

Energy Development & Transmission Committee

July 8, 2014
Grant Levi, NDDOT Director



State Funding for 2013-15 Biennium

NDDOT Funding for 2013 – 2015 BIENNIUM (SB 2012, SB 2176, HB 1358)

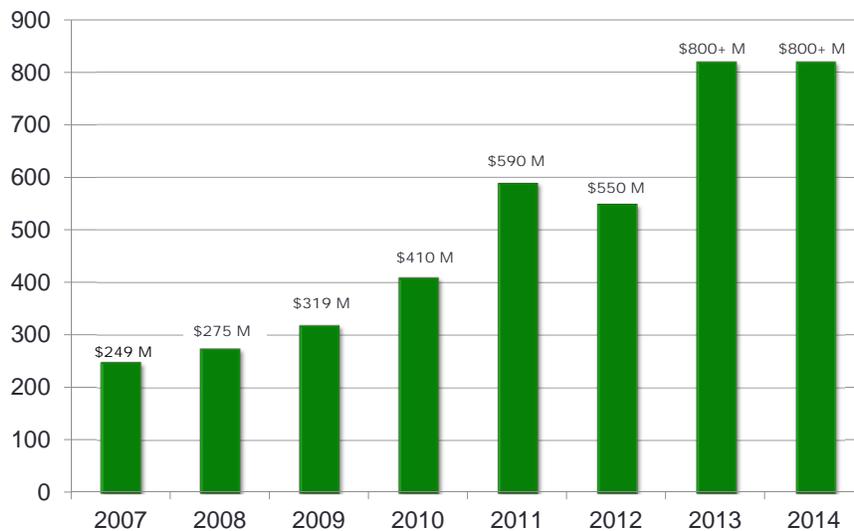
Funding	West Region (\$ Millions)	Central and East Regions (\$ Millions)	Total (\$ Millions)
State Funds for State Highways - SB 2012/SB 2176	\$1,161.6 M	---	\$1,161.6 M
STIP (2013 -2014) - SB 2012 (Fed funds, state & local match)	\$148.8 M	\$450.0 M	\$598.8 M
ER Carryover (from 2011-2013 biennium) – SB 2012	\$31.1 M	\$77.0 M	\$108.1 M
State Funds Non-Oil Producing counties, cities and townships - SB 2176		\$100.0 M	\$100.0 M
State Funds Non-Oil Producing Counties - HB 1358		\$120.0 M	\$120.0 M
State Funds Oil Producing Counties - HB 1358	\$160.0 M	---	\$160.0 M
State Funds Oil Impact Township Roads - HB 1358	\$8.8 M	---	\$8.8 M
Total 2013- 2015 Biennium	\$1,510.3 M	\$747.0 M	\$2,257.3 M



