

SUMMARY REPORT

NDDOT 2010 TRANSACTION II - PUBLIC INPUT MEETINGS

In 2002, the North Dakota Department of Transportation (NDDOT) published a long-term strategic transportation policy plan entitled, TransAction. TransAction identified the state's transportation mission, vision, goals, 16 initiatives and related implementation strategies.

TransAction II was published in 2007. Initiative One in TransAction II is to, "Strategically prioritize the use of transportation resources, and define levels of service to be provided and maintained." A related strategy involves periodically reviewing and appropriately modifying transportation priorities and defined levels of service to guide investment decisions.

To achieve this initiative, NDDOT contracted with the Upper Great Plains Transportation Institute (UGPTI) to conduct research relative to the condition of North Dakota's roadway system and to facilitate eight public input meetings. The intent of these meetings was to inform the state's residents about the current and projected condition of transportation infrastructure and to determine levels of service required to make the system responsive to the personal and freight mobility needs of North Dakotans.

The findings from the eight input meetings were to be presented at a subsequent state conference. The input meetings were held in eight of the state's regional centers from April 7-16, 2010.

PROGRAM DESIGN

NDDOT and UGPTI staff collaborated to develop the agenda and related presentations for the public input meetings. The meetings were designed to:

- Inform North Dakotans about the current and projected condition of the state's road infrastructure
- Inform North Dakotans of the costs associated with providing roads
- Solicit input regarding the desired levels of service our road system should provide, and
- Encourage ongoing public input in transportation planning

A series of eight public transportation input meetings was held in North Dakota's regional centers. The UGPTI sent out invitations to more than 1,600 individuals consisting of legislators, representatives of agricultural commodity organizations, city and county officials, township officers, economic development offices, manufacturers, grain elevator operators, energy company executives, and tribal officers. A list of invited groups is listed in Appendix I. In addition, the North Dakota Grain Dealers Association and the North Dakota Motor Carriers Association forwarded invitations directly to their members.

Each meeting began at 10 a.m. and concluded by about 4 p.m. The agenda for these workshops (Appendix II) included:

- Informational presentations concerning the current and projected condition of state and local roadways, construction inflation trends, and funding sources
- A local response from meeting attendees
- Round-table discussions to generate thoughts and ideas. Discussions structured around a series of questions (Appendix III) related to highway levels of service and the NDDOT's Highway Performance Classification System

Specifically, input was sought on the:

- desired levels of service provided by state highways, county and township roads, and city streets,
- state's Highway Performance Classification System (HPCS) applicability to local road (county, township, city, and tribal) systems
- need for integrated roadway planning, and
- the roadway characteristics (ride, load carrying capacity, lane width, etc.) important to the state's residents

GENERAL FINDINGS

The 426 people who attended NDDOT's public input meetings represented a wide range of transportation interests. The meetings were very positive and many participants expressed their gratitude to NDDOT for holding the meetings. They appreciated learning about the condition of North Dakota's roadway system; the costs to maintain the system; the challenges facing the system; and for the opportunity to express their roadway expectations and suggest system enhancements.

On the following pages, the comments received from the people who attended the input meetings have been summarized and listed as; (1) significant statewide issues, (2) region summaries, and (3) detailed public input meeting comments.

Significant Statewide Issues

From the comments received at the public input meetings the following four significant statewide issues were identified:

1. SAFELY MOVING PEOPLE AND GOODS

Narrow roads, roads in poor condition, excessive speed, unsafe bridges, and high volumes of traffic (particularly truck traffic) are safety issues. Participants frequently discussed needs for highway widening, turn lanes, acceleration lanes, additional signage, pavement markings, and other safety improvements. The use of cell phones (texting) and other distractions are thought to be causing more crashes. People were concerned about the movement of larger (particularly oil and energy-related) equipment and farm machinery. Many people expressed a reduction of safety standards was unacceptable. The proposed rumble stripe program for state highways was positively received.

2. PLANNING AND DEVELOPING AN INTEGRATED ROADWAY SYSTEM

• Integrated planning and local roadway classification

Some local units of government already have a form of a road classification system which is reflected in prioritized routes. However, few have a formal classification plan. Many agreed that having a formal plan may help guide and justify decisions about how and where to direct resources. Public input in developing such a plan is essential. Some participants indicated such a plan may be difficult to implement and politically controversial for elected officials.

• Corridor continuity and connectivity

Governmental units should work toward achieving consistent road classifications, size and weight restrictions, and other roadway characteristics on corridors that cross the state and region.

• Coordination

State and local jurisdictions should share information regarding road projects, needs, and improvements. Coordination could include upgrading utilities during road projects; “piggy-backing” local projects onto larger state projects to save funds; and collaborating on upgrades and renovation of road segments to gain efficiency and harmonize road systems. NDDOT should consider using Facebook, Twitter, etc., for communicating important information regarding road classification.

3. **PRESERVING AND MAINTAINING THE EXISTING ROADWAY SYSTEM (STATE, COUNTY, CITY, TOWNSHIP, TRIBAL)**

- **Continued economic growth will result in additional truck traffic on roads**

Energy development, agricultural diversification and growth, and expansion of manufacturing all translate into additional truck traffic on roads. In areas where oil development is occurring, drilling rigs move to drill a new well about every five weeks. Every new well requires an average of 800 truckloads of material including many heavy loads. Wind towers require the movement of equipment weighing more 200,000 pounds. Agricultural commodities such as corn, sugar beets, and potatoes generate significant amounts of production per acre that must be moved. Consolidated shipping points for agricultural commodities, agricultural processing plants, ethanol plants, and manufacturing generate significant local truck traffic. Shipments to other states and countries result in increased truck traffic on specific corridors.

- **Maintain roadway standards**

Reducing standards such as road width, load carrying capacity, ride quality, etc. is viewed as a step backward. Participants expressed that roads are essential to economic growth and quality of life for all areas of the state.

- **Bridges**

Because of cost, most counties are reducing and delaying the number of bridges they replace adding to concerns about load-carrying capacity, construction, and maintenance backlogs. In some areas, box culverts and Texas Crossings have been used to replace bridges.

- **Oversize and overweight movements and load restrictions**

Businesses need to move larger and heavier loads, but unfortunately most roads were designed and built in the 1950s or 1960s for smaller trucks and equipment. While the State Highway system provides good service to most urban centers, moving loads from rural areas on roads with higher weight limits is a problem. Weight restrictions and enforcement on state highways may shift heavy truck traffic on to county and township roads that are not suited to haul those loads. More size and weight enforcement is needed. Fines for overloaded trucks collected by local jurisdictions are directed to the State Treasury. And finally, many overloads need to move during the period when load restrictions are in effect.

