

# North Dakota Asphalt Conference

April 5, 2011



# Welcome

- Welcome
- NDDOT accomplishments
- Federal Funding
- State Funding
- Challenges
- Future Projects

# Accomplishments

## Transportation Projects:

The NDDOT had record construction seasons in 2009 and 2010. We have just completed two of the largest seasons in state history.



- Executed 449 contracts on approximately \$823 million of transportation projects across North Dakota.

# Accomplishments continued...

## Safety continues to be number one priority:

- Number of traffic related deaths in state declined from 140 in 2009 to 105 in 2010. State fatality rate is at 1.26 fatalities per 100 million vehicle miles traveled. Significant decrease from 1.76 in 2009. Lowest rate since 2000 when it was 1.22.
- Primary contributing factors to fatal crashes:
  - Alcohol, Not using seatbelts, Speed, and Lane departure

## Safety Improvements:

- Adding turning & passing lanes, intersection improvements
- Adding rumble strips on two-lane state highways
- Safety messages



# Status of Federal Aid

## Uncertainty of future federal funding:

- N.D. very dependent on federal highway funding
- Current federal highway bill expired Sept. 30, 2009.
- Have been operating under a series of continuing resolutions based on 2009 funding levels.
  - Difficult to do long range planning
  - Current extension expires in September, 2011
- Continue working with our Congressional delegation and Five-State Coalition.



# Federal Funding

- Obligational Authority ~ Goal of \$240M/year
- Obligational funding \$104M
  - Through March 18, 2011
- Carryover funding from 2010 ~ \$84.7M
- Apportionment in certain categories limits us

