

MINUTES OF THE MEETING
HIGHWAYS & TRANSPORTATION COMMITTEE
50TH LEGISLATIVE SESSION
HOUSE OF REPRESENTATIVES

March 26, 1987

Rep. John Harp, Chairman, called the meeting to order at 1:00 p.m. in room 317 of the Capitol, Helena.

ROLL CALL

All committee members were present except Representatives William Glaser, Roland Kennerly and Clyde Smith. Mary McCue, researcher for the committee was present.

Bills to be heard were HB 896 and SB 396.

HOUSE BILL 896

Rep. John Mercer, House District #50, Flathead Lake District, sponsored HB 896 which is an act providing a contingent increase in the fuel conservation speed limit, amends 61-8-304, and provides a contingent effective date. It raises the speed limit on federal-aid interstate highways to 65 miles an hour, leaving the speed limit at 55 miles per hour on other public highways. There were many representatives' signatures on this bill.

PROPONENTS - None

OPPONENTS - None

EXECUTIVE SESSION

HOUSE BILL 896

Rep. Swysgood made a motion that HB 896 DO PASS. Motion was adopted unanimously.

QUESTIONS (OR DISCUSSION) FROM THE COMMITTEE

HOUSE BILL 212

HB 212 provides for a commercial vehicle operator's license program. Rep. Swysgood said the subcommittee addressed some of the concerns in this bill and developed some amendments, EXHIBIT #1, addressing committee concerns. The federal government is going to mandate some rules and this bill will alleviate a lot of problems. Rep. Swysgood moved the first amendment dealing with the requirement for a commercial vehicle operator's license be adopted. A hazardous material

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endorsement may be substituted for an operator's endorsement. See amendments on the standing committee report. Amendment #5 allows 90 days after an application has been received for an endorsement to be issued. The examination would be held in the county where the applicant resides and if there are no applications, no examination would have to be held.

Amendments #6 and #7 apply to Class A and B licenses to make the language conform to federal language.

Amendment #8 addresses the endorsement for the hazardous material on an operator's license. It will be necessary to complete a written examination. The federal law is going to mandate that anyway. An operator will have his regular license with that endorsement on it. This will alleviate problems with trucking licenses.

Rep. Stang thinks these are good amendments to send to the House floor. Rep. Kadas asked what the cost for the testing would be. Rep. Swysgood answered it would save money because unless there were an application, no examiner would have to go to that county.

The amendments were adopted unanimously.

Rep. Swysgood made a motion that HB 212 DO PASS AS AMENDED. The motion was adopted unanimously by those present.

SENATE BILL 300

This is Senator Manning's bill for a special carrier in Great Falls. Rep. Roth moved SB 300 BE CONCURRED IN; and the motion carried unanimously. Rep. Menahan will carry SB 300 on the House floor.

SENATE BILL 69

Senator Farrell's motor carrier safety bill. Rep. Roth moved SB 69 BE CONCURRED IN; motion carried with Rep. Stang voting No. Several members of the committee were absent.

SENATE BILL 187

Rep. Swysgood moved SB 187 BE CONCURRED IN. This motion was adopted 10-5 after the following discussion.

Rep. Stang stated there are a number of independent trucking firms in Montana that are opposed to the triple trailers, saying it will put them out of business. On one of the new stretches of interstates in Montana, information from the

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department of justice advised there were 221 accidents, 97 involved trucks, and of the 7 fatalities in those accidents, 6 of them came from truck-involved accidents. He feels these rigs are too dangerous to be on the highways and no further study should be necessary.

Rep. Swysgood appreciated Rep. Stang's concern but he thinks the safety record on these triple trailers is very, very well documented. This is an economic decision. There will be more jobs created. These trailers address a specific segment of the industry. They provide freight hauling to those people who ship freight that is less than truck load (LTL). Most of this type of freight is bulky and light weight, and under the present trailer system the loads cube out before they gross out. This would allow some of these smaller shippers and small manufacturers to maybe be afforded cheaper rates.

Rep. Stang remarked the law doesn't clarify where these trailers will be dropped off. He thinks it is dangerous and unsafe to put motorists in this position.

Rep. Swysgood remarked the length of triple trailers will be the same as that of double trailers now. Mr. Havdahl further explained the 110 feet overall restriction applies to a conventional tractor, and in order to accommodate the possibility of a conventional tractor now pulling double, we have operations in Montana with a 17 foot tractor with two 28-1/2 foot trailers. The 105 foot limit in the bill applies to short cabover tractors.

Rep. Helen O'Connell hates to have to pass a double trailer, let alone a triple trailer combination.

Rep. Stang made a motion for an amendment limiting triple trailers to a 55 mph speed limit regardless whether a 65 mph limit is allowed by the federal government. Rep. Swysgood opposes this amendment because there are no facts that support the safety of these vehicles at 55 as opposed to 65 mph. Statistics prove that these are the safest combinations running on the highways today. He doesn't think speed is a valid argument. Rep. Stang felt this would be a chance for them to prove they are safe.

The amendment failed on a 6 ayes and 9 nays roll call vote.

Then Rep. Swysgood's original motion of SB 187 BE CONCURRED IN was adopted by a roll call vote of 10 ayes and 5 nays. Rep. Kennerly was absent.

The meeting was continued as a hearing.

SENATE BILL 396

Senator Esther G. Bengston, Senate District #49, Yellowstone County, handed out a picture of a sign similar to her proposal EXHIBIT #1 and a Bill Summary, EXHIBIT #2. She requested this bill to be introduced and then solicited the department of highways for their input. SB 396 provides for a motorist information program within the right-of-way on interstate and primary highways; allows the DOH to establish and operate a motorist information sign program; provides revenue to cover the cost of the program; grants rulemaking authority and provides an effective date.

There are two different programs in SB 396. One program provides for motorist information signs on the interstate system. The other program provides for tourist oriented signs. There are 25 states that have similar programs. The DOH will have rulemaking power to solicit bids on a franchise basis with private enterprises. The franchisee will promote, market, construct and maintain the signs. The specifications for such an interstate program are outlined very clearly in the federal statutes. These signs are meant to be an aid and service to the traveling public.

The tourist oriented signs on the primary system are to be directionary signs. There is no intent to hurt local business sign companies. They will have the opportunity to bid on the franchise. According to federal law, the DOH cannot use this as a fund raising program on the interstate, so they will only be charging the franchisee for administration of the program.

PROPOSERS

DENNIS UNSWORTH, Manager of the Information Unit of the DOH, supports SB 396. See his testimony, EXHIBIT #3. The interstate logo sign program has been used in many other states. The cost of administering the program will be insignificant. This program can be relatively inexpensive and useful to small businesses. They are to be directional signs only. The program can be tailored to Montana by working with the Federal Highway Administration. He urged support for this bill with the amendments proposed by EXHIBIT #3A.

OPPOSERS

DEAN ROBERTS, Assistant to the President, Myhre Advertising, gave the committee "Specific Service Signing" (Federal Regulations) and some maps of Montana cities, EXHIBITS #4. They oppose SB 396 because it is excessively restrictive as required by federal law. A tourist oriented sign provides information to the traveling public concerning gas, food,

HIGHWAYS & TRANSPORTATION COMMITTEE

March 23, 1987 - Page 5

camping, recreation and tourist services accessible from the primary highway system by way of intersecting highways. Any business visible from the highway may not be eligible for the program. Any businesses facing the main streets marked in yellow in Exhibit #4 city maps will not qualify for the program. A business must be located off the main traveled way. Even if a business does qualify, heavy restrictions apply. An advertising firm such as Myhre cannot profit from such a program. The cost of salesman commissions, the sign itself, and franchisee expense would not be returned from the limited amount of signs that could be placed on a certain sized sign. The cost of administering such a program will cost the state between \$100,000 and \$200,000 per year with no substantial revenue generated close to recovering the cost. SB 396 should be defeated for the above reasons and other technical problems.

