

Chairman, committee members - Good morning, my name is Shawn Kessel and I am the City Administrator for the City of Dickinson. Welcome to the "Queen City" we are so glad to host this meeting. I hope you find the time to visit the West River Community Center, the Badlands Activity Center, the public Library and our many restaurants and retail establishments.

I am here today alone because our City Engineer Shawn Soehren is in a Planning & Zoning meeting this morning that started at 7:10am. I point this out because it is germane to our discussion today. There are 19 agenda items on the Planning & Zoning agenda which include four proposed new subdivisions, and several zoning requests to allow the construction of 6, 8, and 12-plex apartments. We are very excited about the growth the city has experienced to date and what the future holds.

With that growth comes some "growing pains". I would like to address the some of the current transportation concerns that will only be exacerbated with future growth. Even though Engineer Soehren could not be here many of the items I will share with you come from Mr. Soehren.

- The impact of energy and business development on roadways in the city

Traffic has increased dramatically over the past few years. We have seen significant deterioration in our infrastructure. Over the past few years we have seen projects in which the State of ND as a partner has had delays and with the added traffic this combination has greatly accelerated the failure of the streets.

Many of our new developments have been a continuation of existing residential neighborhoods. In order to access these new developments, contractors and suppliers have to drive over streets that are several years old. While these streets have been well maintained in the past (Mill & Overlays, Seal Coats...), the impact the construction traffic has had on them is a cause for concern. This unforeseen traffic has turned a scheduled Mill & Overlay or Seal Coat maintenance project into a need for a complete Reconstruction project including extensive sub grade work increasing the expense of the project. As these types of unscheduled upgrades to projects increase it will most likely force the deferment of other street projects that are badly in need of maintenance.

Highway 22 has seen a significant increase in traffic, especially north of town. This traffic increase has created the need for an alternate truck by pass which encompasses approximately 4 miles of county roads. This has been a huge burden for the county. The costs to improve this road to insure the safety of the motorists is certainly a concern for both the county and the city. The bypass connects Hiway 22 north of town with the western most interstate interchange. This bypass is currently gravel and due to the current traffic there is a need for improvements but there is a lack of available funding from both the city and the county.

The railroad tracks are another concern in town. We have one grade separation which is narrow and needs improvements. This grade separation is also on Hiway 22 and serves as one of the main arteries accessing the south side of town. The increase in

traffic has made this a bottle neck area which is always a concern for emergency vehicles. This underpass was tested mightily during the time of our summer tornado. The underpass floods during times of extensive rainfall making it impassable and forcing traffic to alternate routes. The delays this causes are more dramatic for emergency vehicles. This is an expensive project that may impact surrounding businesses that has no funding available.

- Innovations in roadway construction being used by the City of Dickinson

We have recently completed three slurry seal projects in town which we are hoping will be a better alternative to seal coat especially on higher volume streets.

- Information on 2008-09 and 2009-10 actual snow removal costs versus budget

Snow removal cost for 08-09 \$161,800

Snow removal cost for 09-10 \$132,200

This is typically a general fund expense that in the past we had budgeted \$60,000 in a contingency fund. Snow removal expenses immediately prior to the years mentioned were less than \$15,000 so having the State as a partner dramatically reduced the effect of this expense on other general fund services such as police, fire, etc.

- Suggestions for areas that the committee should review as part of its study of highway funding

Some of the concerns we see in funding involve issues such as the 4 mile truck by pass that is in the outlying areas which the county says they can't use their funding and we have several concerns in the city that uses our funding allocations.

The large dollar amount of the grade separation with the railroad tracks. If we were to use our funding allocation we would be looking at using 20 years of our funding. This would not allow this funding to be applied to maintenance or improvement projects in other areas of the City.

Signalization of intersections is also a very expensive portion of any street improvement project. The City of Dickinson has concerns with the signals along the Hiway 22 corridor throughout town. The age of the controls makes replacement very difficult and they are prone to repetitive maintenance. Each time these signals malfunction safety becomes a concern and traffic flow is hampered. There are three schools located on or within one block of Hiway 22.

I would like to mention that the City of Dickinson greatly values the partnership between the City and the State of ND. I have only been the City Administrator for one year in Dickinson and I am very impressed with the quality of the people in the area. This includes Larry Gangl, local Engineer for the State of ND and we work with him closely on these projects. Thank you for your time.