# State Funding

- **DOT Budget Strong**

- Governor's Budget Supports Transportation
- Legislative process on-going



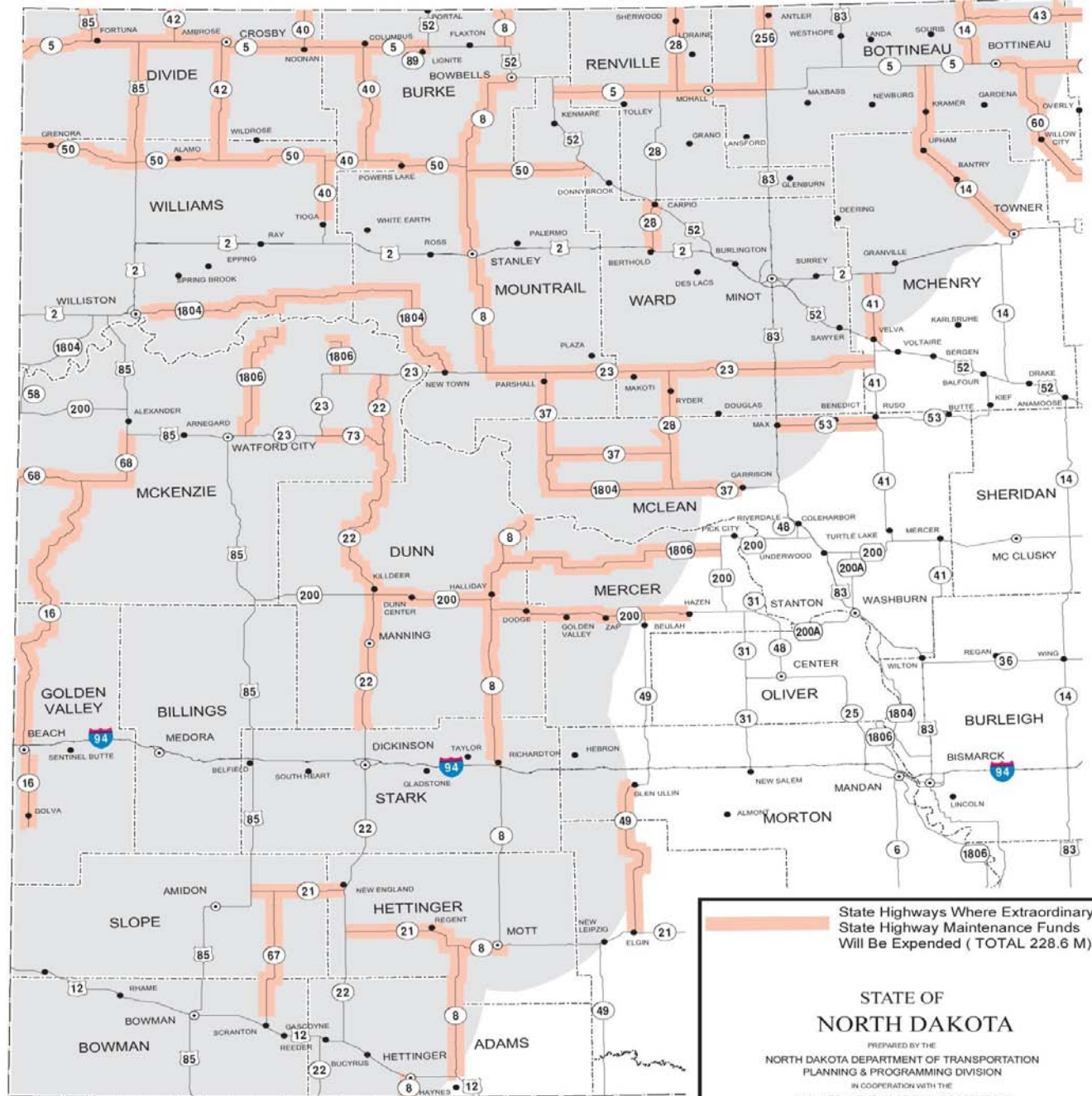
# HB 1012

- The \$228.6 million of oil impact funds dedicated to the NDDOT will accomplish the following:
  - Patch and repair roadways that have pavement breakups.
  - Complete preventive maintenance projects in order to maintain the roadway system.
  - Overlay roadways to enhance the load carrying capacity.
  - Widen roadways to allow the placement of additional pavement structure to enhance the load carrying capacity and roadway safety.
  - Reconstruct roadways to improve the load carrying capacity and roadway width, in slopes, drainage, etc.



# Extraordinary State Highway Maintenance

**\$228.6 Million**



# County and township road reconstruction program

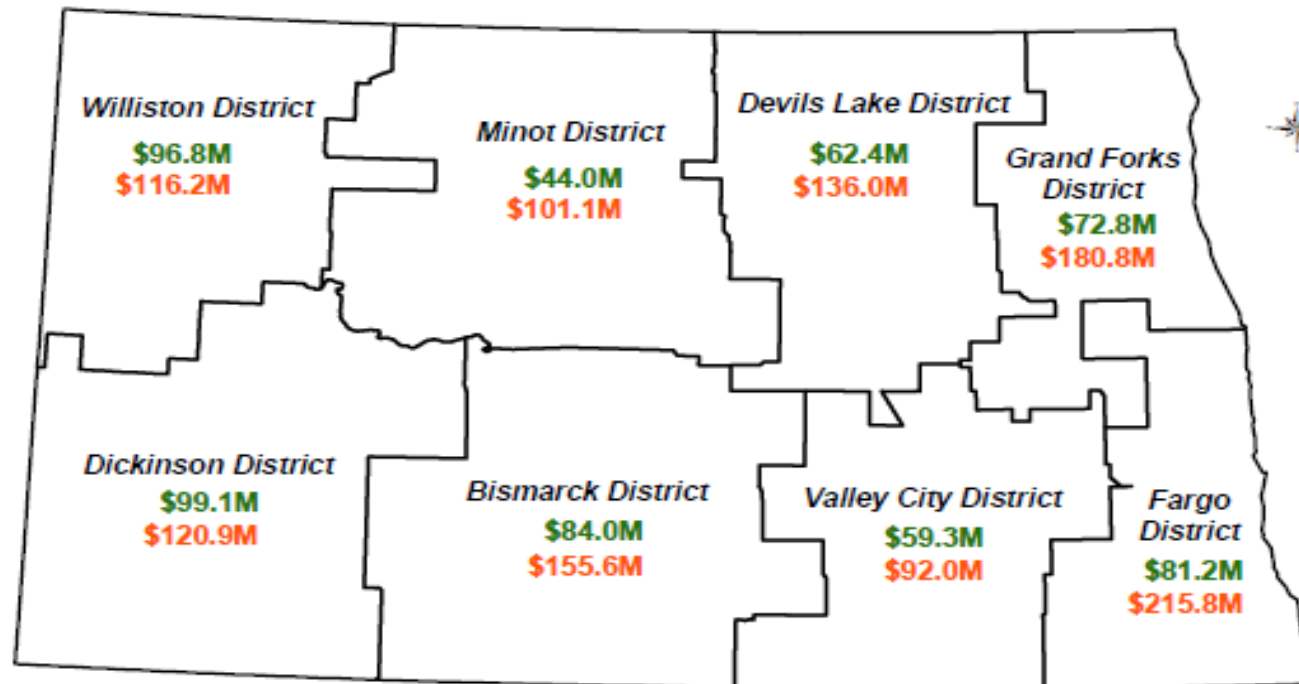
**The \$142 million is to address the greatest local road needs in 17 oil producing counties:**

- The funding is intended to focus on critical needs identified by the counties in the UGPTI study, therefore it is not distributed evenly
- The \$142 million is above and beyond the formula funding received by local governments from the oil extraction tax distribution
- The basic production formula is not changed. This funding will address the transportation needs for oil development rather than for production

# Statewide Transportation Improvement Program (STIP)

This map shows the dollar amount the NDDOT plans on investing in projects on state highways in each of the eight districts. The locations and type of projects are identified in the STIP that is updated annually.

About \$600 million worth of projects that will be undertaken in the 2011 – 2013 biennium. The STIP includes just over \$1.1 billion in projects that are planned to be undertaken by 2014.



