

FISCAL NOTE
Requested by Legislative Council
01/14/2015

Bill/Resolution No.: HB 1324

- 1 A. **State fiscal effect:** *Identify the state fiscal effect and the fiscal effect on agency appropriations compared to funding levels and appropriations anticipated under current law.*

	2013-2015 Biennium		2015-2017 Biennium		2017-2019 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues						
Expenditures						
Appropriations						

- 1 B. **County, city, school district and township fiscal effect:** *Identify the fiscal effect on the appropriate political subdivision.*

	2013-2015 Biennium	2015-2017 Biennium	2017-2019 Biennium
Counties			
Cities			
School Districts			
Townships			

- 2 A. **Bill and fiscal impact summary:** *Provide a brief summary of the measure, including description of the provisions having fiscal impact (limited to 300 characters).*

This bill requires NDDOT to consider a four-lane alternative when it develops the environmental document for the next major reconstruction of US Highway 52 from the junction of US Highways 2 and 52 to Portal. It also recommends that NDDOT select that alternative for future construction.

- B. **Fiscal impact sections:** *Identify and provide a brief description of the sections of the measure which have fiscal impact. Include any assumptions and comments relevant to the analysis.*

If NDDOT were to reconstruct the noted segment of US Highway 52 as a four-lane highway, the total cost of the project would be approximately \$675 million stated in terms of 2014 costs. Given the nature and size of this proposed project, it would likely be a multi-biennium project. Since the project may not be started until after the 2017-2019 biennium, we did not include the costs in part 1A.

3. **State fiscal effect detail:** *For information shown under state fiscal effect in 1A, please:*

- A. **Revenues:** *Explain the revenue amounts. Provide detail, when appropriate, for each revenue type and fund affected and any amounts included in the executive budget.*

- B. **Expenditures:** *Explain the expenditure amounts. Provide detail, when appropriate, for each agency, line item, and fund affected and the number of FTE positions affected.*

- C. **Appropriations:** *Explain the appropriation amounts. Provide detail, when appropriate, for each agency and fund affected. Explain the relationship between the amounts shown for expenditures and appropriations. Indicate whether the appropriation or a part of the appropriation is included in the executive budget or relates to a continuing appropriation.*

Name: Ron Henke

Agency: NDDOT

Telephone: 328-4445

Date Prepared: 01/20/2015

2015 HOUSE TRANSPORTATION

HB 1324

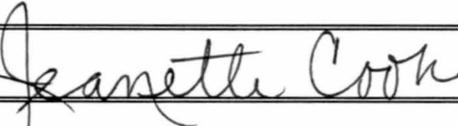
2015 HOUSE STANDING COMMITTEE MINUTES

Transportation Committee
Fort Totten Room, State Capitol

HB 1324
1/23/2015
#22458

Subcommittee
Conference Committee

Committee Clerk Signature



Explanation or reason for introduction of bill/resolution:

A bill for an Act to provide for a portion of paved four-lane highway for the United States highway 52.

Minutes:

Attachments #1 and #2

Chairman Dan Ruby opened the hearing on HB 1324.

Representative Froseth, District 4, introduced HB 1324 and provided written testimony in support of HB 1324, including articles and maps. See attachment #1 pages 1-8.

Representative Froseth: I put in the same bill in 2009, but the fiscal note killed it. This bill does not ask for funding; it just calls for the Department of Transportation to begin the process of Environmental Studies. This road will take international trade commerce into the far reaches of Canada. It would complete a network of four-lane highways in North Dakota that would handle commerce for many years to come.
(12:45)

Chairman Dan Ruby: Have you read the fiscal note that was provided? It says that if the North Dakota Department of Transportation were to construct the noted segment of Highway 52 as a four-lane highway, the total cost of the project would be approximately \$675 million stated in terms of 2014 costs. Given the nature and size of this proposed project it would likely be a multi-biennium project, since the project may not be started until after the 2017/2019 biennium.

So, it would be a long way out.

Representative Froseth: I expected that. I know that a project like this would probably be done in 10 mile sections. I am not concerned about how long it takes. I just think that in the future this road needs to be four-laned to connect up with the international traffic. There is a lot of commercial traffic that goes north on that road to Canada. The road has been resurfaced in the last 10 years and is a good road, but it warrants to be updated to be four-laned to handle future traffic.
(17:30)

There was no further support for HB 1324.
There was no opposition to HB 1324.

Ron Henke, P.E. Deputy Director for Engineering for the Department of Transportation, spoke in a neutral capacity on HB 1324. He provided written testimony. See attachment #2.

Representative Robin Weisz: Do you have the traffic counts from Hwy 52?

Ron Henke: We have a map that shows by US 2. The count is 3000, and as you travel north to Portal the count drops off to about 1,750. I sent you a link to look at this map.