KEN DUNHAM, representing Epcon Sign Company, Billings, opposed SB 396. There is obviously some benefit from tourist signs. SB 396 is vague, confusing and highly discriminatory to a number of businesses. There are very restrictive business qualifications to be listed on such signs. Anaconda might not be able to have any businesses listed on the signs; some in Billings may not qualify. Those who are situated on the highway may not qualify, and then they would have to compete with those who are not visible from the highway who could be listed. There would have to be continual monitoring by the DOH to see that the businesses meet the requirements. The costs to Montana from this bill would be high. The income from SB 396 will not be there. It will only add another level of bureaucracy to signage with the associated costs. It won't help the small towns. He urged that the problem be studied further and a more equitable and fair way be determined to resolve this matter. Urged the bill be defeated.

PHIL KEETER, owner and operator of Hall Outdoor Advertising, of a small billboard company out of Billings is an opponent for two reasons. The bill would have a large negative impact on his business. He doesn't think state government should remain in the business of providing goods and services to Montanans with funds derived only through generally acceptable means. The government at no time should enter into and compete unfairly with free enterprise, especially when that area of free enterprise is strictly regulated and governed by state government. The DOH would be in direct competition with him. The state controls private individuals through rules and regulations which it doesn't need to adhere to. Also there are local government controls. More state personnel would have to be hired. Eligibility requirements for these information signs is terribly vague and it would result in a lot of misunderstanding and possible lawsuits and

a lot of problems. He doesn't think the state can afford this bill. He urged thumbs down on this bill.

QUESTIONS (OR DISCUSSION) FROM THE COMMITTEE

In answer to Rep. Campbell's question about the cost of administering this program, Mr. Unsworth advised they don't intend to administer the program. The program is to be let to a franchisee and private business will run it. All the department has to do is make sure the program is set out under the federal rules and regulations. A liaison would work with the franchisee to make sure the rules spelled out are followed. Someone in traffic or possibly in the right-of-way would be able to work on this program.

Senator Bengtson interrupted to say the fees charged to the franchisee are to go to pay for the program.

Mr. Unsworth stated they would hold public hearings and make rules on the business criteria, then it would be up to the franchisee to see that all the businesses that he lists are in compliance with those rules.

Rep. Stang asked Mr. Roberts if the proposed amendments were taken into consideration in his testimony. Mr. Roberts said after working for 20 years with the Highway Beautification Program they understand the federal law cannot be changed in certain areas, such as operating days and hours of businesses proposed to be listed. There is no federal law on the primary system as such yet.

Mr. Roberts explained to Rep. Stang that if in St. Regis there were two service stations and a grocery that qualified that could go on one sign. A sign costs about \$3,000 to build, so it would cost you \$200 a month for a 12x24' bulletin board sign. It is necessary to recoup the cost of the sign in one year because it is a shaky business.

In answer to Rep. Stang, Mr. Unsworth advised the federal rules were rescinded in September 1986 as it states in Exhibit #3. The Federal Highway Administration agrees and they may be more flexible than the manual states. Montana could develop a program that is more suitable and more tailored to Montana businesses that is not so restrictive on some criteria. It is a good example of why it is probably better to allow the DOH to set the rules and rulemaking before a hearing process than just setting them here because the federal rules could change. It is a matter of working out some sort of agreement with the Federal Highway Administration that will allow the DOH to go ahead.

HIGHWAYS & TRANSPORTATION COMMITTEE

March 28, 1987 - Page 7

At Rep. Harp's request Gary Wicks, Administrator of the DOH stated this program conforms to federal law. The State of Washington has nice looking and informative signs. Before you can have a logo sign you have to meet regulations already in effect. He does not envision setting up any bureaucracy or anything else to enforce that part of the signing. This whole idea originated from people in Montana asking why more signing is not done. After looking at how many other states use such a program, the DOH liked the idea that Minnesota uses which is the franchise system - letting private enterprise do it with some monitoring by the DOH. The program works in every state the DOH looked at. Billboards have not been torn down, billboard companies have not gone out of business.

The primary system program contemplates some rules and regulations they hope the federal government adopts that allows us to do the same kind of thing on the primary system. Businesses along 93 are restricted because they can do their advertising on their own premises. The program is trying to help out those businesses off 93 and off the main traveled highway so they can get a sign saying go this way to this business. The DOH has been working with Senator Bengtson for a long time to try to give the highway department more flexibility in letting people know what is along our highways and getting them off to the businesses that are located there.

Senator Bengtson closed saying the DOH is in a cooperative mood and effort to help utilize this program. This is not an antibusiness bill. She wants to provide information to the traveling public and tourists as a public policy. There are no flaws in the bill. There is some rulemaking authority. It is not going to cost anybody any money. She urged the committee to pass SB 396 out to the House floor where Rep. Nancy Keenan would explain it more fully.

The committee had to return to the House floor, so Rep. Harp suggested they come back on adjournment for a few minutes to take executive action on SB 396.

ADJOURNMENT

The committee adjourned at 2:45 p.m.

REP. JOHN HARP, Chairman

DAILY ROLL CALL

HIGHWAYS & TRANSPORTATION COMMITTEE

50th LEGISLATIVE SESSION -- 1987

Date 7/11/2002

[illegible]

STANDING COMMITTEE REPORT

March 26 19 67

Mr. Speaker: We, the committee on HIGHWAYS & TRANSPORTATION
report SENATE BILL 187

☐ do pass
☐ do not pass

☒ be concurred in
☐ be not concurred in

☐ as amended
☒ statement of intent attached

REP. JOHN HARP

Chairman

STATEMENT OF INTENT

A statement of intent is required for this act because section 4 grants to the department of highways authority to make rules prescribing qualifications of drivers and for the equipping and operation of special vehicle combinations.

The legislature intends that the rules for operation of special vehicle combinations be consistent with those rules adopted by states and provinces allowing these vehicle combinations. Rules are to include provisions for general operations, equipment, combination description, drivers, speed, stability, weight, load sequence, operational procedures, accidents, and insurance.

The legislature intends that the department of highways may restrict the operation of special vehicle combinations during times or periods when adverse conditions, weather, or other safety considerations make such operation unsafe or inadvisable.

Rep. Swysgood will carry on House floor.


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STANDING COMMITTEE REPORT

March 26 19 87

Mr. Speaker: We, the committee on HIGHWAYS & TRANSPORTATION

report SENATE BILL 212

☐ do pass
☐ do not pass

☒ be concurred in
☐ be not concurred in

☒ as amended
☒ statement of intent attached

PROVIDE COMMERCIAL VEHICLE OPERATOR'S LICENSING PROGRAM

REP. JOHN BARP

Chairman

Be Amended As Follows:

1. Page 2, line 8.
Following: "vehicle."
Insert: "However, if the applicant's vehicle does not otherwise require a commercial vehicle operator's endorsement, a hazardous material endorsement may be substituted for the commercial vehicle operator's endorsement."
2. Page 2, line 20.
Following: "or material"
Insert: ", defined or listed as a hazardous material in Title 49, Code of Federal Regulations,"
3. Page 6, line 11.
Strike: "as an operator,"
4. Page 13, line 3.
Following: "applicants."
Insert: "(1)"
5. Page 13, following line 20.
Insert: "(2) Within 90 days of receipt of an application for a commercial vehicle operator's endorsement, the Department shall give an examination for endorsement to the applicant in the county where the applicant resides."
6. Page 16, line 14.
Following: "(1)"
Strike: "Class F A"
Insert: "Interstate"
7. Page 16, line 15.
Following: "(ii)"
Strike: "Class FF H"
Insert: "intrastate"

(Continued)

3. Page 17, following line 4.

Insert: "(11) After January 1, 1988, the holder of a valid operator's, chauffeur's, or driver's license may obtain a hazardous material endorsement by successfully completing a written examination."

~~APPROPRIATELY, THE~~
~~THESE ARE THE~~

Rep. Swysgood will carry on the House floor.

212

STATEMENT OF INTENT

A statement of intent is required for this bill because [section 40] grants rulemaking authority to the department of justice. The bill gives the department authority to define commercial motor vehicle and to prescribe requirements and procedures for the licensing of commercial motor vehicles and commercial vehicle operators.

It is the legislature's intent that the department adopt rules for commercial motor vehicles and operators in order to bring the state into compliance with federal regulations established by Title XII, Commercial Motor Vehicle Safety Act of 1986, effective July 1, 1987.