STIP 2011-2013 Biennium  
STIP 2011-2014

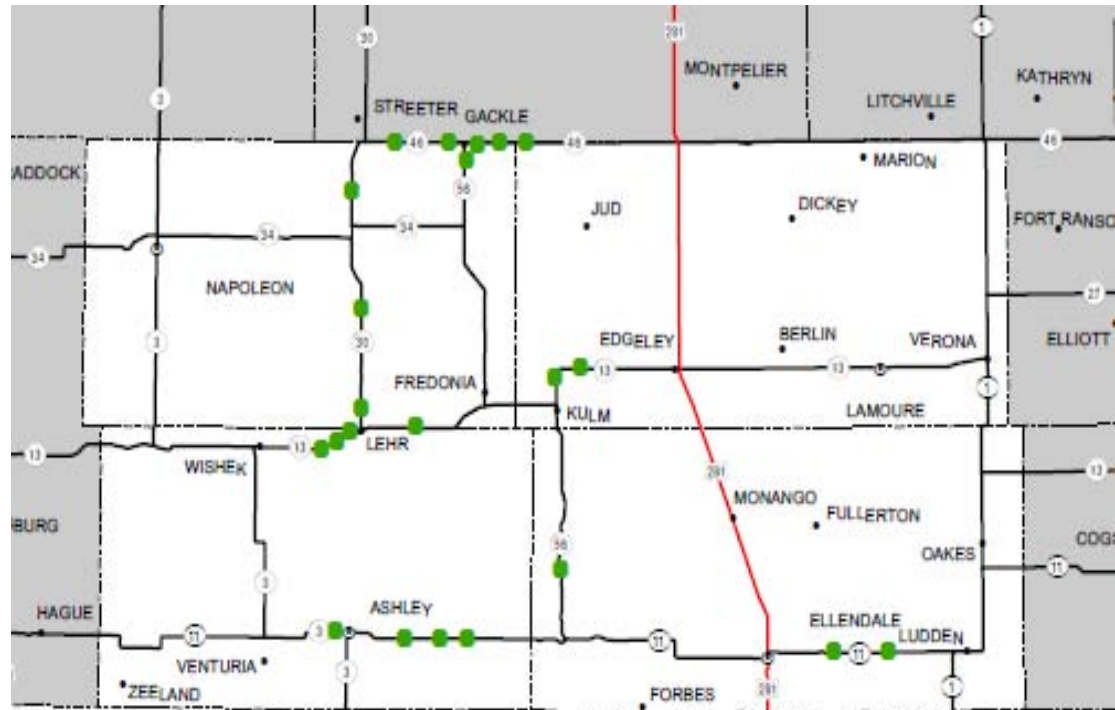
# Challenges



*ND Highway 11, east of Ashley – June 2010*

## Rising water levels

- Numerous townships and county roadways as well as 22 sites have been identified on state highways in the prairie pothole region in the Valley City District that could potentially be inundated with water this spring.



# Challenges

## Rising water levels:

- From 1994 to 2010 we have spent about \$241 million on roadways in the Devils Lake Basin. (includes state highways, county roadways, and BIA roads.)
  - Approximately \$90 million of state highway projects will be carried over into 2011 for projects not completed in 2010.
    - This does not include any carry over for county and BIA projects.

*On March 3, 2011, the water level was 1,451.7 feet. The National Weather Service has predicted there is a 50% chance the lake could rise to 1,454.7 feet.*



**ND Highway 57 near Devils Lake – October 2010**

# Challenges

- **The Department continues to receive requests from other industries such as agriculture and trucking**
- **Fargo traffic congestion continues to grow**
  - 2009 traffic count averaged 65,000 vehicles a day. This includes the combined east and west traffic on I-94 in the Fargo area.



*Interstate 94 traffic congestion in Fargo area*

# 2011 Construction Program

- Approximately \$450 million (October 2010 thru July 2011 Bid Openings)
- Contingent upon current legislation in ND, and the outlook of federal funds based on a surface transportation continuing resolution or bill
  - Includes federal, state, and local dollars

# 2011 Asphalt Projects

## Asphalt projects for 2011 include:

836 miles of asphalt pavement (STIP projected)

- 933,000 Tons HBP
- 58,000 Tons Asphalt Cement





# Asphalt Technology

**Always looking for new technology and better service from pavements.**

- Warm Mix Asphalt (WMA) is new technology that will be incorporated into 5 NDDOT projects this year.
  - This will include two different chemical additives which are Evotherm 3G and Adveria.
  - Another WMA technology to be used is the foaming process, which utilizes water instead of a chemical additive to produce WMA.
- Also have a project which will include Recycled Asphalt Pavement (RAP) into WMA pavements.

# Summary

Transportation infrastructure investment results in many benefits:

- Creates jobs and strengthens the economy.
- Improves safety.
- Improves mobility for our citizens and businesses.

With these and other benefits in view, NDDOT is working hard to “provide a transportation system that safely moves people and goods.”

