

INTERIM TAXATION COMMITTEE**May 6, 2010****10:50 a.m. – Roughrider Room****North Dakota Department of Transportation****Francis G. Ziegler, P.E., Director**

Good morning, Mr. Chairman and members of the committee. I'm Francis Ziegler, Director of the North Dakota Department of Transportation (NDDOT). Today we will discuss the following:

- Highway program funding
- Road projects in western North Dakota
- Costs of projects – inflation
- Regional public input meetings

Highway Program Funding for 2010 Construction Season

Congress passed another Continuing Resolution of the federal Transportation Bill (SAFETEA-LU), which extended the bill through December 31, 2010. Through September 30, 2010, we anticipate receiving approximately \$219.6 million in obligational authority, compared to \$245 million received in 2009.

Even though our regular construction program is small in comparison to past years, the total 2010 construction program will be the largest in DOT history, totaling \$423 million, for reasons explained below.

ARRA Funding

The Department received an allocation of approximately \$170.1 million for roads and bridges through the American Recovery and Reinvestment Act of 2009 (ARRA).

Approximately \$90 million of ARRA projects were bid and worked on in 2009. In 2010 approximately \$80 million in ARRA projects will be bid. NDDOT is required to submit monthly reports to the Federal Highway Administration (FHWA) and the House Transportation and Infrastructure Committee on the status of the ARRA projects. All program 1511 certification forms, information about projects, and a map of the stimulus projects are published on our web site. Staff did an excellent job getting the ARRA projects ready and North Dakota was the second state in the nation to obligate all of the highway ARRA funds we received.

Table 1 shows a breakdown of ARRA projects that will be worked on in 2010:

Table 1 - ARRA Projects for 2010		
Type of Project	Federal Dollars	Number of Projects
State	\$63,900,000	23
Urban	\$6,900,000	20
County	\$4,750,000	7
TE	\$5,100,000	20
Total	\$80,650,000	70

Emergency Relief Funding

The Department has also been working on Emergency Relief (ER) projects across the state. We will have the following projects ready to let to contract this summer in the Devils Lake Basin with a total cost of approximately \$156 million:

- ND Highway 20 and 57 from Spirit Lake Nation boundary to the city of Devils Lake including work at Acorn Ridge is estimated to cost \$56.4 million.
- ND Highway 20 at Spring Lake is estimated to cost \$15.6 million.
- ND Highway 19 from US 281 to ND 57 is estimated to cost \$25.4 million.
- ND 57 within the reservation boundaries of Spirit Lake Nation is estimated to cost \$43.6 million.
- US 281, north of US 2, is estimated to cost 15.1 million.

We will start construction on approximately \$76.8 million of the Devils Lake projects this year, in addition to the \$4 million in other cities and counties throughout the state.

Total Construction Program Funding for 2010

The 2010 construction program will be approximately \$423 million which includes:

- Regular construction season with federal aid and state match = \$205.3 million (includes carryover projects from 2009.)
- ARRA (Stimulus), includes carryover projects = \$97.3 million
- State funds from SB2012 = \$37.7 million
- ROM (fund to repair military roads) = \$6 million
- Emergency Relief = \$76.8 million

Road Projects in western North Dakota

There are a number of construction projects taking place over the next few years. Per your request we will discuss the projects taking place in the western part of the state. Attachment 1 is a map of projects.

US 85 - More than \$60 million will be contracted for improvements to US Highway 85 (Theodore Roosevelt Expressway) which includes a Super 2 highway concept from Watford City to Williston.

- A Super 2 highway concept includes turning lanes and passing lanes that will enhance safety and the ability to handle higher traffic volumes.
- Additional safety improvements include:
 - Adding a three-lane section which includes intermittent left and right turning lanes from Highway 2 to the Missouri River.
 - Adding several turn lanes at numerous intersections between the Missouri River and Highway 200.
 - Regrading a section south of the Long X Bridge located south of Watford City. A climbing lane will be part of this new regraded section.

ND 23

- Regrading and new asphalt surfacing – west of Four Bears Bridge
- Overlay and rumble stripes east of New Town
- Turn lanes will be added at a number of intersections east of New Town this year
- Reconstruction in the city of New Town