Chairman Dan Ruby: I will forward it to everyone.

A few years ago, there was a request to four-lane a segment of highway from Minot to Velva. Was that worded differently than this, and has it ever been put into your plan?

Ron Henke: That stretch from Minot to Velva did get put into law. The language is identical to what is being proposed in this bill. It says that when we do the next major construction project on that road, we are supposed to consider a four-lane and select that if we can get environmental clearance. Right now we have no major construction projects planned for that stretch either.

Representative Gary Sukut: How far out does the STIP program go?

Ron Henke: It is planned out for 4 years, and we relook at the program every year to add on the next year.

Representative Gary Sukut: If this is a 20 year project, how would you get started with it?

Ron Henke: We would identify it, based on traffic and all these conditions, to see if it warrants making an improvement. According to this bill it is major reconstruction; that is digging up all the asphalt and starting from scratch. If it were determined that the road needs major reconstruction, at that point we would start the environmental process and include the four-lane option as we go about that.

Representative Gary Sukut: Then in order for this to become part of the STIP, the whole project has to be put in there? You can't just do the environmental part to get started?

Ron Henke: We could just put in the environmental process. If we are using federal dollars, we are required at the start of the project to build it within ten years, or we have to pay the federal back. We could start and see if we could get environmental clearance. It is getting harder to do short projects. Those that oversee the environmental part try to link long stretches, from destination points.

Chairman Dan Ruby: Is the drop off of traffic that you see at Kenmere?

Ron Henke: That is correct. It drops off there and then again at Portal.

Representative Robin Weisz: In the fiscal note there is a \$675 million dollar cost. Is that cost assuming that the current two lanes are being rebuilt and then adding another two lanes?

Ron Henke: That is correct. It also includes cost to consider bypassing some of the communities and the bridges.

Representative Robin Weisz: Currently, what do you estimate is the cost to add two lanes out west?

Ron Henke: On Hwy 85 where it isn't divided, we spent around \$8 million per mile.

Representative Robert Frantzvog: Does that include everything including engineering?

Ron Henke: That includes everything.

The hearing was closed on HB 1324.

(26:30)

Chairman Dan Ruby reopened the discussion on HB 1324. (10:33 AM)

Chairman Dan Ruby summarized the intent of the bill.

(29:25)

Representative Robin Weisz: For most states they will add lanes when the traffic becomes 15,000 vehicles per day. We see 4,000 or 5,000 vehicles per day and try look at adding extra lanes. It is hard to argue that we need federal money to do these kinds of projects, which seem to have a small volume of traffic. Out west we do have a high volume of truck traffic, which does affect it.

Chairman Dan Ruby: It was also stated that Hwy 2 didn't meet the threshold of traffic.

Representative Robin Weisz: If you are proactive, it pays off. It is true that if you build it, they will come. It is no question that is a factor. More traffic will be on a four-lane highway than a two lane.

Representative Gary Sukut: The arguments were exactly the same as they are here. We were also told that federal funds would not be available on Hwy 2 because there was not enough traffic. We eventually found out from the National Secretary of Transportation that was incorrect. He said once the funds come into the state, you can spend them any way that you see fit. In the end to complete the road, it was bonded by the state.

This project that **Representative Froseth** is talking about will not get on the STIP if we don't tell the Department of Transportation to start the environmental study. It will not happen. If the legislature doesn't help them get the project started, it probably won't get started. It will be years and years as it is. This just asks to start the environmental studies.

I will support the bill.

**Representative Gary Paur moved a DO PASS on HB 1324.
Representative Ben Hanson seconded the motion.**

Chairman Dan Ruby called for discussion.

Representative Rick C. Becker: I will probably vote no, because by voting to do the environmental study, it is a yes vote for the construction as well.

Chairman Dan Ruby: It does not really force them to start the environmental study until they are planning to do the next major reconstruction project. That will not happen any time soon. It could be years, maybe even until the 20-21 biennium, until they even start the environmental work. It will depend on the conditions of the road.

Representative Robin Weisz: This is over twenty years out. To me the key is that the Department of Transportation does not **ever** see four-laning this in their long range plans. The committee has to decide if we feel that at some point this highway (52) should be four-laned to fit into the plan of four lane corridors that Representative Forseth talked about.

Representative Chris Olson: If the environment study was done, how long does it last as far as any future construction? Could it be referred to 15 years in the future?

Chairman Dan Ruby: I don't think they would do the environmental study until they were getting close to having to a major project on the existing road.

Representative Rick C. Becker: My concern would be line 8 and 9 which recommends the four lane alternative be selected as the preferred alternate. To select something as the preferred alternate before it is even studied is concerning. The part that might make it okay is that it says "recommended". Does that make it more permissive?