- **Inadequate funding for roads**

There was a consensus that roadway funding was not keeping pace with inflation and the road infrastructure needs within the state. Participants frequently suggested that additional revenue is needed to maintain and improve the state's roads. Possible revenue sources identified include; increasing the gas tax and registration fees, directing a larger share of vehicle excise tax to transportation, eliminating the farm fuel refund, a dedicated farm equipment tax,

establishing a wheel tax, or directing a larger portion of oil tax revenues to infrastructure. Some counties and townships could raise more revenue from existing sources. In many cities, real estate taxes and special assessments are becoming too much of a burden – especially for older residents. There was some discussion of investing a portion of the state’s revenue surplus in infrastructure. Some participants noted that the state could invest more than the USDOT would match and that doing so would allow those dollars to be better directed to needs without concern for meeting federal directives and requirements.

- **Quality, availability, and cost of gravel**

Across much of the state, the quality, availability, and cost of gravel for roadways is a major concern. Gravel shortages in many areas in the eastern portion of the state require it to be shipped in from Minnesota. In the central portion of the state, the quality of gravel is often an issue and as a result, gravel must be transported longer distances adding to its cost. In the western portion of the state, gravel is also in short supply. Many roads are surfaced with scoria and competition for gravel with the energy industry places an additional demand on the resource which, in turn, increases cost.

- **Flooding and high water levels**

Major flooding in 2009 resulted in significant damage to numerous county and township roads, many of which still need to be repaired. Some flood damage was not eligible for federal emergency relief funding further stressing local governmental budgets. High water levels across much of North Dakota and the rising level of Devils Lake continues to place stress on the road budgets of the state and several local governments.

- **Costs of meeting state and federal regulations**

There was considerable discussion that costs to meet standards (primarily federal) were too high. Requirements for environmental protection/remediation, signage, traffic signals, and bike paths are cost-prohibitive and often do not fit local conditions.

- **Truck Traffic**

Truck traffic is increasing statewide. Changes in agriculture including increased yields, shifts to new crops, and transportation of commodities via shuttle facilities are all adding to truck volumes. Truck traffic is also growing in response to the state’s robust manufacturing sector. Energy development in the form of wind farms, oil and gas production, and ethanol plants is accompanied by significant volumes of trucks. Much of the traffic related to oil development consists of larger and heavier trucks, some of which travel in convoys making passing opportunities more difficult.

4. **ENHANCING THE ROADWAY SYSTEM**

The level of service expected to be provided by state and local roads will continue to grow.

Road users want to move heavier and larger loads. They expect to be able to travel at higher speeds on smooth roads. Traffic, and in particular truck traffic, in many areas of the state continues to increase. Travelers demand safe roads that provide access to all areas of the state. Individuals who commute from rural areas to jobs in urban areas often have higher levels of service expectations than other rural residents. Travelers want an increased level of ice and snow control so they can get to work and move their products.

Highway Performance Classifications System (HPCS) Recommendations

The following is a complete list of the HPCS segments participants at the public input meetings recommended reclassifying from their current classification to the next higher classification.

ND 1 from Junction ND 200 to Canadian Border (111 miles)
ND 11 from Oakes to I-29 (61 miles)
ND 30 from Rolla to Junction ND 66 (14 miles)
ND 66 from Junction ND 30 to ND 1 (59 miles)
ND 15 from Junction ND 20 to ND 18 (46 miles)
ND 15 from Junction ND 18 to I-29 (27 miles)
ND 22 from Dickinson north to ND 23 (83 miles)
ND 200 from US 85 to ND 49 (68 miles)
ND 16 from I-94 to Junction ND 68 (62 miles)
ND 8 from ND 23 to US 52 (65 miles)
ND 1804 from New Town to Williston (71 miles)
ND 1804 from MT state line to US 2 (8 miles)
ND 49 from SD state line to ND 21 (30 miles)
ND 23 from Junction US 85 to US 83 (106 miles)
ND 50 from US 85 to ND 8 (59 miles)
ND 5 from US 52 to US 83 (36 miles)
US 85 from Junction US 2 to Canadian Border (54 miles)
ND 58 from Junction ND 1804 to ND 200 (10 miles)
ND 1806 from Junction ND 23 north (8 miles)
ND 73 from Junction ND 23 to ND 22 (11 miles)
ND 41 from US 2 to US 52 (15 miles)
ND 14 from US 2 to US 52 (27 miles)
ND 3 from Harvey to Steele (64 miles)
ND 25 from I-94 to Junction ND 31 (96 miles)
ND 6 from Mandan to Junction ND 21 (25 miles)
ND 127 from Junction ND 11 to Wahpeton (15 miles)
ND 18 from Junction ND 27 to ND 46 (13 miles)

The following two lane highways were recommended to be converted to four lane highways.

US 83 (MAFB) to ND 5 (23 miles)
US 52 from Buchanan to Canadian Border (248 miles)
US 281 from Carrington to US 2 (63 miles)
ND 23 from New Town to US 83 (56 miles)
ND 8 from ND 23 to US 2 (24 miles)
US 85 from SD border to US 2 - to MT border (200 miles)

Region Summaries

At each input meeting a wide variety of transportation-related issues was discussed. There were, however, some issues affecting roads that were significant to each region. The following pages are a listing of the significant issues identified at each input meeting.

Jamestown – April 7, 2010

75 Participants – 8 Discussion Groups

Issues Impacting Roads - moving high volumes of agricultural commodities, high water levels and flooding, development of wind farms, and reverting paved roads to gravel

Participant Comments:

- A basic level of service is needed statewide to move people and commodities. An integrated system that provides connectivity is important to providing that service.
 - County road systems are deteriorating
 - Some paved roads in the region are being reverted to gravel
 - Some roads are being downgraded to minimum maintenance status
- Local roads damaged by flooding are receiving a disproportionate share of attention and funding.
- Rural residents (people living on farmsteads, lake homes, and rural subdivisions) that work in towns and cities are demanding higher levels of service.
- State highways are in pretty good shape and highways on the higher levels of the HPCS are generally meeting expectations. The ride quality, snow removal, and general maintenance are not as good on the lower HPCS levels.
- Poor roads inhibit economic development. Large agricultural-related developments (processing plants, feedlots, fertilizer distribution sites, etc) are often located on roads that do not provide the necessary level of service. State and local jurisdictions need to be informed early on of plans for new developments.
- Some townships are taxing at the maximum mill levy (18 mills) and are still unable to keep up with demands. Increasing township mill levies does not raise much revenue.
- Small communities are unable to meet expectations for streets and roads - it is difficult for communities with a small population base and low incomes to support higher tax levels.
- Cities need to improve cooperation between public works (sewer and water) and street departments.
- Overweight trucks and excessive speed are hard on roads.
 - Need to educate the public on impacts of overloads
 - Weight enforcement is a major problem at the local level
 - Fines for overloads on local roads need to be returned to the local jurisdiction
- Farm equipment, grain carts and trucks carrying agricultural commodities are causing significant damage (rutted pavements, rough roads, broken culverts, etc.)