STANDING COMMITTEE REPORT

March 26 19 87

Mr. Speaker: We, the committee on HIGHWAYS & TRANSPORTATION

report SENATE BILL 300

☐ do pass
☐ do not pass

☒ be concurred in
☐ be not concurred in

☐ as amended
☐ statement of intent attached

REP. JOHN HARP

Chairman

Rep. Menahan will carry on House floor.

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STANDING COMMITTEE REPORT

March 26

19 87

Mr. Speaker: We, the committee on HIGHWAYS & TRANSPORTATION

report HOUSE BILL 896

☒ do pass
☐ do not pass

☐ be concurred in
☐ be not concurred in

☐ as amended
☐ statement of intent attached

REP. JOHN HARP

Chairman

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ROLL CALL VOTE

HIGHWAYS & TRANSPORTATION

COMMITTEE

DATE

Mar 26, 1987

BILL NO.

S.B. 187

NUMBER

2

NAME	AYE	NAY	ABSTAIN
Rep. John Harp, Chairman		✓	
Rep. William Glaser, Vice Chairman	✓		
Rep. Bud Campbell	✓		
Rep. Harry Fritz	✓		
Rep. Hal Harper		✓	
Rep. Tom Jones	✓		
Rep. Mike Kadas	✓		
Rep. Roland Kennerly			
Rep. John Mercer		✓	
Rep. Helen O'Connell	✓		
Rep. Bing Poff		✓	
Rep. Rande Roth	✓		
Rep. Clyde Smith	✓		
Rep. Barry Stang		✓	
Rep. Charles Swysgood	✓		
Rep. Fred Thomas	✓		

TALLY

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Jo Lofth
Secretary

Chairman

MOTION:

Do Concur S.B. 187. Motion carries.

ROLL CALL VOTE

HIGHWAYS & TRANSPORTATION

COMMITTEE

DATE Mar. 26, 1987 BILL NO. LB 157 NUMBER 1

NAME	AYE	NAY	ABSTAIN
Rep. John Harp, Chairman		✓	
Rep. William Glaser, Vice Chairman		✓	
Rep. Bud Campbell		✓	
Rep. Harry Fritz		✓	
Rep. Hal Harper	✓		
Rep. Tom Jones		✓	
Rep. Mike Kadas	✓		
Rep. Roland Kennerly <i>present</i>			
Rep. John Mercer	✓		
Rep. Helen O'Connell	✓		
Rep. Bing Poff	✓		
Rep. Rande Roth		✓	
Rep. Clyde Smith		✓	
Rep. Barry Stang	✓		
Rep. Charles Swysgood		✓	
Rep. Fred Thomas		✓	

TALLY

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Jo Lahti
Secretary

Chairman

MOTION: Amendment to set speed for triple trailer
at 55. Motion fails

11/1
The following
is a list of
the 15 items



BILL SUMMARY
(SB 396)

Prepared for the Senate Highways
and Transportation Committee

SB 396 is a bill to establish a motorist information sign program. The purpose of the program is to provide for the installation of motorist information signs giving specific information of interest to the traveling public concerning gas, food, lodging, camping, recreation, and tourist services that are conveniently accessible from the interstate and primary highways.

As introduced, SB 396 contains the following main provisions:

- defines "motorist information sign" to mean a specific information sign or a tourist-oriented direction sign;
- provides that specific information signs may be erected and maintained within the right-of-way of the interstate highway system;
- authorizes installation of tourist-oriented directional signs within the right-of-way of the primary highway system;
- establishes general requirements for installation, design, and use of specific information signs and tourist-oriented directional signs, including that signs must conform to national standards adopted under federal law;
- lays out general eligibility requirements for businesses that may request special signing;
- provides that no business that owns or advertises on any outdoor advertising structure in violation of state law may be eligible for business signing;
- authorizes the department of highways to award a franchise to qualified persons to establish and operate a motorist information sign program on behalf of the state;
- establishes responsibilities for franchisees;

- requires that the department authorize the collection of fees to cover all costs of the state motorist information sign program;
- prohibits the department of highways from taking any action that may result in loss to the state of any federal highway construction funds;
- provides that if state law conflicts with federal law that the conflicting portions of state law will be invalid; and
- grants the department of highways authority to adopt rules necessary to implement the act.

March 26, 1987

FILED
MARCH 26 1987
CLERK OF DISTRICT COURT
JUDICIAL DISTRICT NO. 1
BUTTE, MONTANA

TESTIMONY ON SB 396

- We support SB 396.
- The Interstate logo sign program has been used in many other states. This bill draws on their experience -- in particular, successful programs in Minnesota and Pennsylvania. It will allow the department to award a franchise and let private enterprise operate the program.

The cost to the department to administer the program will be almost insignificant. Our role is to see that the rules and regulations are met. The franchise provides promotion and marketing, engineering and fabrication services, financing and maintenance of the signs.

- The tourist-oriented sign program for primary highways would require special approval from the Federal Highway Administration. Oregon now has such a program on an experimental basis. Its main advantage is that it is relatively inexpensive and is useful to small businesses.
- These are not advertising signs in that they don't provide a marketing or promotional message. They're directional signs with the name of the business only. The number of signs, sign spacing and size are all spelled out in the Manual on Uniform Traffic Control Devices which we are required by law to comply with. This will guard against an unsightly proliferation of signs. These signs are intended to provide a service to motorists and to business that will be helpful as we work to increase tourism in Montana.
- We are recommending amendments to address one of the most common concerns with this bill. As it is written, businesses must meet strict criteria in order to qualify for these signs. These criteria are likely too strict for Montana. A more reasonable approach would allow the public and the businesses involved to suggest criteria through the rulemaking process. By removing the specific criteria from the law and, instead, setting those criteria through public hearings and rulemaking, we can tailor the program to our circumstances and work with the Federal Highway Administration to develop a program more suitable to Montana.

In fact, the rules referred to in section 3 on page 5 were rescinded last September. It appears now that states may be allowed more flexibility in setting the criteria. This flexibility should be helpful for Montana. I urge your support for this bill with the amendments we've proposed.

PROPOSED AMENDMENTS

SB 396

The attached amendments are proposed to clarify the bill and provide flexibility to the Department of Highways in developing a program suitable to Montana's needs.

The first amendment is proposed to strike the reference to the federal rules found in 23 C.F.R. 655.307. This rule was rescinded by the FHWA on September 17, 1986. (Federal Register, Vol. 51, No. 180, Page 32907).

The remaining amendments are proposed to allow the department, after public hearings in the rulemaking process, to set standards for the qualification of businesses for signing. Until the rules were rescinded, these standards were set in federal law. However, the MUTCD now provides guidelines for hours and days of operation and types of services provided, but these may be tailored to Montana's needs.

The tourist oriented directional signing is proposed by federal rule, but the details have not been finalized. The amendments would allow the department the necessary flexibility to set standards with public involvement once the federal rules have been set.

DJU:cm:3/s-1

AMENDMENTS TO SENATE BILL 396

1. Page 5, lines 9-11

Strike: Subsection (3) in its entirety

Renumber: Subsequent subsections

2. Page 6, line 2

Following: "meet the"

Strike: "following"

3. Page 6, line 3

Following: "services"

Strike: ":",

Insert: "as determined by the department in rules adopted in conformity with federal requirements."

4. Page 6, lines 4-25 and Page 7, lines 1-6

Strike: Subsections (1)(a) - (d) in their entirety

5. Page 10, line 1

Following: "meet the"

Strike: "following"

6. Page 10, line 2

Following: "activity"

Strike: ":"

Insert: "as determined by the department in rules adopted in conformity with federal requirements."

7. Page 10, lines 3-25 and Page 11, lines 1-5

Strike: Subsections (1)(a) - (c) in their entirety

DJU:cm:3/s-2

77-4
Mar 12, 1986
2034 San Antonio
Federal Regulations

2G-5 SPECIFIC SERVICE SIGNING

2G-5.1 Application of Specific Service Signs

Specific service signs provide travelers with business identification and directional information for essential motorist services. The signs may be used on any class of highway and are intended for use primarily in areas rural in character. The use of specific service signs should be based on a determination of motorist need for this type of signing.