ND 8

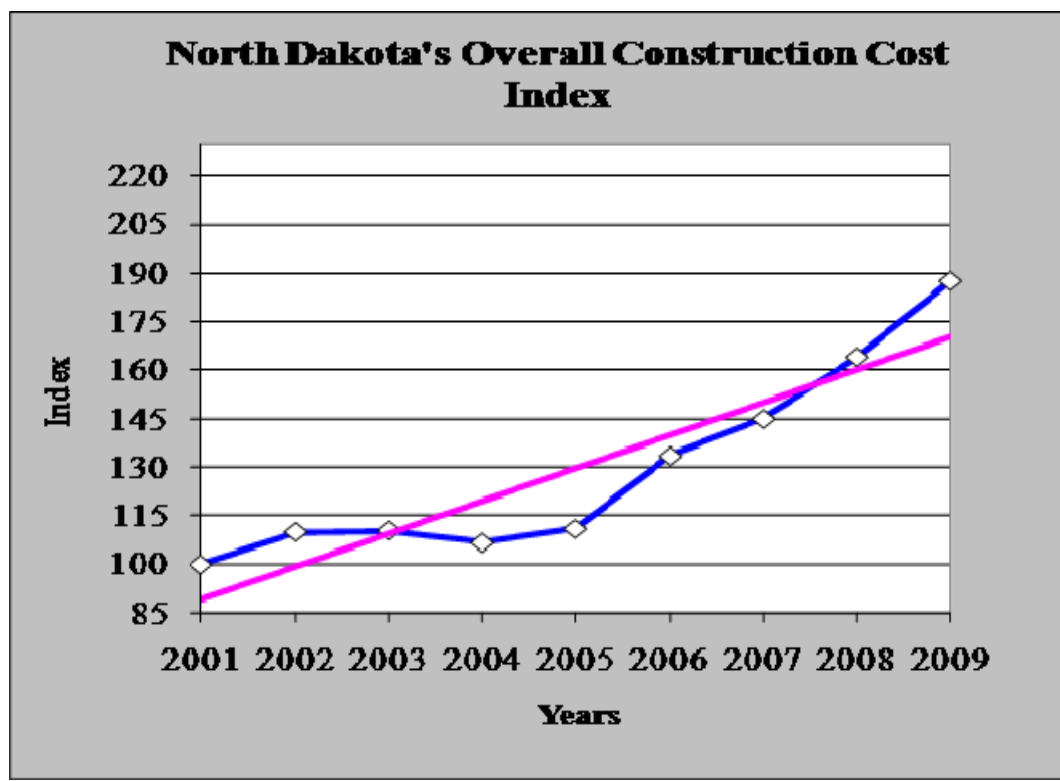
- Widening and regrading north of Stanley

Other Safety Projects:

- Lowered speed limits on highways – Highway 8, Highway 23 and on a four miles section of Highway 22 north of Dickinson.
- Installing rumble stripes in the Williston District in 2010 and on all highways across the state as funding becomes available. Research has found edgeline and centerline rumble stripes to be effective in reducing head-on crashes, opposite direction sideswipe crashes, and rollovers. The stripes provide a rumbling sound and a physical vibration to alert drivers that they are leaving the driving lane.
- The DOT is also working in partnership with the Petroleum Council to create educational programs to promote safety on roadways.

Cost of highway projects

The cost of highway construction and maintenance items continues to increase. Between 2001 and 2009 North Dakota's overall construction cost index rose 88 percent. Much of this increase is attributable to the rising cost of petroleum-based building materials.



Current NDDOT project costs

Type Of Improvement	Average Cost/Mile
Interstate Concrete Paving (two lanes in one direction)	\$1,500,000
Resurfacing Interstate (hot bituminous pavement)	\$500,000
Reconstruction of two-lane highway (includes grading and base)	\$780,000
3" Overlay (hot bituminous pavement)	\$275,000
Thin Lift Overlay	\$125,000
Seal Coat	\$28,000

NDDOT and UGPTI Public input meetings held in April

The North Dakota Department of Transportation and the Upper Great Plains Transportation Institute held eight public input meetings in April. During the sessions (UGPTI) presented results of a study on Highway Service Levels and Investments in North Dakota and gathered input about prioritizing transportation funds and levels of service. The statewide meeting discussing input will be held on May 17 in Bismarck.

- Preliminary input illustrates the following:
 - Residents want more infrastructure across the state.
 - Residents are concerned about traffic increases, especially in western North Dakota due to the energy industry.
 - Local governments agreed that a strategic planning and classification system is preferred. Most said they have an informal, but no formal plan.
 - Public expectations are growing.
 - Want load carrying capacity and wide roads.

Given the high cost of regrading and paving roadways and the resources available, the Department has been using a preventive maintenance program by placing thin lifts of pavement over the existing roadway. Thin lift overlays (TLO) without roadbed widening; create narrower shoulders, a feature not preferred by many travelers that use the road. However, when given a choice of narrow shoulders or load carrying capacity, truckers prefer the load carrying capacity.

Overall, public input is showing that they don't want reduced services. They feel it is time to move beyond maintenance of our highway system and work on rebuilding and rehabilitating the roads to meet the growing transportation needs of the state.

We continue to work diligently to provide a transportation system that safely moves people and goods. Citizens and businesses across the nation benefit from a good transportation network throughout North Dakota.

2010-2013 Construction Program
Pending Federal Funding; NDDOT Roadways
Western North Dakota