- The public doesn't want to accept lower levels of service or standards which impact safety - narrower roadways, narrow or no shoulders, and larger farm equipment cause safety problems.
- There is support for the rumble strip program on state highways and to continue the edge line striping program.
- Local jurisdictions need to do roadway planning. They also need to prioritize the use of their transportation resources. Outside assistance would help take local politics out of the process. Priorities include snow removal, mail routes, school bus routes etc. Planning at the local level needs to be more formalized.
 - The opportunity for public input is an important element of county roadway planning
 - Not all counties are the same and plans must be flexible. There is a lack of local traffic data
 - If local plans are tied to funding, it is more likely to occur
- Existing funding sources are inadequate to maintain the current levels of service at the state and local levels. Additional revenue is needed and potential sources include:
 - Increasing the state motor fuel tax
 - Using the state General Fund surplus to invest in infrastructure
 - Dedicating the motor vehicle excise tax to transportation
 - Developing additional and/or alternative funding sources to motor fuel taxes (fee on vehicle miles travelled)
- Federal and state requirements and regulations add additional costs to roadway projects.

Recommended reclassifications:

Increase classification of ND Highway 11 near Oakes; seeing wheel tracks in overlay (1 group)
 Increase classification of ND Highway 1 in northern half of state (1 group)

Specific concerns, but no recommendation/request to upgrade classification:

US Highway 281 south of Jamestown has soft spots
 ND State Highway 20 is narrow
 ND State Highway 200 is narrow
 ND State Highway 32 is narrow

Issues Impacting Roads – high water levels and flooding, emergency relief funding, railroad branchline abandonment

Participant Comments:

- Federal Emergency Relief Funding is not provided in a timely manner. Projects are not eligible for funding until the roads are almost under water which adds to project costs.
- The focus of funding continues to be on dealing with Devils Lake flooding issues and less on deteriorating roads throughout the rest of the area.
- It may be more productive/cost-effective to support an outlet for Devils Lake than to continue raising roads.
- It is extremely difficult for counties to maintain asphalt roads at desired levels of service. Some county paved roads are becoming narrower due to repeated overlays. Some paved local roads are being turned back to gravel.
- Bridge conditions on local roads are a major issue. The condition of a bridge limits the level of service a road can provide. Some bridges are being replaced with box culverts which reduce the time a road is closed for construction and eliminates width and weight restrictions. Funding cuts and inflation have cut the number of bridges being replaced in some counties from two per year to one every three years
- Walsh County conducted a study that showed it would take \$80 million to eliminate bridge deficiencies on their system
- Counties have a backlog of projects and don't know how they will catch up. Some counties are having a difficult time matching federal aid. Inflation and increasing costs has resulted in deferred maintenance. There are also instances where counties let their federal aid build up for two to three years to have enough money for a project.
- There is a lack of good quality material (gravel) to put on the roads. The cost of gravel has increased due to high demand resulting from raising roads in the Devils Lake area. Some gravel roads are getting wider as they are flattened out and lose their crown due to heavy loads. Increased traffic on gravel roads has caused dust problems and there is a need to utilize more dust suppressants.
- Townships lack adequate funding to pay counties for maintenance. Some township roads designated as minimum maintenance roads are bladed only twice a year.
- Area residents are pleased with the services being provided by NDDOT. They are pleased with snow removal and support the rumble strip program; however, there is a need for better information regarding detours, road work, and haul roads. It was suggested that 911 signing be added to state highways.
- Safety should continue to be a priority and standards should not be reduced.
- The difference in load restrictions between state and local level roads is causing problems for counties and townships. More truck weight enforcement is needed and fines collected for

overloads on local roads should be returned to local jurisdictions. Counties need uniform standard overload permits.

- Cities in the region are faced with significant pavement breakups and potholes. The entire City of Devils Lake is facing significant street problems due to the high water table.
- Wider adoption of joint powers agreements to allow counties and other agencies to share equipment and staff for maintenance, construction and enforcement was discussed.
- Roadway planning and prioritization would benefit local jurisdictions but should not be mandated. Currently, local governments are operating in a crisis mode rather than following a long-range plan. Ramsey and Pierce County have developed a roadway prioritization program and Cavalier County is considering developing a prioritization system. Counties need to work together to develop roadway consistency from county to county. Tribal governments must be included in any local planning process. In developing a prioritization system there will be some level of dissatisfaction with those on lower-tier roads.
- There is general need for more funding for roads including the need for a one-time large infusion of funding to catch up with the backlog. State General Fund surplus should be used to invest in transportation infrastructure.

Recommended reclassifications:

Increase classification of ND Highway 30 from Rolla to Bisbee and maybe further east (1 group)

Increase classification of ND Highway 15 from McVille to I-29 to standardize road restrictions across the segment (1 group)

Specific concerns, but no recommendation/request to upgrade classification:

ND Highway 1 north of Lakota needs work

ND Highway 20 north of Devils Lake is too narrow, getting rough, no shoulders

ND Highway 17 is too narrow, condition is also an issue

ND Highway 3 overlay is not holding up

ND Highway 19 needs work, too narrow especially east of Minnewaukan

U.S. Highway 2 eastbound past Lakota (at mile marker 302) very rough

ND Highway 200 east of Cooperstown to ND Highway 38 needs work

ND Highway 57 needs work

U.S. Highway 281 near Cando needs work

ND Highway 14 near Anamoose is rough

ND Highway 66 near Rollette is rough

ND Highway 19 near Esmond is rough

ND Highway 30 between ND Highway 66 and U.S. Highway 2 includes 13 miles of gravel

Issues Impacting Roads – moving high volumes of agricultural commodities, the complexities of urban development, providing transit services

Participant Comments:

- Some streets in Grand Forks experience congestion that results in them providing lower levels of service (Washington and Columbia specifically). There is also concern about unit trains travelling through the city resulting in traffic delays. Truck traffic is also a concern, especially during harvest time.
- Historical districts with designated historical pavements are difficult to change or update.
- Costs associated with acquiring right-of-way for widening and other improvements have escalated.
- It's difficult to find qualified bus drivers to provide transit services.
- In this area of the state, every section produces large volumes of agricultural products and roads are needed to move products. Heavy loads travelling on local roads during harvest season damage roadways. During the sugar beet harvest, mud on roads creates dangerous situations. Local producers are responsible for removing mud.
- Counties and townships are doing a pretty good job with what they have. Roadway width and lack of shoulders is becoming a safety issue, especially when moving farm equipment. Signs on rural roads are frequently damaged by large equipment. Blading on some rural roads has been reduced because of costs – there is not enough manpower at the local level to take care of the infrastructure. Training is needed for those who maintain local roads – blade operators and others.
- Speed is a safety problem on some rural gravel roads. High speeds reduce the amount of gravel on the roadway.
- Timely road maintenance is needed at the city, county, and township level. Many small towns have deferred maintenance due to lack of funding.
- There are many absentee landowners in some areas that do not understand what's expected of them in regard to roads.
- Minimum maintenance roads need to be properly signed.
- Generally, state highways are serving the area quite well. North Dakota has better roads than many other states. Signing on state roads is very good and makes travelling safer. The rumble strip and edge line striping programs are important for improving safety. Don't reduce roadway widths.
- Some prioritization has occurred on the local level based on school bus routes, emergency services, snow removal routes etc. Walsh County developed a system based on bridge condition. Outside planning assistance to develop roadway prioritization systems would depoliticize the process. "Grass roots input" is needed in prioritizing roads.
- The City of Grand Forks has a system in place based on functional classification of roadways.