Specific service signs, if used, shall carry word legends for one or more of the following services, GAS, FOOD, LODGING, OR CAMPING, along with an appropriate directional legend such as NEXT RIGHT, SECOND RIGHT or directional arrows, the exit number where applicable, and one or more separately attached business logos. The signs shall have white reflectorized uppercase letters, numbers, arrows, and borders on a blue background. The signs may be illuminated. Typical specific service signs are shown in Figure 2-47.

The number of signs shall be limited to one for each type of service along an approach to an interchange or intersection. The number of logos permitted on a sign is specified in Sections 2G-5.5 and 2G-5.6.

In the direction of traffic, successive specific service signs shall be those of CAMPING, LODGING, FOOD, and GAS in that order. The signs should be located so as to take advantage of natural terrain, to have the least impact on the scenic environment, and to avoid visual conflict with other signs within the highway right-of-way. Unprotected sign supports located within the clear zone shall be of a breakaway type of design. Typical sign locations are shown in Figure 2-48.

2G-5.2 LOGOS

A business logo, which may consist of the business identification symbol, name, brand, trademark, or combination, shall be shown on a separate panel which is attached to the specific service sign. Logos shall have a blue background with a white legend and border. The principle legend should be at least equal in height to the directional legend on the sign. Where business identification symbols or trademarks are used alone for a logo, the border may be omitted, the symbol or trademark shall be reproduce in the colors and general shape consistent with customary use, and any integral legend shall be in proportionate size.

Messages, symbols, and trademarks which resemble any official traffic control device shall not be used.

2G-5.3 Size of Logos and Signs

Each logo, including its border, when attached to a specific service sign, shall be contained within a rectangular background area which shall not exceed the dimensions shown in Table II-4 for the applicable class of highway and location. Category 1 sizes are for use on expressways where access to crossroads is provided by at-grade intersections. Category 2 sizes are intended as alternates for signing at-grade intersections located between interchanges on expressways. Category 2 sizes shall be used only in conformance with the State signing policy specified in Section 2G-5.8.

Table II-4 Logo Sizes

Class of Highway	GAS		FOOD LODGING CAMPING	
	Width	Height	Width	Height
Freeway (Section 2F-1)	48"	36"	60"	36"
Expressways (Section 2E-1)				
Interchanges	48"	36"	60"	36"
Intersections—Category 1 ...	36"	24"	36"	24"
Intersections—Category 2 ...	48"	36"	60"	36"
Conventional Roads	24"	18"	24"	18"

Sign sizes must be fixed primarily in terms of the amount and height of legend and the number and size of logos attached to the sign. The vertical and horizontal spacing between logos shall not exceed 8 inches and 12 inches, respectively. Reference shall be made to Sections 2A-19, 2E-12, and 2F-12 for information on borders and on interline and edge spacing.

2G-5.4 Size of Lettering

All letters and numerals on specific service signs, other than on the logos, shall conform to the sizes specified in Table II-5. Letter sizes specified for Expressway Intersections, Category 2, shall be used only in

Table II-5—Letter and Numeral Sizes for Specific Service Signs

	<i>Freeways</i>	<i>Expressways</i>			<i>Ramps and Conventional Highways</i>
		<i>Interchanges</i>	<i>Intersections</i>		
			<i>Category 1</i>	<i>Category 2</i>	
Services	10"	10"	6"	10"	4"
Action Message	10"	10"	6"	10"	4"
Exit Legends					
Words	10"	10"			
Numeral	10"	10"			
Letter	10"	10"			

conjunction with Category 2 logo sizes given in Table II-4. Arrow details are provided in the publication "Standard Highway Signs." *

2G-5.5 Signing at Interchanges

When used on freeways or at interchanges on expressways, a separate specific service sign shall be used for each type of service for which logos are displayed. Exceptions may be made at remote rural intersections. The specific service signs shall be erected between the previous interchange and 800 feet in advance of the exit direction sign at the interchange from which the services are available. There should be at least 800 feet spacing between the signs. Excessive spacing is not desirable. Specific service signs should not be erected at an interchange where the motorist cannot conveniently reenter the freeway or expressway and continue in the same direction of travel.

At single-exit interchanges, the name of the type of service followed by the exit number shall be displayed on one line above the logos. At unnumbered interchanges, the directional legend NEXT RIGHT (LEFT) shall be substituted for the exit number. The GAS specific service sign shall be limited to six logos; the FOOD, LODGING, and CAMPING specific service signs shall be limited to four logos each.

At double-exit interchanges, the specific service signs shall consist of two sections, one for each exit. The top section shall display the logos for the first exit and the lower section shall display the logos for the second exit. The name of the type of service followed by the exit number shall be displayed in a line above the logos in each section. At unnumbered interchanges, the legends NEXT RIGHT (LEFT) and SECOND RIGHT (LEFT) shall be substituted for the exit numbers. Where a type of motorist service is to be signed for at only one exit, one section of the specific service sign may be omitted, or a single-exit interchange sign may be used. The number of logos on the sign (total of both sections) shall be limited to six for GAS and four each for FOOD, LODGING, and CAMPING.

In remote rural areas, where not more than two qualified facilities are available for each of two or more types of services, logos for two types of services may be displayed on the same sign. Not more than two logos for each type of service shall be displayed in combination on a sign. The name of each type of service shall be displayed above its respective logo(s), and the exit number shall be displayed above the names of the types of services. At unnumbered interchanges, the legend NEXT RIGHT (LEFT) shall be substituted for the exit number. Logos should not be combined on a sign when it is anticipated that additional service will become available in the near future. When it becomes necessary to display a third logo for a type of service displayed in combination, the logos involved shall then be displayed as required at single- or double-exit interchanges.

* Available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

Exit ramp signs shall be installed at single-exit interchanges along the ramp or at the ramp terminal for service facilities which have specific service signs along the main roadway, but are not visible from the ramp terminal. Ramp signs for visible facilities may be omitted. Ramp signs shall be duplicates of the corresponding specific service signs along the main roadway, but reduced in size. They may be installed along the crossroad. The signs should include the distances to the service installations. Directions shall be indicated by arrows. The minimum letter height should conform to Table II-5, except that any legend on a symbol shall be proportional to the size of the symbol. Ramp signing may be used on ramps and crossroads at double-exit interchanges.

2G-5.6 Signing at Intersections

When specific service signs are used on conventional roads and at intersections on expressways, they should be erected between the previous interchange or intersection and 300 feet in advance of the intersection from which the services are available. The spacing between signs should be determined on the basis of an engineering study. Signs similar to exit ramp signs may be provided on the crossroad. Logos should not be displayed for a type of service for which a qualified facility is visible from a point on the traveled way 300 feet from the intersection.

Each specific service sign should be limited to four logos. Not more than four logos for each type of service should be displayed along each approach to the intersection. A maximum of two logos for each two different types of services may be combined on the same sign. The name of each type of service shall be displayed above its logo(s), together with an appropriate legend such as NEXT RIGHT (LEFT) or a directional arrow.

2G-5.7 Guidelines for Specific Service Signing

Use of specific service signing should conform to the following guidelines:

1. Eligible service facilities shall comply with laws concerning the provisions of public accommodations without regard to race, religion, color, age, sex, or national origin, and laws concerning the licensing and approval of service facilities.

2. Distances to eligible services should not exceed 3 miles in either direction, except that, if within the 3 miles limit, services of the type being considered are not available, the limit of eligibility may be extended in 3 mile increments until one or more services of the type being considered, or 15 miles, whichever comes first, are reached.

3. The use of GAS signs including:

- (1) vehicle services including fuel, oil, tire repair, and water;
- (2) restroom facilities and drinking water;

(3) continuous operation at least 16 hours per day, 7 days per week, for freeways and expressways, and continuous operation at least 12 hours per day, 7 days per week, for conventional roads; and

(4) telephone.

