

Transportation Committee

May 10, 2012

Roughrider Room, State Capitol

North Dakota Department of Transportation

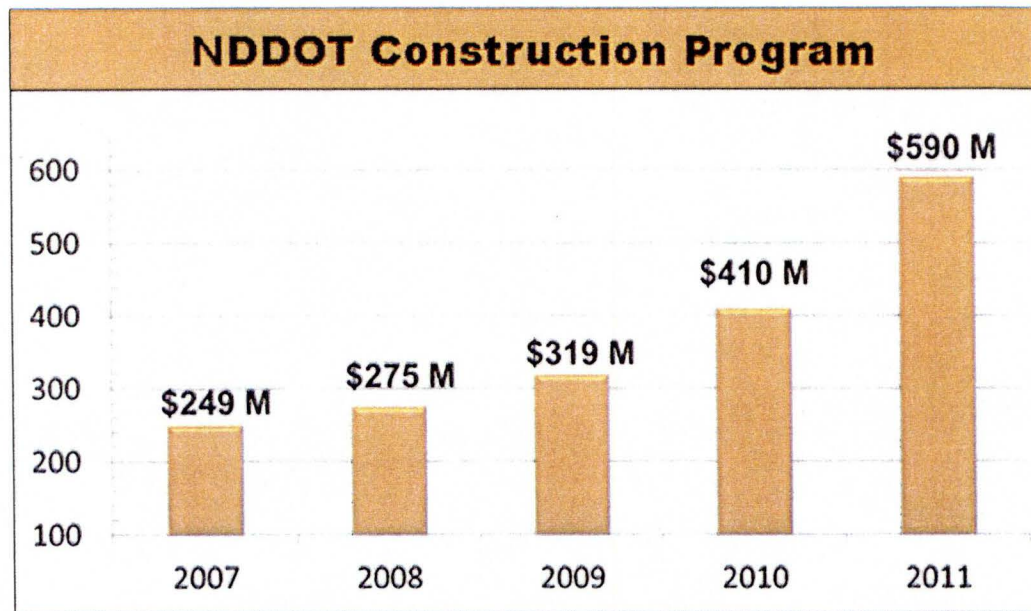
Francis G. Ziegler, P.E., Director

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

- DOT Projects.
- Design Build Projects.
- Special Road Funding.
- Title 39 Review.

DOT Projects

DOT's statewide construction program has increased tremendously over the past five years from approximately \$249 million in 2007 to \$590 million in 2011.



A. 2012 Construction Projects:

The construction program continues to grow as the Department is gearing up for another busy season with many projects already underway. Approximately \$550 million new contracts, plus \$81 million in carry over for 2011 will be constructed on the state roadway system. There will also be an additional \$105 million constructed on county roads in the oil patch. Therefore approximately \$700 million will be invested this year. Attachment A provides detailed information on the \$142 million state funded county projects.

B. Truck Reliever Routes:

The DOT has been proactively looking at ways to enhance traffic movement in oil impacted areas with truck bypasses or truck reliever routes.

Williston temporary truck bypass – The DOT has executed a contract for construction of the temporary bypass.

Williston permanent truck bypass – Work on the environmental document is being conducted, two public meetings have been held to get input on bypass locations. A public hearing will be held in Williston this fall and then final design work will be completed.

Currently, the Department has five other truck bypass projects in various phases of project development which include:

- Dickinson, Northwest Bypass (Hwy 22/I-94)
- New Town, Northeast Bypass (Hwy 1804 and Hwy 23)
- Watford City, Southern Bypass (Hwy 85, Hwy 1806, Hwy 23)
- Alexander, Bypass (Hwy 85).
- Killdeer – DOT received a letter on April 24th requesting that a study be conducted for a bypass. The Department will develop an RFP to hire a consultant to work on this project.

C. Traffic Increases

The increased traffic volumes, (particularly heavy trucks), has accelerated the deterioration of state highways, county and township roads in the oil impact areas in western North Dakota. The latest traffic count on ND 23 within the city limits of New Town show a range of 8,350 – 10,415 vehicles a day.

US Highway 2 - Emergency repair work must be completed due to greatly increased truck traffic. The highway was built in 2004 and designed for a 20 year life cycle. Due to significantly more traffic, the roadway has sustained damage. The DOT must address this damage.

Below are photos of damage on US Hwy 2 near Ray.



The photo below shows damage to ND Highway 1804 north of New Town.



Design Build Projects

The DOT is currently working on two design build projects as designated by the legislature. One project is for a box culvert project on ND Highway 1804, approximately 28 miles east of Williston. A contractor/consultant team consisting of Swingen Construction and Kadrmas, Lee and Jackson Engineering has been selected to work on the project. Based on their schedule, work affecting traffic will begin in early August with a detour in place for approximately seven weeks.

The second project is a signal installation project at the intersection of Hwy 1804 and US 2 west of Williston. A Request for Qualifications was issued, but because of limited response we have decided not to proceed with a design build project at this location. We will look for other opportunities for a Design Build signal light project.

Special Road Funding

The Special Road Fund (SRF) Committee met in March and April to review and select projects for funding in 2012/2013. After reviewing and researching the submitted SRF applications, a total of \$330, 213 was allocated to work on four projects. The chart on the next page illustrates projects submitted and selected for this year.