- Revenue to cover rising costs and impacts of inflation is needed. Stimulus funding helped, but was a one-time infusion of additional funding.

Recommended reclassifications:

None

Specific concerns, but no recommendation/request to upgrade classification:

ND Highway 18 is rough

ND Highway 5 is rough, need turning lanes at Icelandic State Park

ND Highway 66, turning lanes needed at sugar beet site, truck traffic volume near Crystal

US Highway 81 too narrow, turning lanes needed at sugar beet site

ND Highway 18 is too narrow, lack of shoulders; truck traffic volume near Crystal; from ND Highway 5 to the Canadian border serves as an alternative to the Interstate

ND Highway 17, where micro-surfaced, has ripples that make driving difficult

ND Highway 200 is rough; through Portland is in tough shape

Issues Impacting Roads – increased truck traffic associated with energy development, level of energy impact funding available to local jurisdictions, HPCS classification of roads serving energy development

Participant Comments:

- Energy development in this region of the state is a long-term process and planning needs to occur. We need to do whatever we can do to meet the needs of those bringing wealth into the state. There needs to be a vision across all state agencies to address transportation. We need to plan and invest ahead of development.
- NDDOT does a good job of managing its road network, but does not meet everyone's needs. Snow plows are getting out earlier and doing a better job of snow and ice control.
- Safety must continue to be a high priority. Those in attendance did not support narrower roadways without shoulders but they did support the statewide rumble strip program. More passing and turning lanes are needed. Truck convoys need to maintain more space between vehicles to improve safety and allow for passing.
- When load restrictions are put on the state system, traffic is diverted to local roads. Traffic patterns are impacted by load restrictions. Load restrictions don't stop overload movements it just moves them to other roads.
- The impact on roadways in western North Dakota is similar to an emergency situation. Things are happening too fast to keep up. Currently, high impact counties are overwhelmed; they are putting out fires rather than making planned roadway improvements.
- Our rural infrastructure needs to be upgraded to carry heavier loads. Consideration should be given to utilizing axle configurations rather than gross vehicle weights for determining legal loads.
- People are used to a lower level of traffic and it takes time to get used to higher levels of traffic.
- The process for obtaining permits at the state level needs to be streamlined and made easier.
- Counties need to harmonize the permitting process; is it possible to have one permit per move rather than multiple permits covering each jurisdiction?
- Oil companies are willing to cooperate with local jurisdictions to meet infrastructure needs. Examples include dust control, road construction and maintenance, and bridge upgrades.
- Participants indicated that a larger share of the oil and gas tax revenue should be directed to infrastructure needs in the areas most affected by energy development. In particular, a larger share should be directed to counties.
- People in the Dickinson area had specific safety concerns related to increased traffic related to energy development.
- Pavement markings are poor in many areas.
- Narrow roads are particularly dangerous given the amount of truck traffic.
- Some areas may need lower speed limits because of safety concerns.
- Enforcement is difficult because there is no room to pull off of roadways.

- More than 2.5 million acres in North Dakota is expected to come out of CRP which will add to the volume of agricultural production and ultimately more truck traffic. Is there a plan to address this change?
- Defensive driving courses should be available at all high schools and should include an emphasis on seat belt use, excessive speed, and texting and cell phone use while driving.
- Counties and townships with no oil development are also facing problems and have funding shortages. Larger and heavier trucks are moving agricultural commodities. The county highway from Regent to Gladstone is seeing a lot of trucks moving grain to the Southwest Terminal.
- It is difficult to find good quality gravel in some areas. Competition from the oil industry is driving up costs. Scoria is used on some roads but it does not stand up to truck traffic.
- Roadway planning and prioritization are needed at the local level. It would help to quantify and justify expenditures on different roadways. A long-term plan may also be valuable in getting more funds from the state. Local jurisdictions need help to do roadway planning. Local input and working with the oil industry are important elements. Changes are occurring so rapidly it is difficult to plan. Expectations are high and money is short.
- Planning and prioritization is going on, although it is not always a formal process.
 - Hettinger County has a prioritized plan based on serving dairy farms, major county routes, school bus routes, and mail routes
 - The City of Dickinson has a plan based on functional classification of roads
 - The City of Killdeer prioritizes snow removal routes

Recommended reclassifications:

- Increase classification of ND Highway 22 (6 groups)
- Increase classification of western portion of ND Highway 200 (4 groups)
- Increase classification of ND Highway 16 north of Beach (3 groups)
- Increase classification of ND Highway 8 (2 groups)
- Increase classification of ND Highway 1804 (2 groups)
- Increase classification of ND Highway 49 in eastern Adams County (1 group)
- Increase classification of ND Highway 23 (1 group)
- Increase classification of ND Highway 50 (1 group)
- Increase classification of ND Highway 5 (1 group)

Specific concerns, but no recommendation/request to upgrade classification:

- ND Highway 22 north of Dickinson to New Town increased volume of truck traffic/south of New Town; is narrow with no shoulders; underpass improvements in Dickinson; needs turnout lanes
- ND Highway 200 is rough, through Portland is in tough shape
- US Highway 85 is not meeting needs; too narrow; turnout lanes needed for safety
- ND Highway 49 near Beulah needs turning lanes; shoulder width; truck volume
- US Highway 12 is rough in the Adams County area

Issues Impacting Roads – increased truck traffic associated with energy development, level of energy impact funding available to local jurisdictions, HPCS classification of roads serving energy development

Participant Comments:

- Increased truck traffic associated with energy development is a major concern for all jurisdictions. It was suggested that specific roads be designated for trucks and those routes need to be improved to handle the loads. Intersection designs need to be modified to consider very long trucks. Truck convoys make it difficult to pass and driver impatience is causing safety problems.
- Roads were not built for the loads they currently carry. Placing road restrictions on some roads simply transfers the traffic to other roads. Local jurisdictions are not able to recoup the costs of enforcement. Harmonization of truck weight laws amongst surrounding states and Canada is needed. Change trailer and axle configurations allowing for heavier loads, and permit them to travel on county roads, reducing the number of truck movements.
- NDDOT does an excellent job on snow and ice control. District staff is very responsive. Overlays and improvements in the region have been beneficial. Residents are pleased that US 2 is a four lane highway. State highway concerns in the region include: narrow roads without shoulders, some roadways need additional passing and turning lanes, traffic counts should be conducted more frequently, more truck size and weight enforcement is needed, there is a lack of rest areas and pull outs, and some communities need truck bypasses.
- State highways passing through small towns may create safety concerns (higher speeds and increased traffic volumes), particularly in regard to pedestrians.
- Railroad branch lines are seeing increased use to serve the oil industry. The flow of supplies into the area, and the shipments of oil out of the region on these branch lines have resulted in increased heavy truck traffic and safety concerns (turn lanes, signals, etc). Rail facilities are expanding. Branch lines and related facilities are not always located near the federal highway system; stressing local roads. The interaction between modes (truck, rail, and pipelines) needs to be coordinated.
- Counties and cities do a pretty good job with the funds they have. Snow removal and winter maintenance on county roads is very good. Counties have hired additional employees to provide better service. However, it has become harder to retain experienced road employees because of competition for employees from the energy industry.
- Dust created by increased traffic on local gravel roads creates safety issues related to visibility and is generating complaints from producers of crops and livestock. It is also a nuisance and health concern for residents along affected roads. Excessive speed makes it difficult to keep gravel on roadways.
- The availability, quality, and cost of aggregate (gravel and scoria) are a concern for some counties. Competition for gravel resources from the oil industry is driving up the costs.