Chairman Dan Ruby: That and the part that says, "...if environmental clearance is obtained."

Representative Robin Weisz: It says, "shall include", so they have to include the environmental study. We are saying at the end that we **recommend** the four lane be picked.

Representative Gary Paur: If we just take out the "major reconstruction", would that move it up at all?

Chairman Dan Ruby: I think that might move the recommendation sooner.

Representative Robin Weisz: If you take that out, it would say they have to do it **now**. Then the environment study wouldn't be any good in 10-20 years when the actual construction would be done. I think the language is fine.

Representative Chris Olson: I will support HB 1324.

There was not further discussion on HB 1324.

House Transportation Committee

HB 1324

1-23-15

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**A roll call vote was taken: aye 12 Nay 0 Absent 2
The motion carried.**

Representative Gary Sukut will carry HB 1324

**2015 HOUSE STANDING COMMITTEE
 ROLL CALL VOTES
 BILL/RESOLUTION NO. HB 1324**

House Transportation Committee

Subcommittee

Amendment LC# or Description: _____

Recommendation: Adopt Amendment
 Do Pass Do Not Pass Without Committee Recommendation
 As Amended Rerefer to Appropriations
 Place on Consent Calendar

Other Actions: Reconsider _____

Motion Made By Representative Gary Paur Seconded By Representative Ben Hanson

Representatives	Yes	No	Representatives	Yes	No
Chairman Ruby	X		Rep. Delmore	X	
Vice Chairman Meier	X		Rep. Hanson	X	
Rep. Rick Becker	X		Rep. Nelson	A	
Rep. Frantzvog	X				
Rep. Hawken	A				
Rep. Olson	X				
Rep. Owens	X				
Rep. Paur	X				
Rep. Schatz	X				
Rep. Sukut	X				
Rep. Weisz	X				

Total (Yes) 12 No 0

Absent 2

Floor Assignment Representative Gary Sukut

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE

HB 1324: Transportation Committee (Rep. Ruby, Chairman) recommends DO PASS
(12 YEAS, 0 NAYS, 2 ABSENT AND NOT VOTING). HB 1324 was placed on the
Eleventh order on the calendar.

2015 TESTIMONY

HB 1324

#1
HB 1324
1-23-15

House Bill No. 1324

1 of 8

Mr. Chairman and members of the Transportation Committee, for the record, I'm Rep. Glen Froseth, representing Dist. 4.

HB 1324 is my second attempt to begin the planning process to 4-lane a 81 mile section of State Highway 52 from the intersection of Highways 2 & 52, 13 miles northwest of Minot, to the Canadian border at the International Port of Entry at Portal, North Dakota.

HB 1324 requests the Department of Transportation to apply for environmental clearance, and upon approval the DOT shall place the 4-lane project of this section of Highway 52 on the Statewide Strategic Transportation plan.

I have several attachments to this testimony that give reasons why many believe this is a necessary project for the State of North Dakota. Also in recent months, the Canadian Provinces of Saskatchewan and Alberta are working with the Canadian government to begin the process of "Twinning" Highway 39 from Regina to North Portal, Sask., a distance of 155 miles, thereby providing a north/south 4-lane highway corridor from the far reaches of Canada to the most southern tip of Texas.

This presently is, and will become much more, a very important and busy route for an international commerce transportation route.

All of the Highways mentioned above are part of the National Highway System and will have long term economic, tourism and safety impact for years to come and would also be a 4-lane route that would connect the entire North American market.

In addition to connecting North Dakota and Saskatchewan with a 4-lane route, it would create a twinned corridor from Minot through North Dakota to Edmonton or Calgary, Alberta, which is the main route for Alaskan travelers.

The economic, tourism and safety benefits to communities along these routes, as well as the entire state and nation, are huge.

I urge a Do Pass and ask for this committee's support
Thank you Mr. Chairman and Committee.

HB 1324
1-23-15

Kenmare News
Jan 14, 2015

#1
2 of 8

4-laning U.S. Highway 52 would enhance safety but remains a long shot

By Marvin Baker

Steve Pedersen has been an advocate for a four-lane U.S. Highway 52 for a long time and he understands very well what it would cost to build an 81-mile divided highway from Portal to Brooks Ranch.

But Pedersen, a concerned Sherwood resident, says safety and commerce are huge when it comes to justifying an expenditure of more than \$80 million to divide the highway.

Although his home is east of U.S. 52, Pedersen travels the main route often, as well as traveling its Canadian connection on Provincial Highway 39 in Saskatchewan that is currently in the pre-construction phase of being divided.

Pedersen cites injury accidents, fatalities and steady stream of semi-trailers heading to and from the Trans Canada Highway as reasons to consider dividing U.S. 52 in northwestern North Dakota.