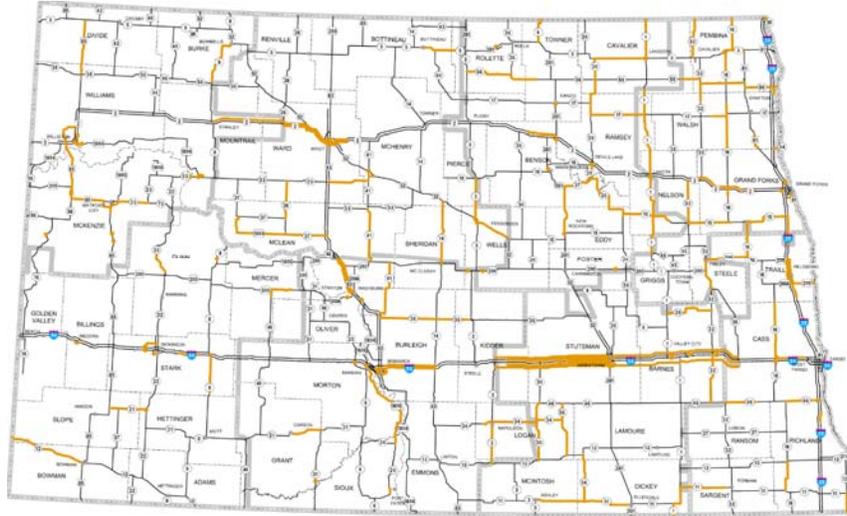
SB 2176 Funding

- Senate Bill 2176 provides \$720 million immediately for statewide highway and road improvement projects.
 - \$620 million of General Fund money for state highway projects.
 - \$100 million in General Fund money to the treasurer to be used by the cities, counties, and townships in the non-oil producing counties.
- The bill moves ahead a portion of the proposed \$2.7 billion DOT budget appropriation. An emergency clause is in the bill to expedite projects.
- Some key road projects would have been delayed until the following year.
- We started bidding roadway projects in February.

NDDOT Construction Program



2014 Construction Projects



Truck Route Update

- The state is investing approximately \$409 million to cover all costs for the construction of truck bypass routes for western North Dakota cities of Williston, Watford City, Dickinson, New Town and Alexander.



Construction work on Watford City Hwy. 23 SE Bypass

Truck Bypasses/Reliever Routes

Williston NW Bypass

- 1st phase- US 2 to Co Rd 4 (2.46 mi.)
 - Bid November 2013
 - Scheduled for completion Fall 2014
- 2nd phase and 3rd phase- County Rd 4 to US 2 (10.8 mi.)
 - Two lanes of paved roadway to be completed 2014
 - Remaining lanes scheduled for completion end of 2015



Truck Bypasses/Reliever Routes

Watford City

- US 85 (SW Bypass) – 7.6 mi.
 - Bid September 2013
 - Scheduled completion fall 2014
- ND 23 (SE Bypass) – 5.7 mi.
 - Bid March 2014
 - Scheduled completion fall 2014



Truck Bypasses/Reliever Routes

Dickinson

- Interim Bypass (5 mi.)
 - Scheduled for completion 2014
- 116th St. Interchange
 - Bid February 2014
 - Approximately two years to construct



Truck Bypasses/Reliever Routes

New Town (3.2 mi.)