- Transportation services are necessary in all areas. All roads are important and serve a function. Participants commented that fire, medical and other emergency response services are essential and face increased demands because of energy and associated development.
- Concerns were raised that as long as road priorities were based on population and traffic counts, some areas of the state will always be at the bottom of the list.
- Most small cities are struggling to maintain their streets.
- Service trucks and crew vehicles impact traffic flow and parking availability in towns.
- The Williston area had a number of unique safety concerns related to energy development including: traffic speeds, high volumes of heavy truck traffic, convoys of trucks that inhibit passing, and large number of workers commuting from surrounding areas.
- NDDOT should help with multi-county roadway planning. Coordination between counties and townships is good but needs to be integrated with the state system. Oil and trucking companies need to be involved in county roadway planning. Some planning is occurring at the local level but, it is informal. The City of Williston has a process for prioritizing city street improvements.
- Road classifications may need to be periodically reviewed, flexible, and subject to change.
- State and local jurisdictions do not receive adequate funding to deal with the impacts of energy development. Revenue sources have been flat and costs are increasing. Additional oil extraction funds should be dedicated for roads in western North Dakota. Overload fees should be increased. State law should be changed to allow more property taxes for roads. Funding for special projects should come from the state General Fund.

Recommended reclassifications:

- Increase classification of ND Highway 8 (3 groups)
- Increase classification of ND Highway 23 (3 groups)
- Increase classification of ND Highway 22 (2 groups)
- Increase classification of US Highway 85 (2 groups)
- Increase classification of ND Highway 58 (1 group)
- Increase classification of ND Highway 1806 (1 group)
- Increase classification of ND Highway 1804 (1 group)
- Increase classification of ND Highway 200 (1 group)
- Increase classification of ND Highway 73 (1 group)

Specific concerns, but no recommendation/request to upgrade classification:

- ND Highway 1804 recent resurfacing improved ride but increased speeds and reduced safety
- ND Highway 50 recent resurfacing improved ride but increased speeds and reduced safety
- Intersection of US Highway 2 and US Highway 85 (13-mile corner) is poor design; dangerous
- Intersection of ND Highway 1804 and North Dakota Highway 58, move signs back from intersection
- US Highway 85 road surface needs work; condition is bad; safety concerns; passing lanes needed;
- overhead structure of bridge at Little Missouri is a bottleneck; too narrow; move out of Alexander
- ND Highway 8 is too narrow
- ND Highway 1804 is too narrow
- Weigh station at Williston is not safe

ND Highway 23 condition is bad; safety issues; material on road and blowing off trucks

ND Highway 16 is unusable

Intersection of ND Highway 200 and US Highway 85 needs turning and acceleration lanes

Issues Impacting Roads – development of wind farms, people living in rural areas and subdivisions and commuting to their jobs in cities and the Minot Air Force Base

Participant Comments:

- The public's expectations and demands of the road network are increasing. The public doesn't care which jurisdiction is responsible for a roadway but they do expect a certain level of service.
- During the construction phase, wind farms generate a large number of overweight permits. The long loads have problems making turns at intersections. It is difficult to plan for short-term impacts of heavy loads. Some wind farm developers have indicated a willingness to help pay for road improvements and repairs.
- People have moved from cities to rural areas still expect the same level of service as when they lived in town. Residents in rural subdivisions want paved roads.
- There are instances where oil companies have cooperatively worked with local jurisdictions to maintain and improve the roads they use and the potential for cooperative efforts exists.
- Some truck drivers are driving too many hours per day. Some drivers are also not used to winter conditions and driving on rural gravel roads. Workers in the oil fields work 12-hour shifts and then often commute long distances.
- State highways are in pretty good shape and the NDDOT is doing a good job with the limited funding that is available. NDDOT is easy to work with and does a good job of communicating with local officials. NDDOT's willingness to visit with local officials is appreciated. The regional meetings are a great tool for providing information and obtaining public input.
- Narrower roadways without shoulders are a safety concern.
- The programs to rumble stripe the center and edge line of all state highways is very positive.
- Counties do not have the manpower and equipment to provide the services being demanded by the public. McHenry County maintains 2,000 miles of county and township roads with eight motor graders. With increased truck traffic associated with oil development and agricultural movements the road network is deteriorating at a faster rate.
- Township roads are too narrow to accommodate new farm equipment. There are 20-30 miles of road in each township and they don't have the resources to rebuild roads. Signing on township roads needs to be improved. Signs should be moved further from the shoulders to accommodate farm machinery and larger loads.
- One county reported that dust from rural gravel roads is its single-largest safety concern. This past year they budget \$500,000 for dust control. Dust creates safety issues related to visibility and is generating complaints from producers due impacts on crops and livestock health. It is also a nuisance and health concern for residents along impacted roads.
- The Minot Air Force Base generates large heavy loads. Many of the people on the base live in surrounding communities and commute on a daily basis.

- Some participants felt transit may be the most underused tool to ease stress on roads. Improvements to transit systems may boost ridership. The availability of existing transit services should be promoted.
- Participants expressed local road roadway planning and prioritization is needed. The process should be kept simple. The process needs to be responsive to industry demands and changes. Change is happening so fast it is hard to prioritize. In many instances, local governments are being reactive rather than proactive.
- The lack of funding has led to a reduction in services at the local level. Additional revenue is needed – local governments can only cut so much. Small counties cannot generate enough revenue through mill levies. The Legislature should use a portion of the General Fund surplus for infrastructure improvements. Oil fund revenue should go back to the impacted counties for infrastructure improvements.

Recommended reclassifications:

Increase classification of ND Highway 23 to interregional (1 group)

Increase classification of ND Highway 41 (1 group)

Increase classification of ND Highway 14 (1 group)

Increase classification of ND Highway 8 (1 group)

Increase classification of ND Highway 5 to a State Corridor (1 group)

Increase classification (4-lane) Highway 83 to ND Highway 5 (1 group)

Specific concerns, but no recommendation/request to upgrade classification:

U.S. Highway 52 from Canada south currently 2-lane – 4-lane would alleviate truck traffic.