4. The use of FOOD signs including continuous operations to serve three meals a day, 7 days a week and a telephone.

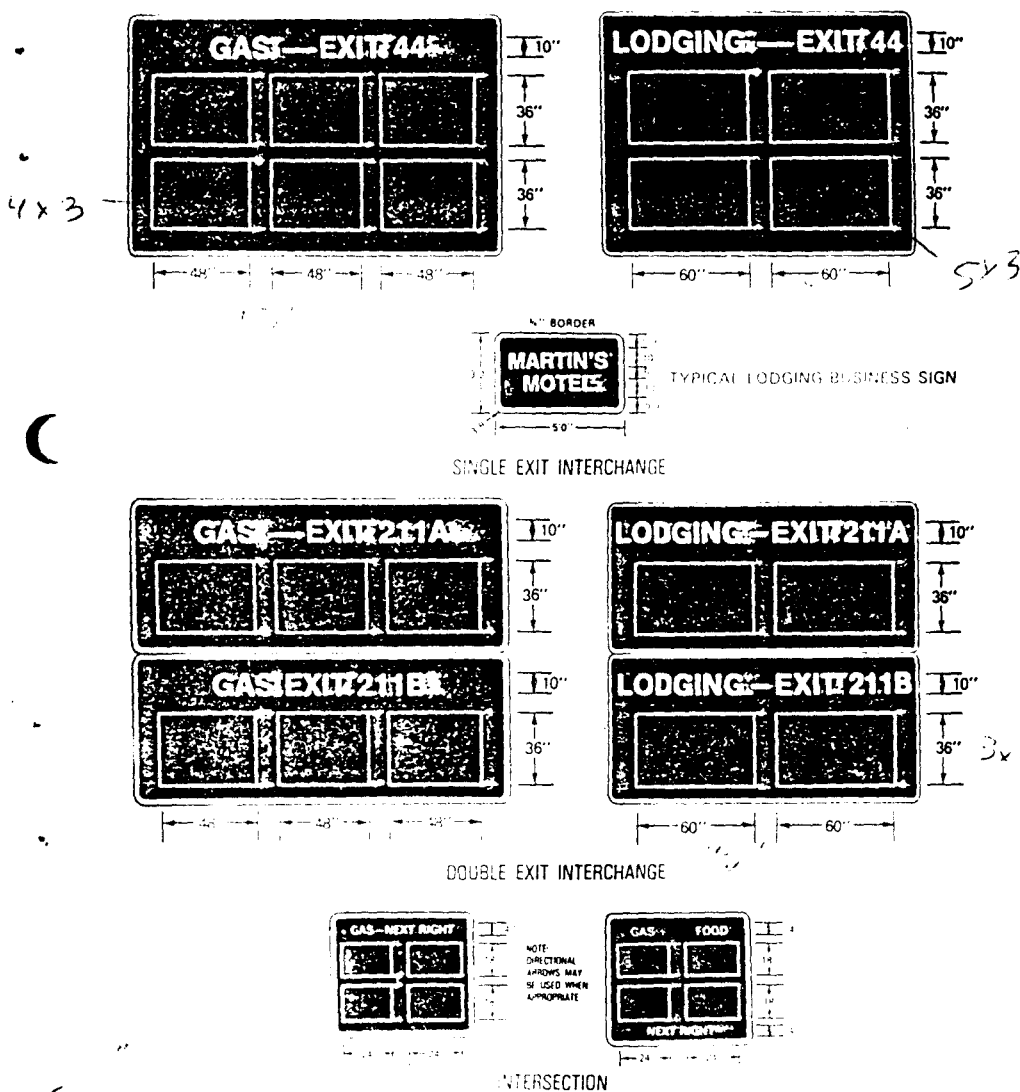


Figure 2-47. Typical Specific Service Signs

3. The use of logos and legends conforming to the requirements of Tables II-4 and II-5.

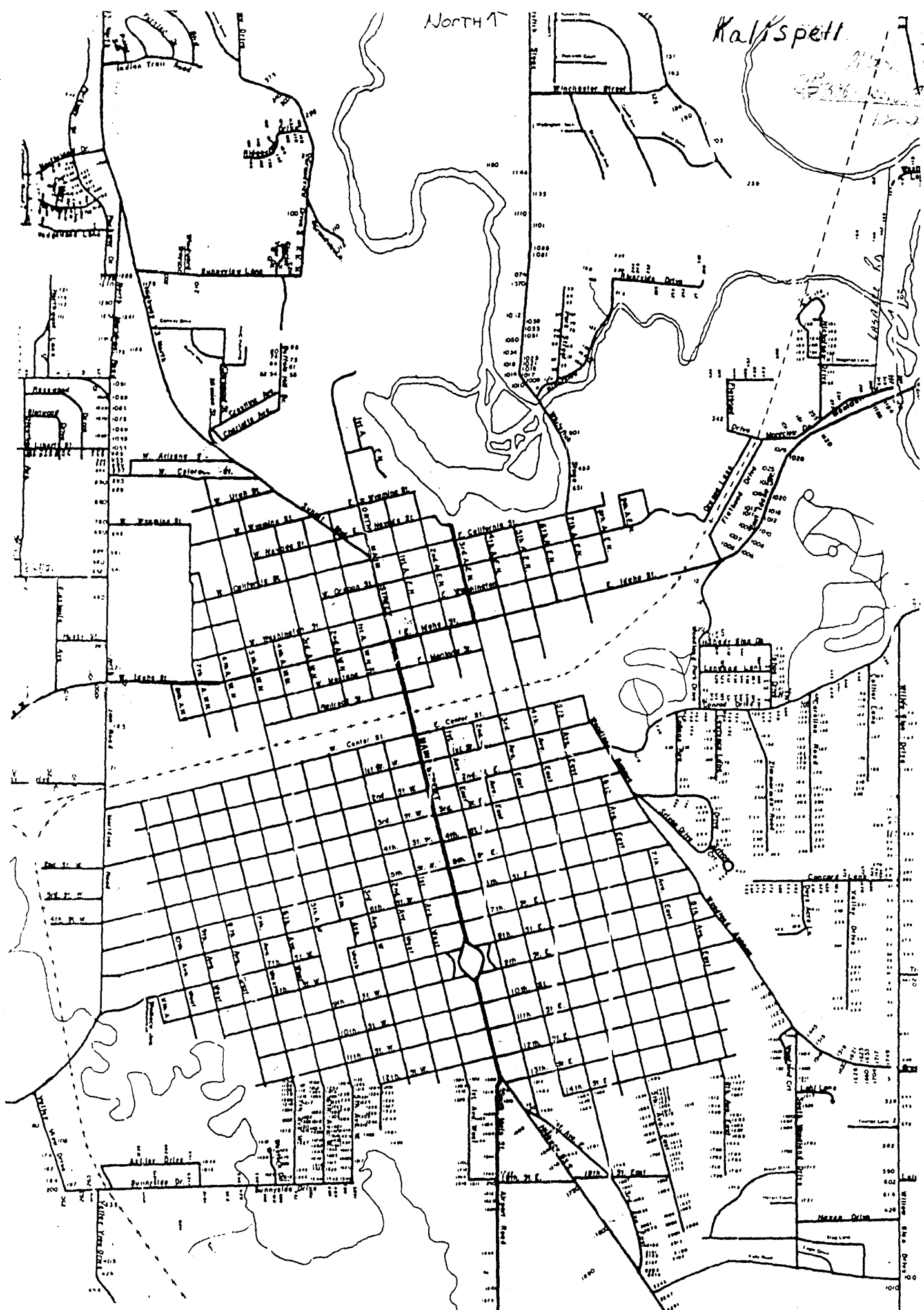
4. Removal or covering of logos during off seasons for business operating on a seasonal basis.

5. The circumstances, if any, in which specific service signs may be used outside rural areas.

6. Determination of the costs to businesses for initial permits, installations, annual maintenance, removal, etc., of logos.

