

# Montana State Legislature

**2015 SESSION**

## **ADDITIONAL DOCUMENTS**

**Business Page**

[Signed by Chairman]

**Roll Call**

**Standing Committee Reports**

**Tabled Bills**

**Fiscal Reports**

**Rolls Call Votes**

**Proxy Forms**

**Visitor Registrations**

**\*Any other documents, which were submitted after the committee hearing has ended and/or was submitted late [within 48 hours], regarding information in the committee hearing.**

**\*Witness Statements that were not presented as exhibits.**

**Montana Historical Society Archives**

**225 N. Roberts**

**Helena MT 59620-1201**

**2015 Legislative**

**E-Document Specialist Susie Hamilton**

**BUSINESS REPORT**

**MONTANA HOUSE OF REPRESENTATIVES  
64th LEGISLATURE - REGULAR SESSION**

**HOUSE TRANSPORTATION COMMITTEE**

**Date:** Wednesday, February 18, 2015  
**Place:** Capitol

**Time:** 3:00 PM  
**Room:** 455

**BILLS and RESOLUTIONS HEARD:**

HB 480 - Increase the maximum speed limits, including trucks - Rep. Mike Miller  
HB 491 - Generally revise the 24/7 sobriety program laws - Rep. Steve Lavin  
HB 534 - Allow county commission to regulate compression brake usage - Rep. Kirk Wagoner

**EXECUTIVE ACTION TAKEN:**

HB 428	Be Tabled
HB 467	Be Tabled
HB 473	Be Tabled
HJ 16	Do Pass
SB 110	Be Concurred In

**Comments:**



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REP. Steve Lavin, Chair



*The Big Sky Country*

MONTANA HOUSE OF REPRESENTATIVES

TRANSPORTATION COMMITTEE

ROLL CALL

DATE Feb 18, 2015

NAME	PRESENT	ABSENT/EXCUSED
REP. STEVE LAVIN, CHAIRMAN	✓	
REP. CHRISTY CLARK, VICE CHAIR	✓	
REP. NANCY WILSON, VICE CHAIR	✓	
REP. ROB COOK	✓	
REP. WILLIS CURDY	✓	
REP. CLAYTON FISCUS	✓	
REP. FRANK GARNER	✓	
REP. GEORGE KIPP III	✓	
REP. MARGIE MACDONALD	✓	
REP. WENDY MCKAMEY	✓	
REP. MIKE MILLER	✓	
REP. LEE RANDALL	✓	
REP. BRIDGET SMITH		✓
REP. KATHY SWANSON	✓	

14 MEMBERS



**HOUSE STANDING COMMITTEE REPORT**

**February 18, 2015**

**Page 1 of 1**

Mr. Speaker:

We, your committee on **Transportation** recommend that **Senate Bill 110** (third reading copy -- blue) **be concurred in.**

Signed: \_\_\_\_\_

*[Handwritten Signature]*  
*Representative Steve Lavin, Chair*

To be carried by Representative Frank Garner

- END -

**Committee Vote:**

**Yes 14, No 0**

Fiscal Note Required

SB0110001SC16501.hbb

*W*  
*2/19/15*  
*8:30am*



**HOUSE STANDING COMMITTEE REPORT**

**February 18, 2015**

**Page 1 of 1**

Mr. Speaker:

We, your committee on **Transportation** recommend that **House Joint Resolution 16** (first reading copy -- white) **do pass**.

Signed: \_\_\_\_\_

*Representative Steve Lavin, Chair*

- END -

**Committee Vote:**

**Yes 13, No 1**

Fiscal Note Required

HJ0016001SC.hbb

U  
2/19/15  
8:30 AM

## BILL TABLED NOTICE

### HOUSE TRANSPORTATION COMMITTEE

The HOUSE TRANSPORTATION COMMITTEE TABLED

HB 428 - Revise laws related to regulating ride-sharing services in Montana - Rep. Margaret (Margie) MacDonald

HB 467 - Clarify laws related to roads, access, and private property - Rep. Mike Miller

HB 473 - Require salvage entities to obtain and retain proof of ownership - Rep. Tom Jacobson

by motion, on **Wednesday, February 18, 2015** (PLEASE USE THIS ACTION DATE IN LAWS BILL STATUS).