ND Highway 52 needs turning lanes

ND Highway 21 needs turning lanes

ND Highway 23 has traffic volume/safety concerns

ND Highway 8 safety issues; difficulty with passing

ND Highway 1804 lane width concerns

Issues Impacting Roads – people living in rural areas and subdivisions and commuting to their jobs in cities, coordination of governmental services between and across jurisdictional boundaries, recovering from the effects of flooding in 2009, the complexities of urban development, providing transit services

Participant Comments:

- Housing developments are moving farther out of the city and developers sometimes plan subdivisions without planning ahead for roads. Cul-de-sacs sometimes are not large enough to accommodate school buses, trucks, or snow removal equipment. Residents want and expect asphalt roads, but they are very expensive. Local roads do not have shoulders to accommodate bicyclists and pedestrians. May need to educate people on what to expect when they move out into the country.
- If roads are improved and provide good service, drivers will use them rather than use roads with lower weight restrictions and poor ride quality. It is possible to ease the impact on some roads by improving others.
- The focus on roadway preservation cannot continue forever, as eventually these roadways will have to be rehabilitated. The state system needs be able to haul heavier loads. When load restrictions are imposed on the state system it pushes traffic to the local system.
- The roadway weather reporting system and weather map are excellent tools for keeping the public informed.
- Safety should continue to be the top priority. Rutted state roads are a safety concern. Better reflective striping is needed. Reducing standards is not acceptable. Narrower roadways without shoulders are a safety concern. The center and edge line rumble stripe program is very positive.
- Public expectations continue to increase. County road systems are deteriorating. Residents are demanding more but do not want to pay for it. There is a lot of absentee land ownership and they don't want to pay for services they don't use.
- The flooding last spring (2009) caused the road programs of many local jurisdictions to fall behind. Contracts are just now being let for some of the damage that occurred last spring.
- Some counties have posted reduced speed limits for trucks to protect their roadways.
- The availability, quality, and cost of gravel are becoming a major issue. The gravel must be hauled further, which impacts the haul roads and drives up the costs.
- Morton County has turned some paved roads back to gravel and Kidder County plans on grinding up a segment of old Highway 10. It is easier and cheaper to make spot improvements on gravel roads. Heavy loads are pounding out the crown on gravel roads which affects drainage. Morton County is using magnesium chloride for dust control at a cost of \$5,000/mile.
- Even though we are faced with many challenges, North Dakota has better roads than the surrounding states.
- Weather conditions have had a major impact on city streets. Many streets are very rough and need major repairs.

- The HPCS is a sound concept but it needs to accommodate exceptions and changes. The HPCS shouldn't be changed too frequently as it would negate the intent of using it as a guide for long-term investments.
- Some counties would need assistance to developing a HPCS since they lack the resources (staff, time, money, etc.) and expertise to carry out the process. Many local jurisdictions have some informal process that resembles a classification system, but need assistance to make it a formal process. This would help counties be more proactive than reactive. Morton County and the City of Bismarck have developed formal classification systems.
- We need to continue emphasizing meeting the transportation needs of an aging population. Educational programs may need to be targeted at older drivers.
- Coordination is needed among agencies providing transit services. Alternative transportation may need to be provided such as regional busing. Funding is lacking for transit buses and operating subsidies.
- Additional funding is needed if North Dakota is to maintain and improve its transportation infrastructure. Some counties are having a tough time raising local funds to match federal aid. HB 2012 and federal stimulus funding were helpful in providing transportation funding. The state needs to provide more funding for roadways to all levels of government.

Recommended reclassifications:

Increase the classification of ND Highway 3 from Harvey to Steele (3 groups)

ND Highway 25 north of I-94 to Hannover and ND Highway 6 south of I-94 are seeing increased truck traffic as grain moves to sub-terminals (1 group)

Classification of ND Highway 36 could be lowered (1 group)

Specific concerns, but no recommendation/request to upgrade classification:

US Highway 85 deteriorating condition and traffic volume

ND Highway 21 could use some work

ND Highway 37 is getting narrow

Issues Impacting Roads – the complexities of urban development, providing transit services, recovering from the effects of flooding in 2009, high water levels, moving high volumes of agricultural and manufacturing production

Participant Comments:

- NDDOT does a relatively good job of meeting the states needs. The state does a good job of addressing the level of service on the upper HPCS roadways. The higher HPCS levels tend to lean towards the more populated areas. It is more of a challenge to meet the needs on the lower HPCS levels. Rutting is a problem on the lower tiers of roadways and there is need to improve the reflectivity of striping. The ride is pretty good on all levels. The rumble strip program is very positive. The condition of district collectors could be improved. Counties were concern that lower level state highways could eventually be turned over to the counties.
- Local roads have been damaged by flooding and ongoing wet conditions resulting in maintenance and project schedules being delayed. As projects are delayed the costs continue to escalate. Counties are struggling to maintain existing roads and are not looking at expanding their systems. Local jurisdictions are also having a problem keeping up with bridge needs.
- Transit providers and users should be involved from the outset in transportation discussions. Including transit in the Highway Distribution Formula was a positive step. There is a need for additional state aid for transit.
- The larger cities do a good job of maintaining their streets. The public’s expectations for snow and ice control are excessive. The excessive snowfalls the past couple of years have put a strain on budgets reducing dollars available for pavement maintenance. Small cities are having a difficult time maintaining their streets.
- Prioritization of roadways is a good concept, as all roads cannot be treated the same. The levels of service on the lower HPCS levels should be raised.
- Integrated planning and prioritization needs to be done at the local level. The process needs to be kept simple. Turf protection needs to be minimized and planning needs to occur across jurisdictional boundaries. Having a plan in place is proactive rather than reactive. A plan would be helpful in explaining where and why resources are being spent. By identifying minimum maintenance roads townships have prioritized their system.
- Planning needs to take a multi-modal approach. Anything that moves by rail takes loads off the road system.
- There is a need for better communication/coordination with local agencies and residents regarding road and bridge projects.
- Standards on state and local roads should not be reduced. Narrower roads without shoulders make it difficult to move farm equipment. The wheelbase of common farm equipment should be considered when planning road improvements. Doing so, would allow easier movement of equipment while improving safety for other drivers.

- Concerns about right-of-way enforcement were voiced. Crops planted in the right-of-way reduce visibility and becomes a safety issue.
- Additional funding is needed for transportation that is not so dependent on federal aid. The state needs to step up and provide additional funding. Increasing the state gas tax and indexing the motor fuel tax as a percentage of the cost of fuel should be considered. Additional state aid for local roads should be provided. The dependence on property taxes as a source of funding for roads needs to be reduced.

Recommended reclassifications:

Increase classification of south end of ND Highway 127 (1 group)

Increase classification of ND Highway 18 from ND Highway 27 to ND Highway 46 (1 group)

Specific concerns, but no recommendation/request to upgrade classification:

Question regarding possibility of upgrading U.S. Highway 52 to 4-lane north of Jamestown

ND Highway 27 needs repair

Detailed Public Input Meeting Comments

The following is a listings of the comments received at each input meeting.

Jamestown – April 7, 2010

75 Participants – 8 Discussion Groups

Questions 1 and 2 - How are current levels of service meeting (or not meeting) your expectations?