"U.S. 52 has spots that are very dangerous, such as the curve north of Kenmare," Pedersen said. "That spot alone has had many fatalities in the past."

On Dec. 28, Jeremy Peterson of Kenmare was injured on that curve when the pickup truck he was driving missed the curve and rolled in the ditch.

There's also the movement of farm machinery, according to Pedersen, and how it can affect traffic patterns, at least seasonally.

"It seems to pose a problem and that problem will only increase as equipment gets larger," he said.

There's also the heavy truck traffic and despite normally experienced drivers rolling along U.S. 52, Pedersen said risky scenarios with normal traffic and farm machinery can surface quickly and create unfavorable situations.



Pedersen also sees the potential for increased trade between the U.S. and Canada on the 250-mile route between Regina and Minot.

"The commerce that would develop would be substantial," he said. "Think about the hotels, shopping, air-service and fuel. This additional traffic could also benefit the small towns along U.S. 52. Additional traffic will create new economic opportunities. Without adequate transportation, commerce grinds to a halt."

He admits, however, that a four-lane 52 is a long shot, given there is a big push right now to four-lane U.S. Highway 85 from the border at Fortuna, through Williston and Watford City to Dickinson.

Minot could be accessed from Regina via a U.S. 85 four-lane, but a couple of big hurdles stand in the way.

First, that route would add approximately 70 miles to the trip. Secondly, there's a 47-mile stretch of Provincial Highway 35 south of Weyburn that is expected to remain two lanes in the foreseeable future.

The Saskatchewan Ministry of Highways has full intentions of dividing, or "twinning" Provincial 39, which is the shortest route from Regina to the international boundary.

Like Provincial 39, U.S. 52 is a

diagonal highway that connects the U.S. Interstate highway system to the Trans Canada Highway.

Four laning U.S. 52 would cost approximately \$1 million per mile and normally would be 90 percent funded by the federal government with a 10 percent state DOT match.

Pedersen admits that's a lot of money, but if the highway can't be four laned, he would at least like to see safety upgrades to what is called a "Super 2."

"There are ways to expedite traffic flows in the short term," Pedersen said. "Traffic could be increased by creating more passing lanes and widening shoulders in places that hasn't already taken place."

Five communities; Portal, Kenmare, Donnybrook, Carpio and Foxholm, would all be directly affected by dividing U.S. 52 as the highway currently dissects each community and passes on the outskirts of Flaxton, Bowbells and Burlington, with a railroad overpass having to be a consideration at Flaxton.

Kenmare Mayor Roger Ness believes the commerce along a divided U.S. 52 would easily benefit the city with additional hotel stays, fuel stops, meals, shopping and tourism.

Minot Mayor Chuck Barney also sees the benefit to his community, but on a much larger scale as Minot would become a U.S. destination for more than 1 million Saskatchewan residents.

Barney is also concerned about safety and would like to see consideration for a four lane highway to Velva since many Velva residents commute the 22 miles to Minot to work.

Weyburn, Saskatchewan Mayor Debra Button sees a beneficial economic impact in her city of 10,000, given that a U.S. 52 link becomes a reality.

4-lane considered for Saskatchewan Highway 39 which meets up to U.S. 52

By Marvin Baker

It's been almost six years in the making, but Marge Young fought city hall, fought regional municipalities and the provincial government, and it's finally starting to pay off.

The Saskatchewan Ministry of Highways held three public meetings in December to talk about "twinning," or four laning Provincial Highway 39 from south of Regina to the U.S. border at North Portal.

According to Young, it's been a battle, but a battle that was needed because of an unsafe road that has seen multiple fatalities in recent years. Highway 39 is considered one of the busiest highways in Canada.

Young, who is from Estevan, started a group in 2009 called "Time to Twin." Through the years, it picked up steam until the provincial government announced about a year ago that money would be budgeted to begin the massive construction project.

"It's not in stone yet, but we're trying to pinpoint the start point," Young said. "I have known people we've lost and we needed to do this."

A retired teacher, Young said part of the magic might have been that she is always well prepared when meeting government officials to talk about the twinning project.

Time to Twin set up an online survey that gathered 4,000 signatures in favor of the project.

In addition, she and others have stayed in touch with the architectural firm in Calgary working on the feasibility.

News media has been important to get the facts out to the public and public meetings have been held in an effort to sway public opinion, according to Young.

The boldest move by Time to Twin, however, was in doing its own traffic counts and presenting them to the provincial government. Time to Twin volunteers stood out on the highway for 14 hours a day for two days and counted traffic, according to Young.

And it worked, she said. It essentially forced the province to take

its own traffic counts and when it did, realized the Time To Twin numbers were within 5 percent. After that, she said, the province became serious about the project.