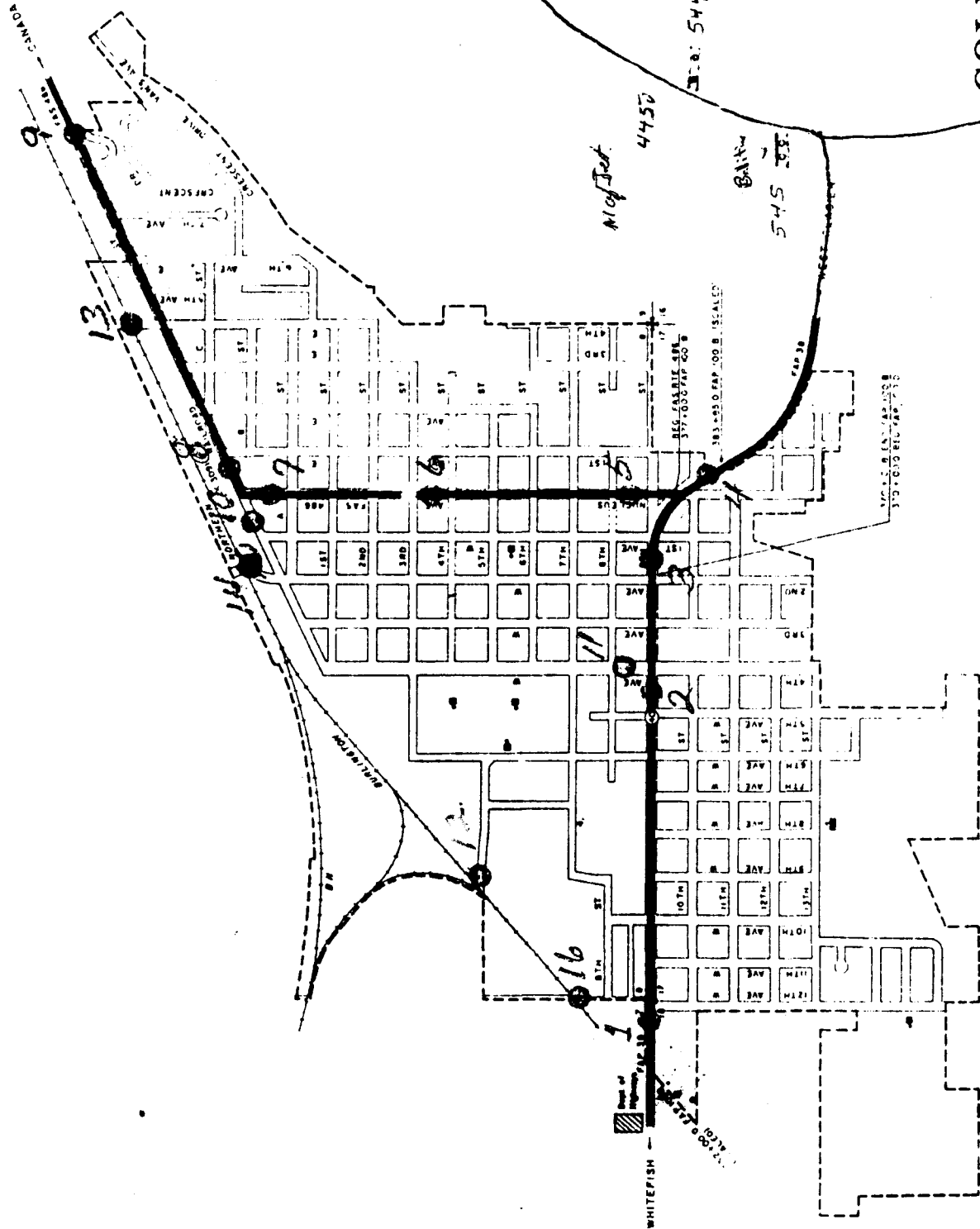
North ↑

Kalispell



LEGEND

























- PREPARED ROAD
- GRAVEL AND DRAINAGE MARK
- GRAVEL TO STONE ROAD
- LOW TYPE BITUMINOUS ROAD
- PAVED ROAD
- DIVIDED ROAD - THREE C. F. L.
- FEDERAL AID INTERSTATE HIGHWAY
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM
- INTERSTATE ROUTE MARKER
- U.S. NUMBERED ROUTE MARKER
- STATE ROUTE MARKER
- UNIMPROVED ROUTE MARKER
- COMPACTED BOUNDARY LINE
- NON-EXISTENT DEDICATED SYSTEM
- CENTRAL BUSINESS DISTRICT
- URBAN EXTENSION BOUNDARY
- RAILROAD AND STATION
- POST OFFICE
- COURT HOUSE
- ELEMENTARY SCHOOL
- HIGH SCHOOL
- HOSPITAL
- ELEVATION

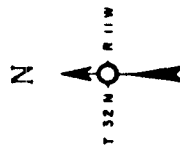


CITY P. 37
COLUMBIA FALLS
 FLATHEAD COUNTY
MONTANA
 1970 CENSUS 2,745
 SCALE IN FEET
 0 400 800

Copies of this map are available for a nominal cost at the Montana Department of Highways—Helena, Montana 59601

LEGEND

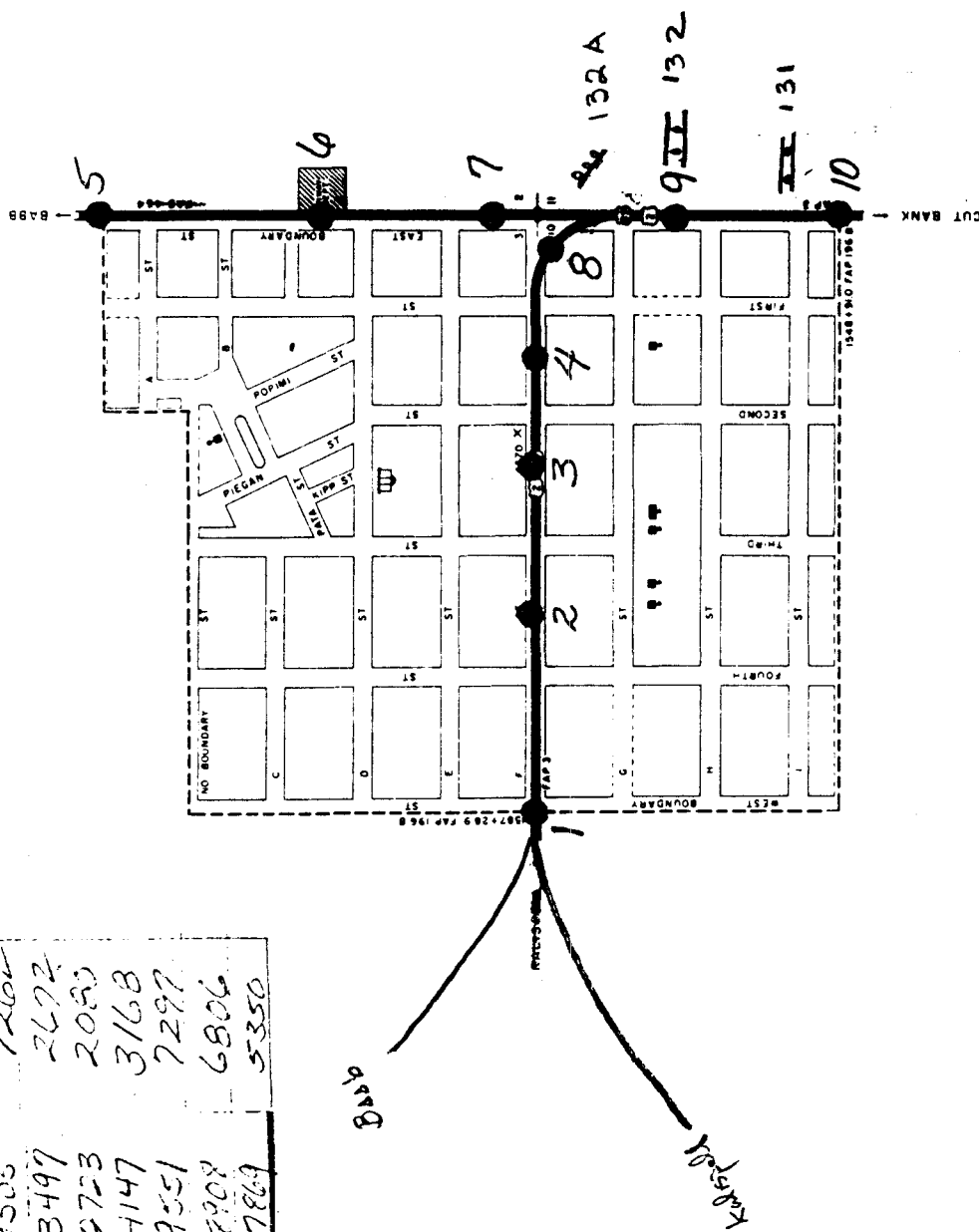
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|---|---------------|---|-------------------------|---|----------------------|---|-------------------------|---|------------|---|-----------------------------|---|-------------------------------|---|----------------------------|---|------------------------------|---|-------------------------|---|----------------------------|---|--------------------|---|--------------------|---|-------------------------|---|-------------------------------|---|---------------------------|---|--------------------------|---|----------------------|---|-------------|---|-------------|---|-------------------|---|-------------|---|----------|---|-----------|