Participant Responses:

State Highways

- Federal and state roads in good shape
- Interstate needs snow protection against drifting
- Some roads are getting narrow
- Lane width good, but only until next overlay
- Shoulder width is too narrow especially with larger farm machinery
- Higher level HPCS roads are generally meeting expectations
- Lower levels are deteriorating – ride quality, snow removal and general maintenance
- Highways 20 and 200 are too narrow – especially with larger farm equipment

County and Township Roads

- Townships do well with what they have
- County and township roads in poor shape
- Transit vehicles have had to detour on local roads during certain times
- School boards are concerned with decreased levels of service
- Most township roads were built in the 1940s
- What is occurring in townships will occur in counties in 10 years
- Reduced county level of service as much as we dare – 400 miles with 2 blades
- Base level of service is needed to get crops in and out
- Too many miles of pavement built in a bygone era
- Smoothness is deteriorating
- Surface condition is deteriorating
- New tax receipts should help out into the future
- Connectivity is a necessity
- Looking for innovative approaches to maintenance and construction
- Emergency repairs from state very helpful
- Dust is a problem
- City sells permits outside of city, but managed by townships
- People living on farmsteads and along lakes want service immediately – seven days per week
- Townships don't own equipment – some individuals assist in snow removal

City Streets

- Sewage system coordination with street construction is not good enough
- Some communities are not meeting expectations of public due to small populations and income levels
- Good emergency response
- Flood impacts still evident will take more than one year to fix
- Pedestrian and bike safety (no sidewalks)
- Urban-rural issues
- Poor roads inhibit economic development

Other Comments

- Major concern at county level Local study – (50 trucks weighed and 35 overloaded)
- Educate public on impacts of overloads
- Some counties considering consolidated enforcement
- Overweight trucks and speed hard on roads
- Semis do less damage than single- and double-axle trucks
- Weight enforcement a major problem at local level
- Fines need to be back to local jurisdictions
- Raising restrictions on some state roads would relieve some county roads
- Could locals get a percentage of overload funds for enforcement and maintenance
- Overloads are rutting new pavements
- Heavy grain carts are splitting culverts
- Load limits need to increase to match county and townships
- Additional resources and fees back to enforcing jurisdiction
- Truck regulatory has been pulled from some counties
- Safety is a major concern for busing children long distances on county roads
- Public safety/poor driving on county and township roads
- Pavement width on lower level roads
- Long trucks with two and three trailers make people nervous
- Roads are getting narrower and farm equipment is getting wider
- Shoulder drop-offs are getting sharper
- For safety – must avoid some roads altogether
- Accepting a lower level of service may have a negative impact on safety
- Look at current and projected traffic volumes
- Plan at local level
- Public input is needed
- Plans need to be flexible and adjust to changes
- Jurisdictions need to work together
- More strategic planning should be done at the county level – state assistance is needed
- City streets – adequate planning for repair, but not for annexations (larger cities)
- How does the state prioritization relate to local roads

- Consider truck traffic
- One township in Dickey County doubled mill levy and three more voting on an increase
- What do heavy users contribute?
- Retirement of baby boomers will exacerbate the problem
- Unhappy but unwilling to pay
- Have we asked individuals to pay?
- It's incumbent on local levels (us) government to come up with revenue or solutions
- Wheel tax? Income tax? Fuel tax?
- People would rather see a license fee – they'll complain but pay
- Educate people on the need for new funding
- There is a point where consumers say enough is a enough
- Can't put everything on one tax
- Direct all fuel taxes to transportation
- Would like to get coal impact funds, but can't
- Use state surplus to invest in infrastructure
- Township max of 18 mills is too low – many are maxed out
- City special assessments are being protested
- Larger cities have different revenue sources that smaller cities don't have
- Townships mill levy does not raise much funding
- Townships looking forward to increased funding from highway users fund
- Flooding receives disproportionate share funding on local roads
- Conflict between national energy policy and how we fund transportation (gas tax)
- Funding to replace fuel tax funds is needed
- Existing funding sources are inadequate for basic maintenance
- What are options for user fees
- People never want to see paved roads go back to gravel
- Some gravel roads are better than some paved roads
- Roads are cheaper to maintain than build
- Gravel roads along Interstate -- blowing dust problem
- Flood impacts can't be mitigated in a single year -may see impacts for years
- More creative solutions are needed
- Cost of meeting regulations is too high – need common sense approach
- Cost of gravel is high
- Too much us vs. them between jurisdictions
- Input costs growing
- Engineering costs are rising
- Roadway locations are not compatible with mega-agricultural development locations
- Counties – difficult to do their own gravel crushing due to AMSHA
- Wetlands mitigation adds time and costs
- Redesign roads for future

- Lack of funding for bridges
- Partnership between the county and business – best practices
- Tourists expect different levels of service – no fees other than gas tax
- Major rehab work is inevitable
- Changing farm economics – bigger trucks, longer hauls

Question 3 - The North Dakota Highway Performance Classification System, endorsed by the ND Legislature, has been in place for five years. Are there adjustments you would recommend to the state Highway Performance Classification System?

Participant Responses:

- Highway 11 near Oakes seeing increase in traffic and seeing wheel tracks in new overlay
- Keep highways 281 and 52 in good condition to keep traffic off lower-classified roads like Highway 200
- Lots of Canadian traffic on Highway 52
- Safety issues arise when there are differences in speed of vehicles on roadway
- HPCS may have to change and be flexible in the future; should be easier to reclassify
- State HPCS is basically well-designed and working OK – keep at it and try to achieve it
- Accepting lower standards is unacceptable – it’s unsafe; its regression
- Keep a systemic process to analyze level of service but consider investments to implement (not let it slide)
- Need money to maintain
- Connecting routes within categories to permit legal loads and not force truckers to use non-state routes
- Develop ways to get heavy loads to the state system

Recommended classification changes

- Highway 1 goes from Canada to SD – increase classification on northern part because of truck traffic

Question 4 - How do you think the concept of a prioritized roadway performance classification system and investment strategy would work for city and county/township systems?

Participant Responses:

- Not the same for each county
- Need to look at prioritization process at local level
- Need to look at level of service
- If plans tied to funding it is more likely to occur
- Need traffic data for local road network
- Deciding factors – population, major facilities/traffic generators
- Five levels not needed on the local level
- Rural businesses would like

- Needs to be more formalized
- Will occur because of funding
- Would be good for most counties
- Priorities at county and township level – mostly verbal and informal based on snow removal, mail, school busing, and main routes to inhabited areas
- Difficulties include: a lack of staff and money, tough to put someone on the lowest system, tough for elected officials, do you try to save every size town?
- Without funding, planning is of no use
- Politics
- Collaboration is occurring among counties regarding planning and road restrictions
- Does there need to be an incentive?
- Administrative (start-up and planning) support from the state; help depoliticize
- Need to do this with adjoining counties and townships
- Unfortunately we would realize how far behind we are
- Address needs of ethanol plants and other plants
- Advance notice of new enterprises
- Cities – being done and working well
- Having an outsider help with this could take the local politics out
- State provided more money two years ago and now they (legislators) are mad about it
- Federal and state requirements/regulations are major costs

Question 5 - How much should standards for the state and local roadway characteristics (lane width, ride, load carrying capacity, etc.) be reduced or raised?