"We've used different tactics along the way," Young said. "We've made sure we've stayed in the news to keep this at the front."

Seven-thousand vehicles a day pass on a 10-mile stretch of highway between Estevan east to the small community of Bienfait.

That's actually where the "twinning" will begin this coming spring, in what Young calls "baby steps."

Another portion will be Bienfait to the border, roughly 10 miles with the bulk of the project being Estevan to just south of Regina, approximately 90 miles.

Young didn't speculate on how long it may take to complete the project but added, it would make a lot of sense to study a four-lane highway from the border to U.S. Highway 2.

"The best thing you can do in North Dakota, is start at the bottom with your county commission," Young said. "The first thing I did was put a letter to the editor in the Estevan Mercury and people started talking about it. Then more people started joining the group and now we're getting news in the (Regina) Leader-Post. That way, people are talking about it."

Young believes there is hope U.S. 52 can be four laned. She said North Dakota government officials are much more forward thinking than in Saskatchewan.

Rep. Glen Froseth, R-Kenmare, intends to introduce a bill in the 2015 Legislature to consider a four-lane U.S. 52.

"I love that highway from the border to Minot," Young said. "I think that North Dakota is proactive in its planning."

And should a U.S. 52 four lane materialize, there's the cross border commerce that is almost certain to explode, according to Young,



given a freeway from the border to Regina.

"North Portal is the busiest border crossing in Saskatchewan," Young said. "There's \$12 billion in trade through that port of entry on both sides now."

There's also the Global Transportation Hub, essentially Regina's port authority. Young said the provincial government agrees with "twinning" because of the potential for commerce on both sides of the international boundary.

"It's all part of free trade with the U.S. and Mexico," Young said. "Once this highway is rolling, there will be a lot more commerce than there is now."

Saskatchewan highway official downplays 39

By Marvin Baker

Mark Rathwell, a senior communications consultant with the Saskatchewan Ministry of Highways, confirmed the province is working on dividing Provincial Highway 39, but cautioned it is in its infancy stage.

"What we undertook is early-work on how twinning could look on 39," Rathwell said. "We have really just begun. So far there is no construction time line."

Rathwell called the "twinning" project "very early" on a long road to improve Saskatchewan's main north/south trade corridor.

And in three public meetings in December discussing the project, Rathwell said most residents were pleased with the information received and would appreciate a divided highway, including residents of the principal communities of Estevan and Weyburn.

Rathwell added that Provincial Highway 6, immediately south of Regina, is also planned for division. That road stretches from near the community of Roleau to just south of Regina.

Although it's a separate project, it is being considered simultaneously with No. 39, according to Rathwell.

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#1

From the files of
The Kenmare News of
January 6, 1965

Groups To Press For North-South Interstate Highway

Representatives of Chambers of Commerce in the states of Kansas, Nebraska, and North and South Dakota have proposed a North-South Interstate route linking Interstate 35 at Salina, Kansas with Highway 52 at Minot, and thence northwest on Highway 52 through Regina and Saskatoon.

Advocates of the proposed North-South Interstate believe that this route through the midlands into Canada would be the shortest connecting route to the Alaskan Highway and would provide vital transcontinental connections between Mexico, Canada, and Alaska.

The proposed route would begin at Salina and would extend northwestward to Beloit, Kansas, then would parallel Highway 281 north through Red Cloud, Hastings, Grand Island, and O'Neill, Nebraska, turn northwestward again to include Winner, and Pierre, S. Dak., northward paralleling Highway 83 through Bismarck and Minot. At Minot the proposed Interstate would turn northwestward to connect to the major Canadian cities of Regina and Saskatoon.

The cities pressing for the system also point out that the suggested route would connect the route cities to the many important cities to the south as Wichita, Oklahoma City, Dallas, Fort Worth, San Antonio, Houston, and Galveston. It would also connect up with the best highway system leading to Mexico City. Proponents also indicate that over fifty per cent of the proposed transcontinental system has already been completed and that the remainder could be scheduled prior to 1972.

The regional Chambers will be contacting their respective Congressmen, Governors, and highway officials for action on the proposed system.

HB1324
1-23-15

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#1

B6 Minot (N.D.) Daily News, Sunday, June 29, 2014

New plan looks to ID transportation bottlenecks

BISMARCK (AP) — A new state plan could identify and help fix slow spots for truck traffic, saving companies time, fuel and, ultimately, money.

"We're trying to have a system that doesn't create a barrier to business in the state," said Ben Ehreth, administrative transportation planner for the North Dakota Department of Transportation.

With oil production booming in the west and the economy booming across the state, a lot of growth has happened related to freight, Ehreth said. That has created a lot of demand on North Dakota's transportation system. The North Dakota State Freight Plan is NDDOT's response.