- Bid November 2013
- Estimated completion fall of 2014



Truck Bypasses/Reliever Routes

- Alexander Bypass (3.7 mi.)
- Bid February 2014
 - Completion fall 2014

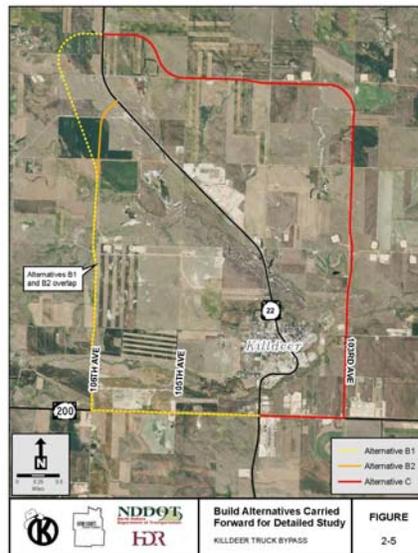


SOI-7-085(064)160 PCN 19326
US 85 Bypass
Alexander, ND

Truck Bypasses/Reliever Routes

Killdeer Bypass

- In design and route selection phase



Build Alternatives Carried Forward for Detailed Study
KILDEER TRUCK BYPASS

FIGURE 2-5

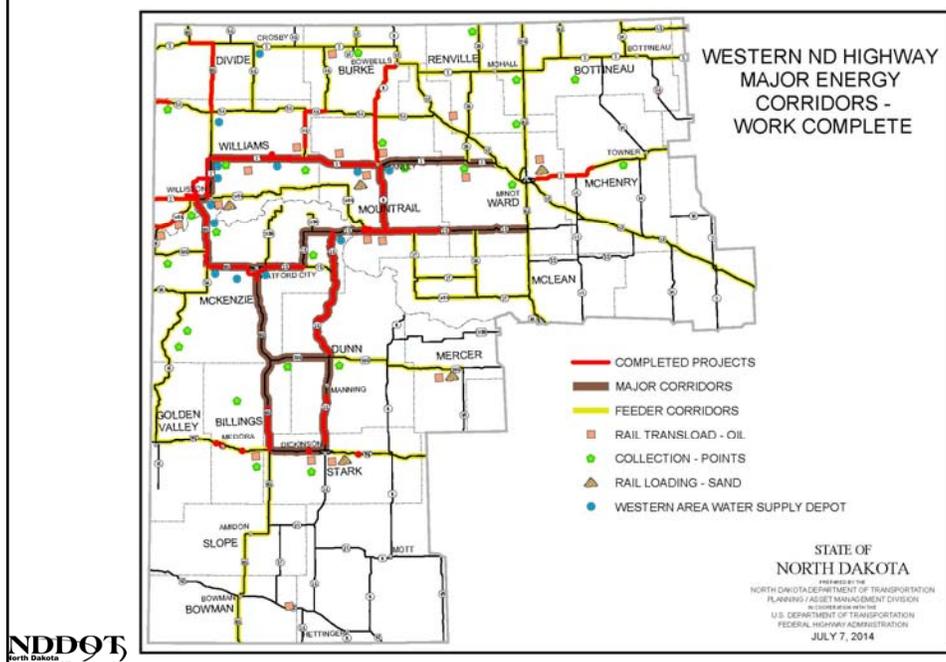
Future Work Still Needed on Bypasses and State Roads in Cities

- Dickinson Bypass Phase 2
- New Town Northwest Bypass
- Williston Northeast Bypass
- Killdeer Bypass

Once bypasses completed, work is still needed on state highways through cities.

Western ND Highway Energy Corridors



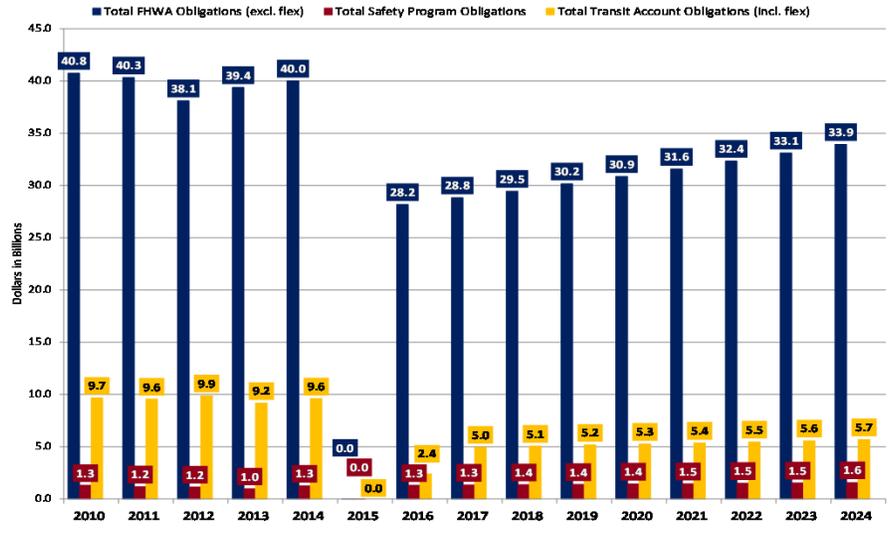


Federal Funding

- MAP 21 is a two-year bill which will expire September 30, 2014.
- North Dakota's 2014 funding apportionment = \$235.5 million.
- FHWA has indicated delayed reimbursements could start in August of this year because the Federal Highway Trust Fund does not have a sufficient balance.

Federal Funding

Estimated Federal Highway and Transit Obligations With No Net New Revenue



If no new revenues are found, federal highway obligations will fall by almost 100% in FY 2015

Future Needs

- NDDOT is working with Upper Great Plains Transportation Institute on state and county transportation needs studies.



US 85 Work

- NDDOT will bid last phase of 4-lane segment on US Highway 85 between Watford City and Williston this month.
- NDDOT starting environmental work on US Highway 85 from Watford City south to I-94.