  
\_\_\_\_\_  
(For the Committee)

  
\_\_\_\_\_  
(For the Chief Clerk of the House)

7pm / 2/18/15  
\_\_\_\_\_  
(Time) (Date)

February 18, 2015 (6:37pm)

Kendra Balian, Secretary

Phone: 444-7353



*The Big Sky Country*

MONTANA HOUSE OF REPRESENTATIVES

TRANSPORTATION COMMITTEE

ROLL CALL VOTE

BILL NUMBER HB 467

DATE Feb 18, 2015

MOTION Do Pass

NAME	AYE	NO	PROXY
REP. CHRISTY CLARK, VICE CHAIR	✓		
REP. NANCY WILSON, VICE CHAIR		✓	
REP. LEE RANDALL	✓		✓
REP. MARGIE MACDONALD		✓	
REP. CLAYTON FISCUS	✓		
REP. BRIDGET SMITH		✓	✓
REP. ROB COOK		✓	
REP. KATHY SWANSON		✓	
REP. MIKE MILLER	✓		
REP. WILLIS CURDY		✓	
REP. WENDY MCKAMEY	✓		
REP. FRANK GARNER	✓		
REP. GEORGE KIPP III		✓	
REP. STEVE LAVIN, CHAIRMAN	✓		

7-7

14 MEMBERS









*The Big Sky Country*

MONTANA HOUSE OF REPRESENTATIVES

VISITORS REGISTER

TRANSPORTATION COMMITTEE

DATE Feb 18, 2015 BILL NO: HB 480

SPONSOR(S): Rep. Mike Miller

SHORT TITLE: Increase the maximum speed limits, including trucks

Please leave prepared testimony with secretary.

Witness Statement forms are available if you care to submit written testimony.

PLEASE PRINT

PLEASE PRINT

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PLEASE PRINT

Name	Representing	Support	Oppose	Informt'l
Glenn Opperl	MT Chamber	X		
Jason Hildenslyb	MHP		X	
Anna O'Donnell	AAA		X	
Bob Gilbert	MTTA		X	
BOB MORROW	SELF	X		
DWANE KAICEY	MDT			X
DAVE WARD	SELF	X		
Spark Stan	MCM	<del>X</del>	X	
Ray Kupin	Watkins Shepard Truck		X	
Sary Hegreberg	Contractors		X	
Rusti Blawie	self	X		



February 16, 2015

TO: REPRESENTATIVE STEVE LAVIN

FROM: KEVIN CHRISTENSEN, P.E.  
MDT Construction Engineer

RE HB 415 – Revise Laws Governing Highway Work Zones



Senator Lavin,

Setting proper speed limits in work zones is very critical for two important reasons; work zone safety and speed differentials. The safety of all workers within the work zone is the utmost concern with the Montana Department of Transportation. Engineering judgment used to determine proper speed limits is based upon the nature of the project, roadway and roadside conditions, and whether or not workers are present. Overall, the goal is to identify a speed that is safe and reasonable for existing work zone conditions.

Setting speeds that are safe and reasonable will also help reduce speed differentials. Operating speeds do not have a strong correlation to crash frequency; rather it is the variance in vehicle speeds. A primary source of speed differential is the credibility drivers have with posted speed limits. Unreasonable low speed limits and leaving reduced speed limits in place after the work activity is removed greatly diminishes driver's trustworthiness. In general, motorists will only reduce speed through work zones only if they clearly see a perceived need to do so. Therefore, it is essential proper speed limits are posted for both the safety of workers and road users and for the believability of drivers.

The Montana Department of Transportation has developed guidelines to establish proper work zone speed limits. The Standard Specifications for Road and Bridge Construction, 2014 Edition contains Table 618-5, Traffic Control Speed Limits in Construction Zones. These speed limits are dependent upon roadway conditions, activities, and the presence of workers. The correlation between speed limits and activities were developed through extensive research, experienced field implementation, and evaluation with other state departments of transportation. The Manual on Uniform Traffic Control Devices approved by the Federal Highway Administration is also used as a guide for posting proper speed limits within work zones.

