2

House Transportation Committee
Bill/Resolution Number HCR 3046
Hearing Date February 14, 2003

281. The development around that interchange is quite dense within that area and those loads which need to go through downtown Jamestown -- they contend with local traffic, the railroad tracks, etc. -- and they do not stop -- they never stop in town to but products -- so the HazMat loads add to the hazards of movement through a congested area. The short by-pass would eliminate much of this exposure to the HazMat loads. For this reason which by itself is sufficient to support this resolution plus it would speed the flow and movement of truck traffic.

Rep. Thorpe: (4.1) Is it that you don't want to get mixed into the Interstate traffic at the 281 interchange?

LeRoy Ernst: That is correct.

Rep. Thorpe: It seems that if the traffic at the 281 - 1944 interchange was east bound they would continue to do so and it would be the south bound traffic that would be diverted - right?

LeRoy Ernst: That is the way I would envision it -- yes.

Opposition:

Tim Horner: Director of Transportation Programs appeared to oppose HCR 3046. A copy of his written testimony is attached.

There being no one else wishing to testify for or against, Chairman Weisz closed the hearing on HCR 3046.

End (8.6)

Action (3 4.7) Chairman Weisz opened the discussion for action on HCR 3046. Rep.

Bernstein moved a 'Do Not Pass' motion for HCR 3046. Rep. Delmore seconded the motion.

On a roll call vote the motion carried 13 Ayes 0 Nays 0 Absent.

Rep. Bernstein was designated to carry HCR 3046 on the floor. **End of Record (38.3)**

Date: 2/14/03
Roll Call Vote #: 1

2003 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. HCR 3046

House TRANSPORTATION Committee

Check here for Conference Committee

Legislative Council Amendment Number 33071.0200

Action Taken D N P on consent

Motion Made By Bernstein Seconded By Delmore

Representatives	Yes	No	Representatives	Yes	No
Robin Weisz - Chairman	✓		Lois Delmore	✓	
Kathy Hawken - Vice Chairman	✓		Arlo E. Schmidt	✓	
LeRoy G. Bernstein	✓		Elwood Thorpe	✓	
Mark A. Dosch	✓		Steven L. Zaiser	✓	
Pat Galvin	✓				
Craig Headland	✓				
Clara Sue Price	✓				
Dan J. Ruby	✓				
Dave Weiler	✓				

Total Yes 13 No 0

Absent 0

Floor Assignment Rep. Bernstein

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

To Costa Richard Date 10/16/03
Operator's Signature

REPORT OF STANDING COMMITTEE (410)
February 14, 2003 11:33 a.m.

Module No: HR-29-2732
Carrier: Bernstein
Insert LC: . Title: .

REPORT OF STANDING COMMITTEE
HCR 3046: Transportation Committee (Rep. Weisz, Chairman) recommends **DO NOT**
PASS (13 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). HCR 3046 was placed on
the Tenth order on the calendar.

(2) DESK, (3) COMM

Page No. 1

HR-29-2732

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2003 TESTIMONY

HCR 3046

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HOUSE TRANSPORTATION COMMITTEE
February 14, 2003

North Dakota Department of Transportation
Tim Horner, Director of Transportation Programs

HCR 3046

Good morning, Mr. Chairman and members of the committee. I'm Tim Horner, Director of Transportation Programs at the North Dakota Department of Transportation. I'm testifying on behalf of the department in opposition to HCR 3046, which urges NDDOT to extend the U.S. 281 bypass around Jamestown, south of I-94.

The most recent Jamestown Land Use and Transportation Plan does not identify the proposed bypass as a local priority. It is suggested that the bypass south of I-94 follow a process similar to that for the bypass currently being constructed north of I-94. Like the northwest bypass, the proposed bypass would be identified, discussed, prioritized, and endorsed by the city of Jamestown through a local transportation planning process coordinated with NDDOT, rather than through the legislative process. Attachment A shows the location of the proposed bypass.

NDDOT does not currently have funding available to finance the construction of the proposed bypass. While there is no fiscal note required, it is estimated the project would cost about \$1 million per mile to reconstruct, or a total of about \$3 million. The estimates may be conservative: we are assuming there is no additional work needed on the Woodbury Interchange, and that there are no major environmental, historical, or archeological elements to deal with that can drive up project costs. In addition, it would cost about \$7,000 annually to maintain this three mile segment.

The northwest bypass, currently under construction, will significantly reduce traffic delays and truck traffic movement in downtown Jamestown. We are not aware of any major congestion problems that would necessitate a southwest bypass. Much of the traffic on this segment of US 281 serves area businesses and is associated with area retail and service industries.