Cost estimate to 4-lane remainder of US 85

Projects	Today's Dollars	Costs Adjusted for Inflation (12% per year) Construction average since 2001
4-Lane US 85 Watford City to I-94	\$735 M	\$1,030 M – If construction started in 2016*
4-Lane US 2 from existing 4-Lane to Montana Border	\$120 M	\$151 M – If construction started in 2016*
4-Lane US 85 South Dakota Border to I-94	\$825 M	\$1,636 M – If construction started in 2019*
TOTALS	\$1,680 M (\$1.68 Billion)	\$2,817M (\$2.817 Billion)

*The assumed construction year is to illustrate the impact inflation has on the cost. The actual construction year will depend on the ability to complete the environmental documents and the availability of funding.

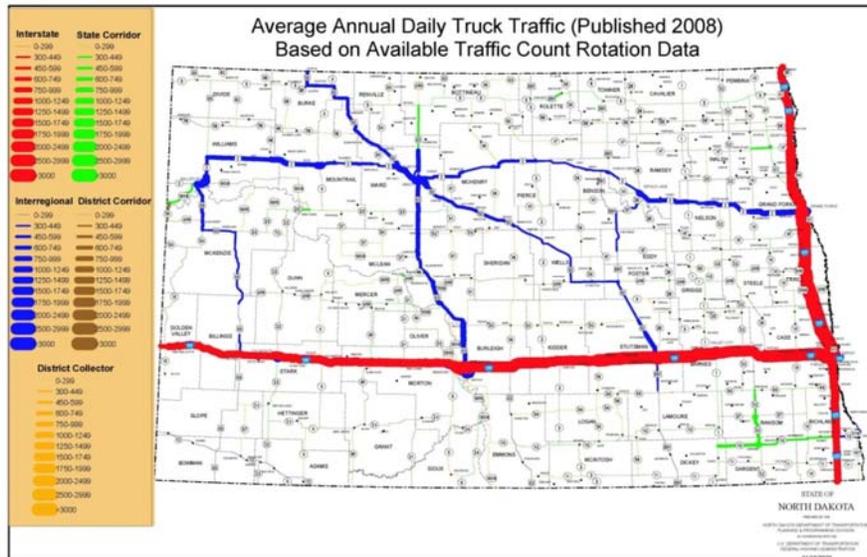
Construction Costs



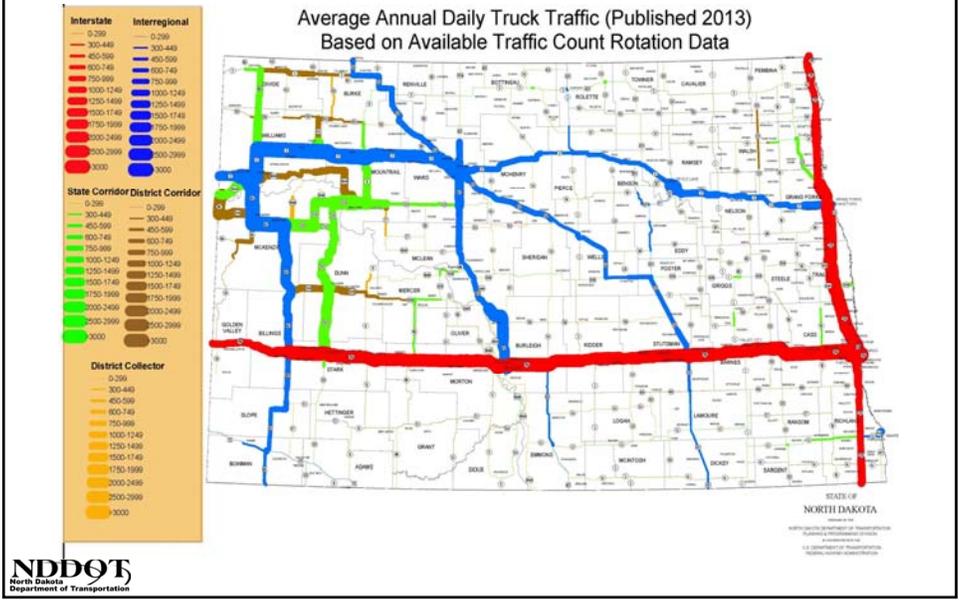
Chart illustrates what cost \$1.00 in 2001, cost \$2.83 for North Dakota construction in 2014.