A Montana Department of Transportation Engineering Project Manager is the field representative for the Department and is responsible for direct project oversight and documentation. The Engineering Project Manager along with the Traffic Control Contractor evaluates existing conditions and activities in order to establish proper speed limits based upon Table 618-5. These speed limits are monitored and adjusted during the life of the project by focusing on continually changing conditions. Project field inspectors who report directly to the Engineering Project Manager also monitor speed limits to insure compliance with Table 618-5.

Establishing and maintaining speed limits both safe and reasonable are accomplished through shared responsibilities between the Montana Department of Transportation and the traffic control contractor.

**TABLE 618-5  
TRAFFIC CONTROL SPEED LIMITS IN CONSTRUCTION ZONES**

Speed Limit	Activity Description
Existing	<ul style="list-style-type: none"> <li>-Construction activities are 30 feet (9.2 m) beyond the edge of the traveled way and construction vehicles are not crossing the traveled way.</li> <li>-Construction activities suspended during winter shutdown or prolonged periods of time, based upon roadway conditions.</li> <li>-Holiday weekends and no work days when work is not in progress and PTW has not been impacted.</li> <li>-Interstate merging tapers.</li> <li>-Survey crew activities not on the PTW or parking shoulder.</li> </ul>
65 mph	<ul style="list-style-type: none"> <li>-Two-lane two-way traffic on interstates.</li> <li>-One-lane one-way traffic on interstates with no activities in closed lane.</li> </ul>
55-65 mph	<ul style="list-style-type: none"> <li>-One-lane one-way traffic on interstates with activities encroaching on closed lane.</li> <li>-Two-lane two-way non-interstate traffic traveling on non-impacted roadway surfaces when construction activities are suspended or not present, based upon roadway conditions.</li> </ul>
45-55 mph	<ul style="list-style-type: none"> <li>-Interstate crossovers.</li> <li>-Two-lane two-way non-interstate traffic traveling on impacted roadway surfaces when construction activities are suspended or not present, based upon roadway conditions.</li> <li>-Two and four-lane roadways with construction activities within the clear zone but not encroaching on the shoulders and/or driving lanes.</li> </ul>
45 mph	<ul style="list-style-type: none"> <li>-Seal coat operations on interstates, increased to 55 mph once initial brooming roadway is completed.</li> <li>-Interstate roadways with construction activities on shoulders.</li> </ul>
35 mph	<ul style="list-style-type: none"> <li>-Seal coat operations on two-lane two-way and multiple-lane two-way roadways, increased to 45 mph once initial brooming roadway completed.</li> <li>-In advance of flagging stations or temporary traffic signals.</li> <li>-Interstate and multiple-lane roadways with construction activities in closed lane(s), within the work zone only.</li> <li>-Two-lane two-way roadways with construction activities on shoulders.</li> </ul>
25 mph	<ul style="list-style-type: none"> <li>-Temporary diversions on graveled surfaces.</li> <li>-Pilot car queues.</li> <li>-Survey crew activities within the traveled way. (non-interstate)</li> <li>-Two or multiple-lane roadways in an urban area with construction activity in a lane, within the work zone only.</li> </ul>

February 18<sup>th</sup>, 2015

HB-480

**ADDITIONAL  
DOCUMENTS**

The “**Basic Rule**” requires drivers to drive at a **reasonable and prudent rate** for roadway conditions. This is what people naturally do under normal conditions.

Speed limits set on our roads have nothing to do with highway safety, their biased on the money generated by fines. Yes, it's all about the money, sorry.

Highway deaths rose when we abandoned the “**Basic Rule**”, then public official's hid this, telling us our highways were safer.

You're asking yourself, how did this happen. It's rather simple, instead of looking at the road ahead, drivers are looking for a speed limit signs at the side of the road, or at their speedometer, or over their shoulder for a cop, rather than at what's ahead..!

The “**Basic Rule**” is the best law we can have for safety.

HB-480 is a good step, **this is about safety**, not money.

Please pass this bill.

Thank you.

Dave Wood – 406-442-8575