A project tentatively scheduled in the next five to seven years will reconstruct the four-lane segment of U.S. 281 just south of I-94. This project will help alleviate any traffic flow problems in the area.

The proposed bypass is a local development issue that we believe should be dealt with at the local level. In addition, the department does not feel that the need for the project justifies adding mileage to the state highway system. For these reasons, NDDOT opposes the proposed bypass project at this time.

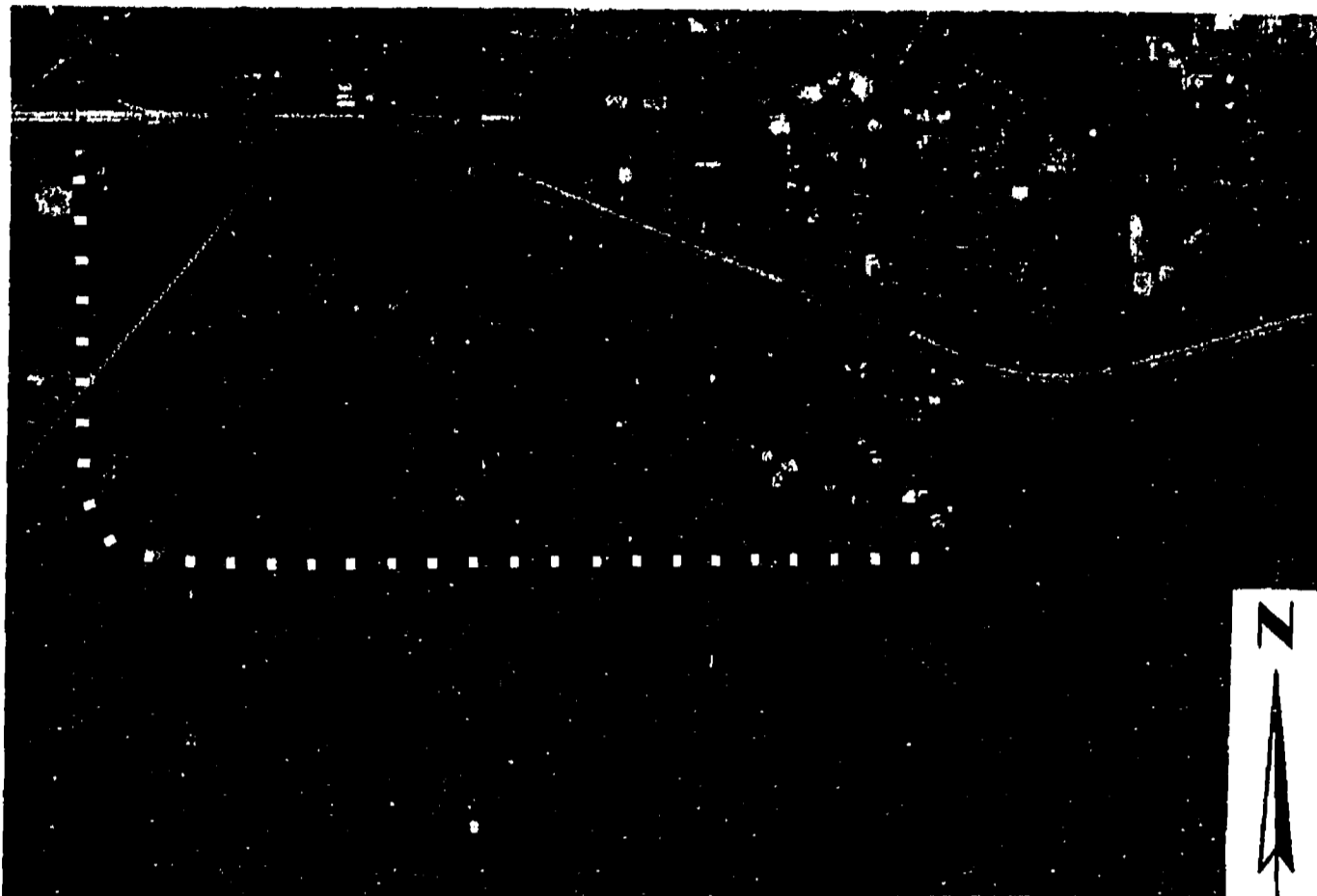
If local officials feel the project is justified, the city and county may consider pooling their federal and local funds to undertake the project. We would be receptive to participating in discussions of that possibility.

Mr. Chairman, that concludes my testimony. I would be happy to answer any questions the committee may have.

12

ATTACHMENT A

HCR 3046 -- Proposed Jamestown Bypass



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