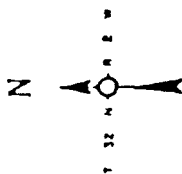
BROWNING
CITY PLAT
GLACIER COUNTY
MONTANA

1970 CENSUS 1,700

SCALE IN FEET
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Copies of this map are available for a

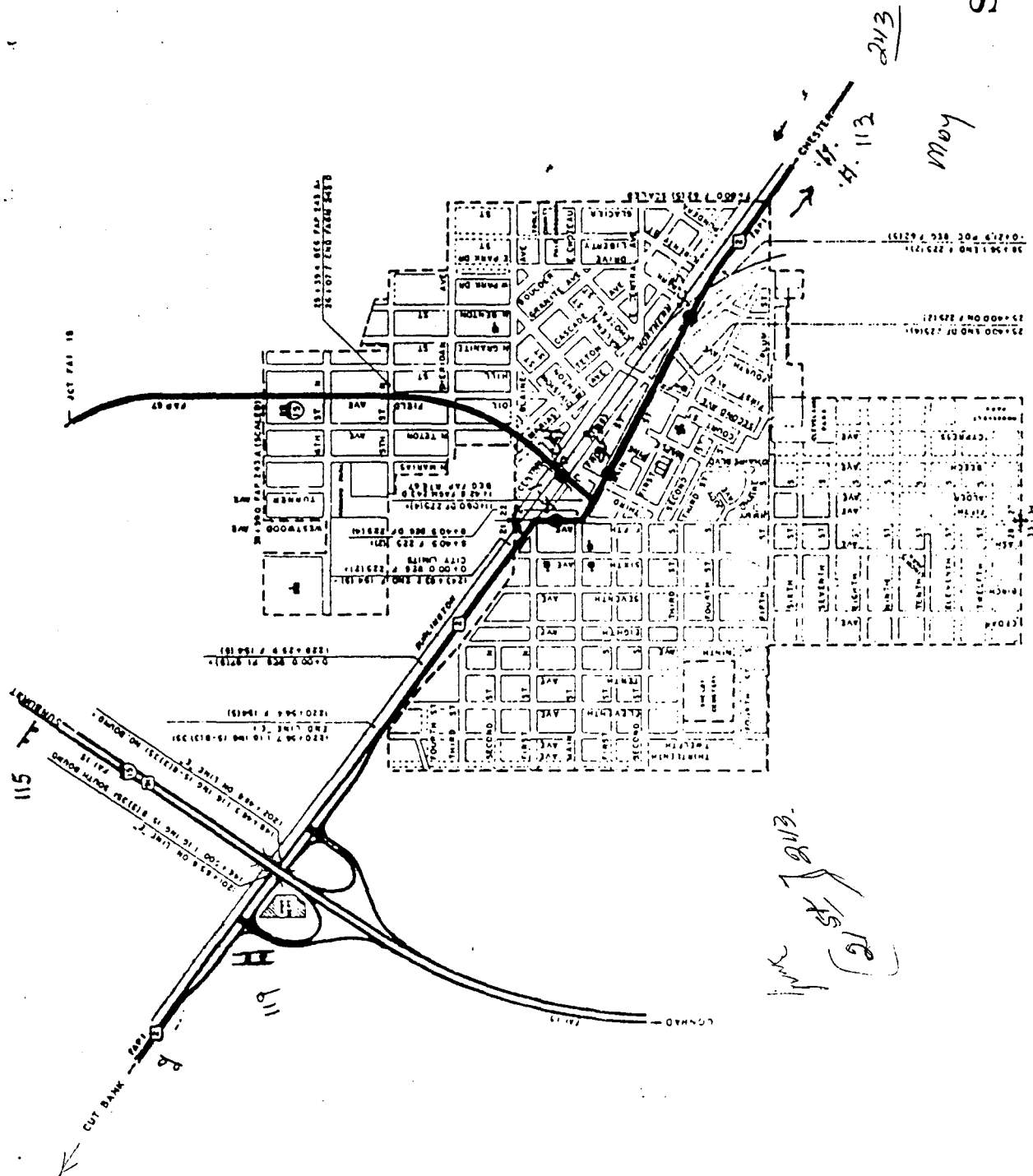
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CITY PLAT
SHELBY
TOOLE COUNTY
MONTANA

1970 CENSUS III

SCALE IN FEET

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FEDERAL AIR HIGHWAY SYSTEMS

PROTECTED ROAD

GRADED AND DRAINED ROAD

GRAVEL OR STONE ROAD

PAVED ROAD

DIVIDED ROAD - TRAFFIC FLOW

FEDERAL AIR INTERSTATE SYSTEM

FEDERAL AIR PRIMARY SYSTEM

FAS

FEDERAL AIR SECONDARY SYSTEM

INTERSTATE ROUTE MARKER

U.S. NUMBERED ROUTE MARKER

OTHER ROUTE MARKER

CORPORATE BOUNDARY LINE,

NON-EXISTENT DEDICATED STREET

CENTRAL BUSINESS DISTRICT

RAILROAD AND STATION

POST OFFICE

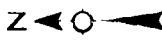
COUNTY HOUSE

ELEMENTARY SCHOOL

H.S. SCHOOL

HOSPITAL

MOBILIZATION



7 5 3 M O A 59 E

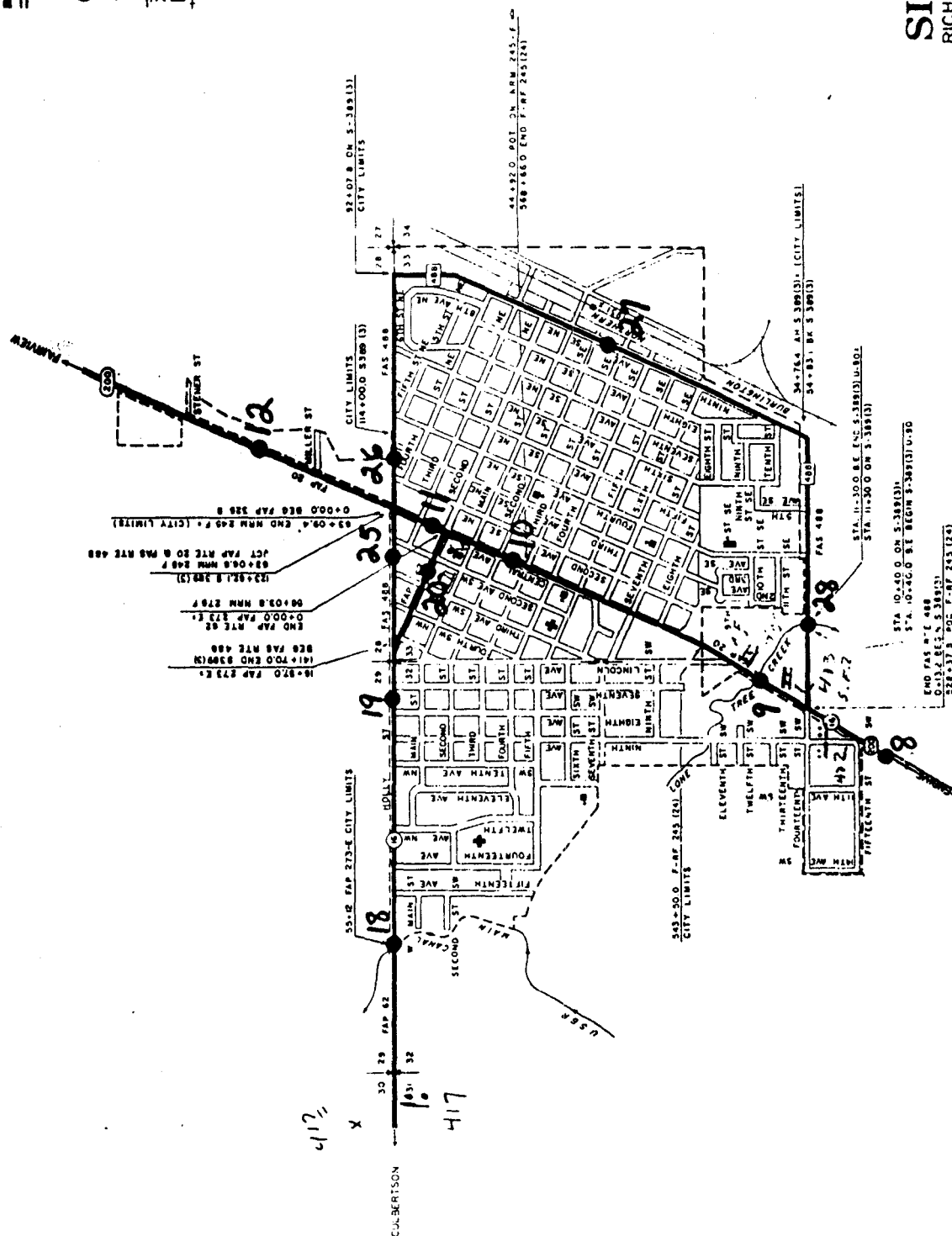
CITY PLAY
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RICHLAND COUNTY
MONTANA