Truck Traffic 2008

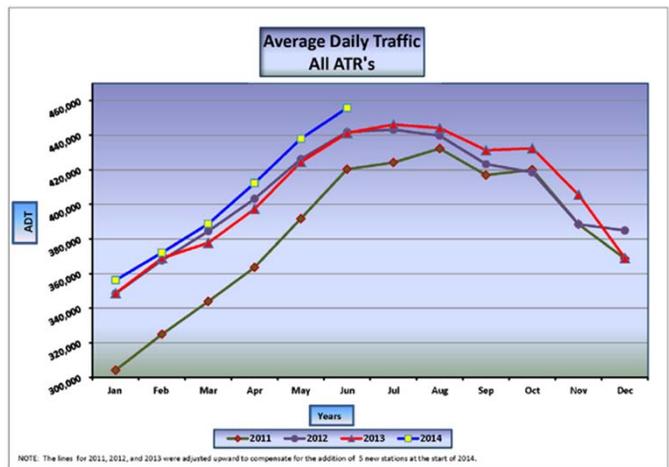


Truck Traffic 2012



Traffic Growth

- From 2010-2012 North Dakota saw a 22% increase in traffic statewide, and a 53% increase in traffic in western N.D. on all state highways.
- Traffic growth remained at high levels in 2013.



Temporary Permits for Non-hazardous Materials

- New NDDOT policy implemented in February 2014 allowing non-hazardous material lines in highway right-of-way.
- To date, approximately 25+ permits have been issued in western North Dakota.



ND Hwy 1804 near Ray

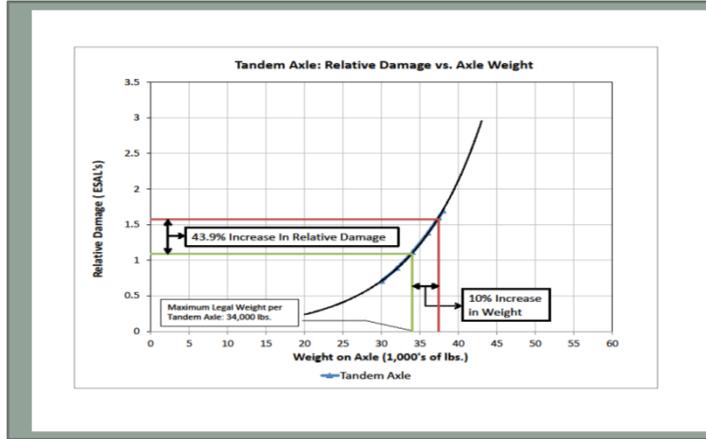
Size of Loads

- Recent load weighing approximately 387,000 lbs, 179 feet long, 24 feet wide and 21 feet tall traveled from Baker, MT to Keene, ND.



Truck Sizes and Weight

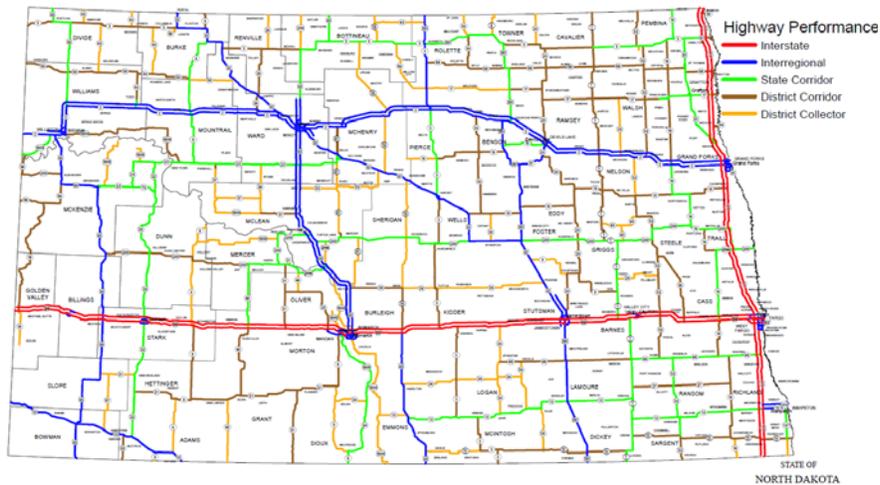
- Damage from illegally overweight loads not only affects pavements and roadways but it can also permanently age bridges.