Special Road Fund - Projects for 2012/2013 Funding

Ranking	County City Agency	Project	Requested	Awarded (1)
1	Morton Co.	Harmon Lake - Paving access road	\$250,000	\$125,000
2	NDP&RD	Lewis & Clark State Park - Park road repairs, asphalt pavement, seal coat	\$250,000	\$125,000
3	Hettinger Co.	Indian Creek - Gravel surfacing of access road	\$31,213	\$31,213
4	Devils Lake	Roosevelt Park - Asphalt overlay of park roadway	\$74,522	\$49,000
5	Fargo	Edgewood Golf Course - Reconstruction of access road	\$236,444	
6	Grafton	Lavergne Avenue - access road to school and athletic fields	\$93,229	
	Total		\$935,408	\$330,213

1 - \$250,000 maximum allowable per project

It is my understanding that you will be discussing Title 39 in detail later on this morning. Deputy Director Linda Butts will provide information at that time. This concludes my testimony, thank you for the opportunity to appear before the committee today.

Title 39 Information

Mr. Chairman and members of the committee, I'm Linda Butts, Deputy Director for Driver and Vehicle Services at the North Dakota Department of Transportation (DOT). Today I will discuss the bill draft for Title 39.

The DOT has worked closely with Tim Dawson on the rewrite of the Title 39. We will comment on each piece of legislation before you.

Bill draft on the definition of off-highway vehicles (13.0071.0100): We support these changes to off-highway vehicles and it will allow us to title and register some unconventional vehicles.

Bill draft relating to refusal to issue a certificate of title to unsafe out-of-state vehicles (13.0069.0100): We are required to check a national vehicle database before titling out of state vehicles. This legislation gives us the ability to keep a vehicle off the road in North Dakota, if it was deemed non road worthy in a previous state, therefore we concur with this legislation on Certificates of Title for damaged vehicles.

Bill draft relating to impounding and destroying number of plates for certain offenses (13.0065.01000): We support this change mandating the destruction of impounded plates, however, we would suggest adding language requiring the court to notify NDDOT when the plate is destroyed so we can place an alert on the owner record.

Bill draft relating to the International Registration Plan, the Unified Carrier Registration System and the Single State Insurance Registration System (13.0070.01000): This is language that was missed on prior attempts to clean up statute; therefore we support these changes regarding titling requirements and the Unified Carrier Registration system.

Bill draft to consolidate fees for commercial drivers' licenses (13.0064.01000): We have reviewed this legislation regarding Commercial Driver's License and would recommend one change on page 7 line 8. We recommend deleting the words "employer or". Federal law already allows NDDOT to give the driving record to the employer without written permission. This sentence will require us to get written permission before providing the information to the employer, which could slow down the current process.

Bill draft to provide consistency and clarity relating to traffic offenses administration (13.0078.0100): We agree with the changes that have been made regarding various driver licensing issues and have no recommended changes.

Bill draft to provide for consistency and clarity relating to operators' licenses (13.0078.0200): We have met with Tim Dawson and he has incorporated the changes we requested. We have no further suggestions and concur with legislation as presented today.

This concludes my testimony. Thank you.

\$142 Million County and Township Road Program

Allocation	Total Available	Total Requested	Remaining	% Remaining
Paved	\$118,200,000	\$59,630,377	\$58,569,623	49.6%
Unpaved	\$23,800,000	\$9,439,247	\$14,360,753	60.3%
Total	\$142,000,000	\$69,069,624	\$72,930,376	51.4%

Fund Allocation by County

County	Allocations			Reimbursement Requests		
	Paved	Unpaved	Total	Paved	Unpaved	Total
Billings	\$1,204,030	\$773,205	\$1,977,235	\$1,204,030	\$773,205	\$1,977,235
Bottineau	\$4,968,000	\$165,854	\$5,133,854	\$1,640,056	\$136,151	\$1,776,207
Bowman	\$400,000	\$99,128	\$499,128	\$357,318	\$99,128	\$456,446
Burke	\$4,860,000	\$663,415	\$5,523,415	\$0	\$139,862	\$139,862
Divide	\$6,293,430	\$1,948,780	\$8,242,210	\$4,660,835	\$0	\$4,660,835
Dunn	\$7,600,000	\$3,429,860	\$11,029,860	\$0	\$1,538,615	\$1,538,615
Golden Valley	\$1,034,000	\$852,509	\$1,886,509	\$12,677	\$443,936	\$456,612
McHenry	\$0	\$20,732	\$20,732	N/A	\$0	\$0
McKenzie	\$20,004,030	\$3,608,292	\$23,612,322	\$0	\$3,608,292	\$3,608,292
McLean	\$0	\$829,268	\$829,268	N/A	\$9,157	\$9,157
Mercer	\$0	\$39,655	\$39,655	N/A	\$0	\$0
Mountrail	\$38,604,510	\$3,296,341	\$41,900,851	\$31,156,393	\$1,545,149	\$32,701,542
Renville	\$4,932,000	\$100,000	\$5,032,000	\$2,024,428	\$29,586	\$2,054,014
Slope	\$0	\$100,000	\$100,000	N/A	\$0	\$0
Stark	\$8,500,000	\$1,605,888	\$10,105,888	\$8,179,054	\$220,858	\$8,399,912
Ward	\$6,120,000	\$1,285,366	\$7,405,366	\$5,343,992	\$895,308	\$6,239,300
Williams	\$13,680,000	\$4,187,805	\$17,867,805	\$5,051,593	\$0	\$5,051,593
Total	\$118,200,000	\$23,006,098	\$141,206,098	\$59,630,377	\$9,439,247	\$69,069,624

Used all of their allocation