"With the increase in vehicle miles traveled, it became apparent this needs further examination," Arik Spencer, executive vice president of the North Dakota Motor Carriers Association said.

The freight plan is the first plan of this nature the North Dakota Department of Transportation has undertaken. It

takes into account rail, air, pipeline and road transport and identifies "bottlenecks" slowing down transport, Ehreth said.

For example, the plan looks at travel numbers and determines what level of congestion is most likely to cause delays. In those areas, roads may be expanded to address it.

The plan notes elements, like low bridges or load capacities, that might be keeping trucks off a certain road. If trucks have to take a less direct route, the shipping expense is increased.

"Developing a freight plan is going to help direct (infrastructure) investment (by the state)," Spencer said. "When looking at investment, any time you take a high level view, it's better than addressing issues as they come up."

That is what the plan is meant to do. It does not identify one particular road or another. Instead, it takes trends into account and identifies what factors cause or could cause a slowdown in the system.



Continued

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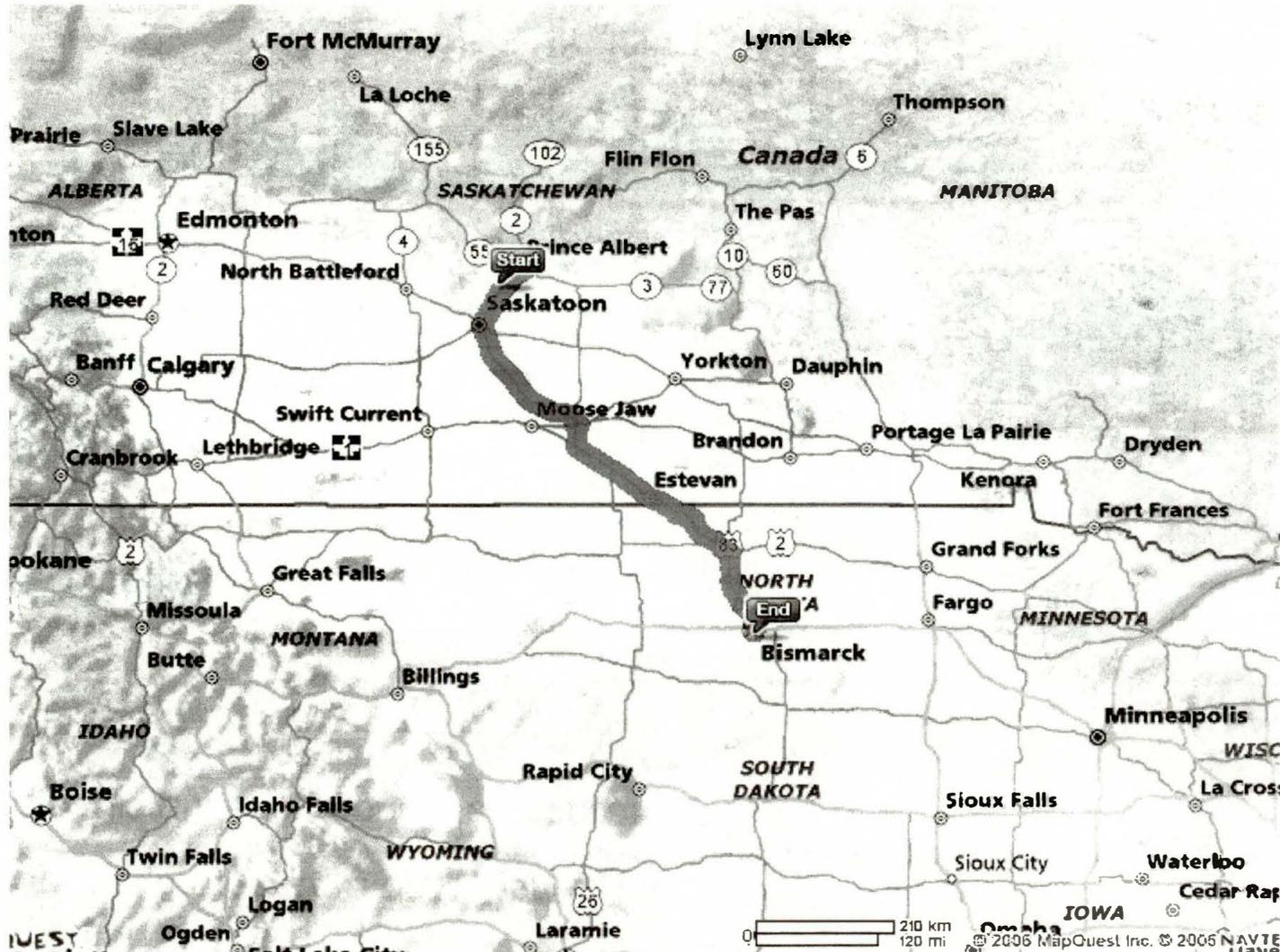
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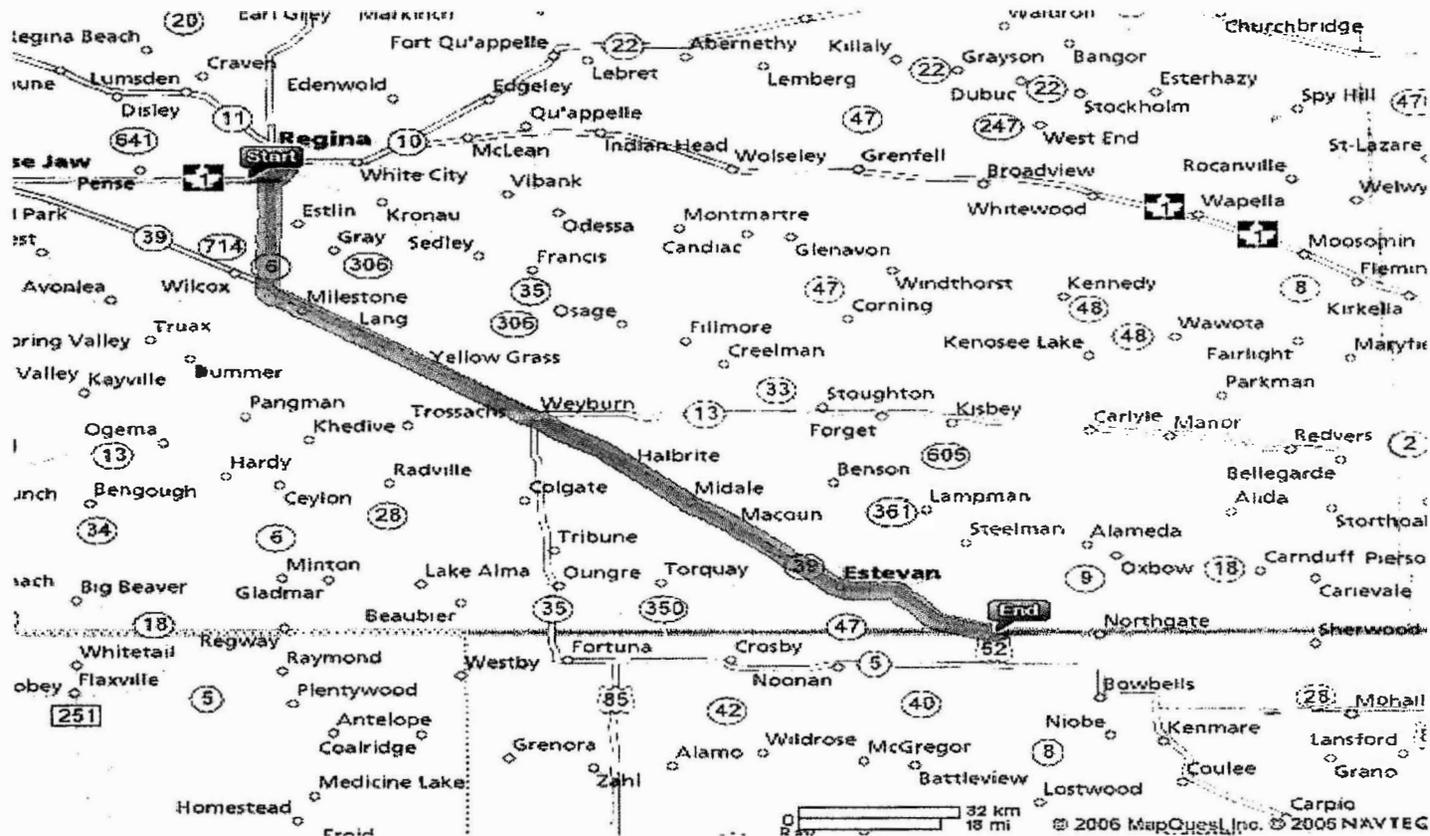
Strategic Economic Link between Canada & the U.S.