1970 CENSUS 4,543

SCALE IN FEET

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Copies of this map are available for a nominal cost at the Montana Department of Transportation.

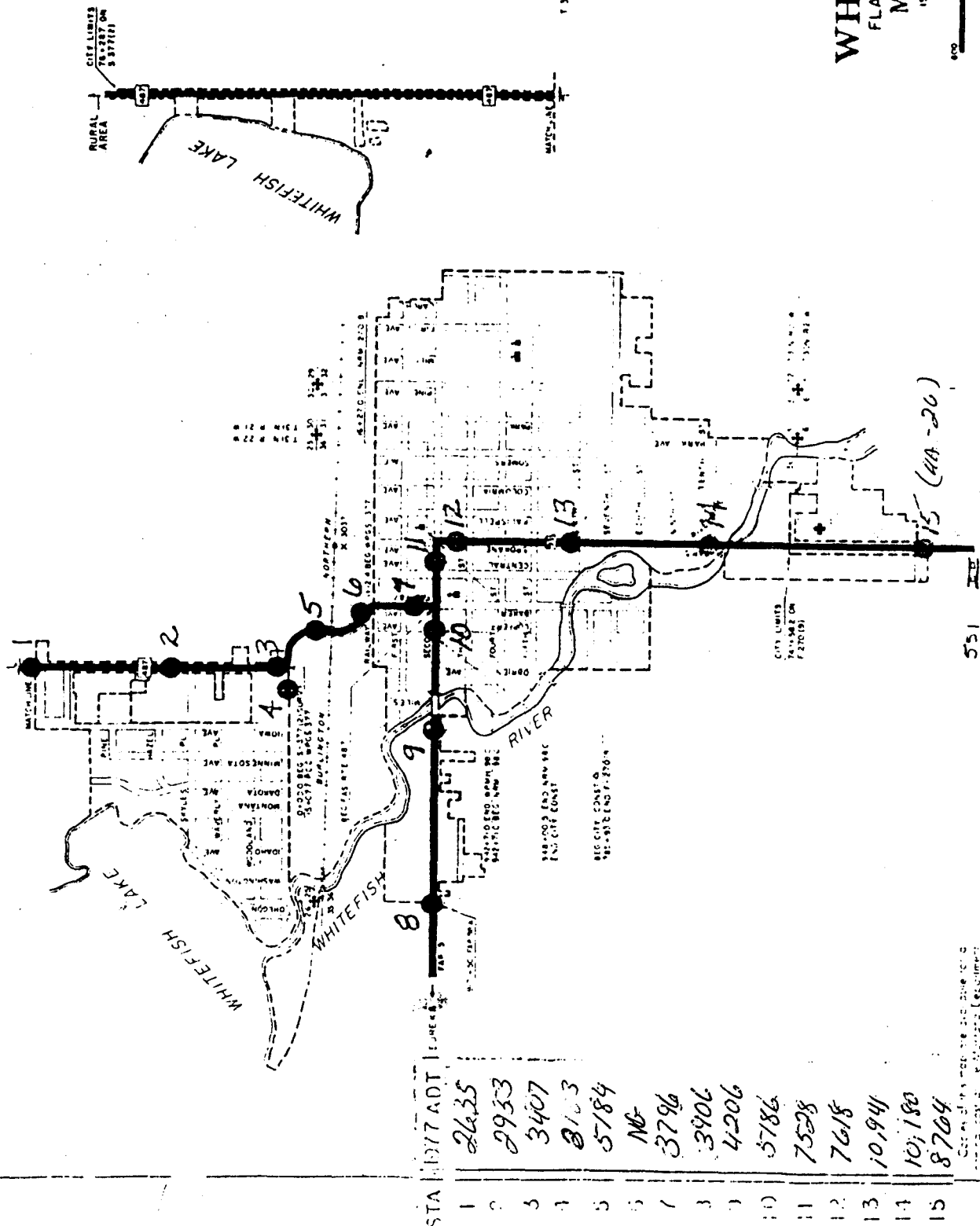
LEGEND

- PROPOSED ROAD
- GRAVEL AND GRAVEL ROAD
- GRAVEL OR STONE ROAD
- LOW TYPE BUILT-UP ROAD
- PAVED ROAD
- DIVIDED ROAD - TRAFFIC PLACED
- FEDERAL AND INTERSTATE SYSTEM
- FEDERAL AND STATE SYSTEM
- FEDERAL AND SECONDARY SYSTEM
- INTERSTATE ROUTE MARKER
- U.S. NUMBERED ROUTE MARKER
- STATE ROUTE MARKER
- OTHER ROUTE MARKER
- COMPOSITE BOUNDARY LINE
- NON-EXISTENT BOUNDARY LINE
- CENTRAL BUSINESS DISTRICT
- URBAN EXTENSION BOUNDARY
- RAILROAD AND STATION
- POST OFFICE
- COURT HOUSE
- ELEMENTARY SCHOOL
- HIGH SCHOOL
- HOSPITAL
- ELEVATION

CITY PLAT WHITEFISH FLATHEAD COUNTY MONTANA 1970 CENSUS 3,349

SCALE IN FEET
0 100 200 300 400 500 600

REVISED OCT. 3, 1970



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City of Whitefish, Montana
Flathead County, Montana
1970 Census 3,349
City Limits 74-542 on F-270(19)

1. Page 2, line 8.
Following: "vehicle."
Insert: "However, if the applicant's vehicle does not otherwise require a commercial vehicle operator's endorsement, a hazardous material endorsement may be substituted for the commerical vehicle operator's endorsement."
2. Page 2, line 20.
Following: "or material"
Insert: ", defined or listed as a hazardous material in Title 49, Code of Federal Regulations,"
3. Page 6, line 11.
Strike: "as an operator,"
4. Page 13, line 3.
Following: "applicants."
Insert: "(1)"
5. Page 13, following line 20.
Insert: "(2) Within 90 days of receipt of an application for a commercial vehicle operator's endorsement, the department shall give an examination for endorsement to the applicant in the county where the applicant resides."
6. Page 16, line 14.
Following: "(i)"
Strike: "Class F A"
Insert: "interstate"
7. Page 16, line 15.
Following: "(ii)"
Strike: "Class F B"
Insert: "intrastate"
8. Page 17, following line 4.
Insert: "(11) After January 1, 1988, the holder of a valid operator's, chauffeur's, or driver's license may obtain a hazardous material endorsement by successfully completing a written examination."

VISITORS' REGISTER

COMMITTEE

BILL NO. 100

DATE 12-12-64

SPONSOR _____

[illegible]

IF YOU CARE TO WRITE COMMENTS, ASK SECRETARY FOR WITNESS STATEMENT FORM.

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