- Illustrates how a 10% tandem axle overload increases road damage by nearly 44%, compared to a legal tandem of 34,000 pounds.



Highway Performance Classification System



Approved by State Legislature in 2003



ND Freight Plan



North Dakota Freight Plan

Purpose:

- Promote safe, secure, sustainable, and reliable freight mobility to enhance a diversified and vibrant economy.

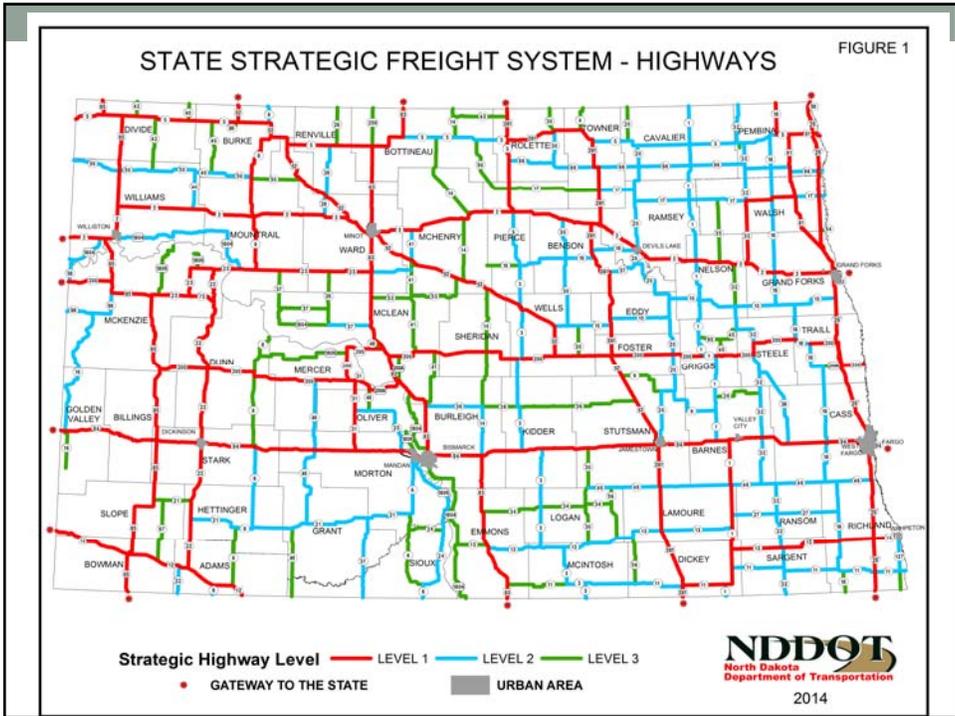
Public Input:

- Public input meetings were held across the state.

North Dakota Freight Transportation Infrastructure System

Freight Mode	<u>Level One</u> Critical Rural Freight Corridors International/Interstate	<u>Level Two</u> Regional/Intrastate	<u>Level Three</u> Local
Roads	Interstate & Interregional Highways Congressional Designated High Priority Corridors STRAHNET National Truck Network Energy/Agricultural Access Corridors High Truck Volume Segments Principal Arterials	State Corridors District Corridors County Major Collectors City Principal Arterials	District Collectors Other County, City, Township and Tribal Roads
Air	Commercial Airports Air Force Bases	General Aviation Airports	Public Use Airports Private Airports
Rail	Class 1 Mainlines STRACNET	Class 1, Regional Railroad branchlines <u>capable</u> of carrying 286K cars	Class 1, Regional Railroad branchlines <u>capable</u> of carrying 268K cars
Pipeline	Interstate Pipelines	Gathering Pipelines	Distribution Pipelines

NDDOT
North Dakota Department of Transportation



Questions?