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1-23-15

#1
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Regina to Portal

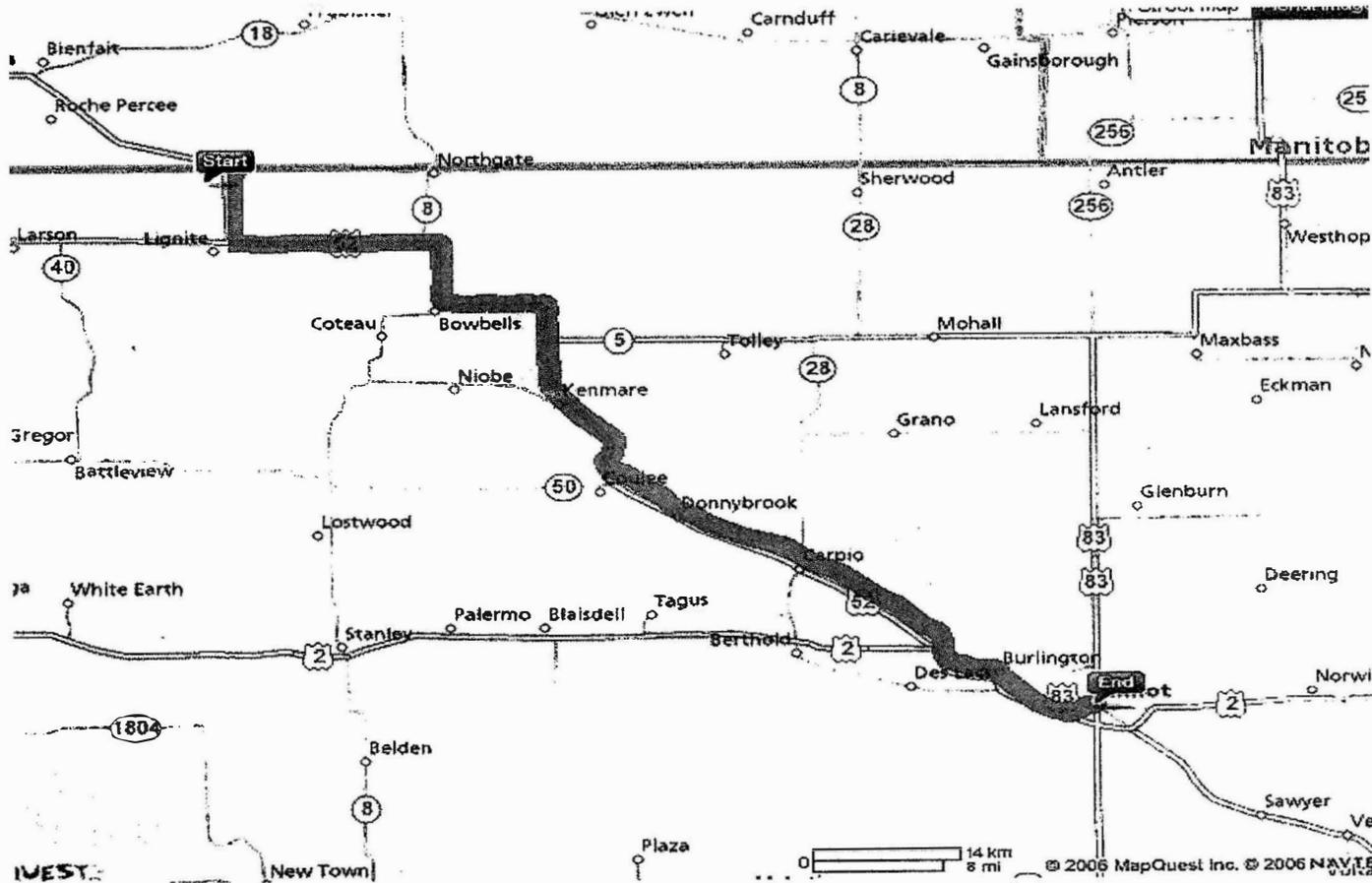


- Total distance is 155 Miles (Approx 250 Km's)
- Cost Estimates from our Dept. of Highways is 1 Million per Km or roughly 1.6 Million per Mile

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#1 of 8

North Portal to Minot



Total Distance is 95 Miles (Approx 152 Km's)

Note: Only about 80 Miles need twinned.

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HB 1324
1-23-15
#2

HOUSE TRANSPORTATION COMMITTEE
January 23, 2015 - 9:00 a.m. - Fort Totten Room

North Dakota Department of Transportation
Ron Henke, P.E., Deputy Director for Engineering

HB 1324

Mr. Chairman and members of the committee, I'm Ron Henke, Deputy Director for Engineering for the North Dakota Department of Transportation (DOT). I'm here to provide information related to HB 1324.

The Department is responsible for the construction, reconstruction, rehabilitation, preservation and maintenance of 8,563 roadway miles on the state highway system. A combination of factors is used in selecting projects including: system condition, maintenance costs, roadway capacity, load carrying capacity, preservation needs, safety and public input. The final selection of projects makes up the annual Statewide Transportation Improvement Program (STIP).

As the Department develops the STIP, we work hard to ensure the resources made available to the Department maximize the expenditures of our funding and allow us to provide a transportation system that safely moves people and goods. Currently our program does not include work to construct US Highway 52 into a four lane roadway.

This concludes my testimony and I would be happy to answer any questions that the committee may have. Thank You.