Participant Responses:

- Don't want to see standards decreased
- Support the rumple stripe program on state highways
- Very important to continue edge line striping program
- Very difficult for locals to increase load carrying capacity
- Each municipality has their own standards
- Losing control at the local level
- Liability issues and costs
- Enforcement at all levels is necessary
- Ride is good
- Load restrictions are OK, but need to be enforced on all systems
- Raise load carrying capacity on local roads
- If state increases standards will need money to follow? – unfunded mandates
- Do not narrow road width
- Do not sacrifice safety
- Can't afford to make wider roads to accommodate larger equipment
- Can't afford to keep up on a statewide basis

- Counties
 - Allow higher limits to roads serving elevators from state highways
 - Priority on freight roads
 - Wind issues
 - Tax mineral rights like landowners?
- Can't get to state highways without using the local system
- There appears to be a need to raise local standards
- Have realistic load limits that coincide with roads' realistic load carrying capabilities

Question 6 - Are there any other recommendations you would make to either maintain or improve transportation systems across the state?

Participant Responses:

- We need to work together to plan, fund, share equipment and staff, etc.
- Additional funding mechanism needed
- Look to farm fuel refunds or equipment sales tax going to townships or counties
- Make sure trucks pay their share
- Increase gas tax for road systems
- Should the farm fuel tax be removed?
- Use state surplus dollars to improve roads to catch up with loss of quality
- Let local entities keep weight restriction fine revenue
- Replace federal dollars to local with state dollars
- Dedicate motor vehicle excise tax to transportation
- Road condition weather map is an excellent tool
- Pasta plant needs employees to show up for work - if there are poor weather conditions they will pay for hotel rooms for employees
- Continue rest area program – happy with condition; like to see additional rest area south of Fargo
- Can we coordinate local projects with larger state projects to reduce cost?
- At the county level, there's not much more room to reduce standards
- Educate individuals that some gravel roads (including 105,500 weight limit, dust control, oil seal) provide better level of service than some paved roads
- Encourage intermodal sites so rail can be accessed more
- Keep up with repairs
- NDDOT should track contractor quality more
- Timely maintenance needed to keep costs down
- Proper surface type for logical service level – gravel better than paved on most county roads
- Farming encroachment on right-of-ways
- Turn paved roads to gravel
- Increase load limits
- Distribute cost more equitable because more people benefit with new plants, etc.

- Counties required to meet width standards when using federal dollars
- Level of service will go down inevitably
- Need to increase resources but still won't keep up
- Are there legislative barriers?
- Are there regulatory barriers that can be lowered or removed?
- Should the shares be reconfigured so regulations could change?
- Increase penalties for overloads
- Use low-cost safety improvements
- Common sense application of rules

Questions 1 and 2 - How are the current levels of service meeting (or not meeting) your expectations?

Participant Responses:

State Highways

- State system is in decent shape
- Satisfied with service after storms
- Good access to NDDOT and lawmakers
- Rumble strips are good idea
- Ride on Interstate is better than before
- State Highway system in Cavalier County is in good shape
- Want rumble strips in middle of the road
- Bridges need work
- Doing well with level of service and planning
- Like snow and ice levels
- Happy with working relationship
- Good service from NDDOT
- State meeting expectations with funding they have
- Need better public information regarding detours, road work and haul roads
- Communication is the key
- Upkeep and maintenance is good
- Snow removal is good
- Overlays and lack of roadway width
- Unfunded mandates
- Different load restrictions between the state-level roads cause problems for counties/townships

Comments on specific state highways

- Highway 1 North of Lakota needs work
- Highway 2 in Pierce County is in good shape
- Highway 17 is meeting expectations
- Highway 20 (Starkweather – Canadian Border) no major road work has been done since 1958. Roadway is too narrow for trucks and farm equipment
- Highway 30 (between Highway 66 and Highway 2) 13 miles of gravel – struggle to maintain roadway up to the performance level/standards that the state requires (*the 13 miles of gravel road are not on the state highway system*)
- All of Highway 19 needs work – too narrow
- Highway 2 eastbound past Lakota, at mile marker 302, is very rough
- Highway 200 East of Cooperstown to Highway 38 not meeting expectations
- Highway 57 is too narrow
- Highway 281 near Cando needs work
- What will happen this year – lack of information

- Highway 281 pounded by trucks – hydroplaning an issue if safety's #1, something needs to be done
- Highway 14 near Anamoose is rough
- Highway 66 near Rollette is rough
- Highway 19 near Esmond is rough
- Wolford area district collectors not maintained enough
- Highway 20 North of Devils Lake, too narrow, no shoulders, rough/difficult to move machinery
- Highway 3 overlay type not holding up

County and Township Roads

- Benson County does a good job of keeping up roads
- Townships are short of funding to pay counties for maintenance
- Not meeting expectations with respect to all weather conditions
- Inadequate road bases for loads
- County roads being used beyond what they were intended for
- Asphalt county road upkeep is not possible at expected levels
- Counties along four lane highways don't have funding to maintain the sections turned over to them
- County roads getting too narrow from overlays
- Counties doing as good as possible with funding
- Complaints from public about maintenance (chip seals)
- Township roads are in tough shape/counties maintain/contract for gravel
- Bus routes and mail are primary
- In general OK, could always use more money
- FEMA OK with larger disaster areas/not so good with smaller disaster areas
- May need to address classification of roadways
- Local roads need spot improvements
- County employees are conscientious and competent
- There is controversy as to whether county or township is responsible for certain roads
- Bridges on the local system are a major issue—impact the level of service roads can provide
- Towner County replaced bridge with box culvert – reduced time road was closed and eliminated weight restrictions

City Streets

- Minnewaukan may need to change residential streets to gravel
- In general level of service is good in cities
- Northern end of Nelson County, cities struggling to maintain
- Southern end of Nelson County, cities doing better
- Tough to get improvements through the public—results in delays and higher costs
- In Devils Lake, groundwater affecting streets, concerned all will need work at once
- Last year took a toll on roads, lots of potholes

- Nearly every city, big or small, has significant break-ups and potholes, etc.
- Better coordination of services (sewer) and road improvements is needed
- Patches and coats not holding up

Other Comments

- Township roads – FEMA won't fund damages if farmers don't live on their farmstead
- Concern that funding focus is on dealing with Devils Lake flooding issues and less on the deteriorating roads throughout the rest of the area
- Lots of funding going to Devils Lake and the outlying areas have suffered
- Happy with Devils Lake response
- Nelson County is not getting as much attention on water issues as the Devils Lake area
- Easier to bring a road back to life when it's above water than below – FEMA issue
- Could we maintain three feet of freeboard?
- Increase state aid tax option
- Counties can't borrow ahead on federal aid
- Most townships don't support adequate mill levies
- Townships struggling to meet expectations with the available funding
- Maintenance is practically nil – could 25 percent of construction funds be directed to maintenance
- \$1.2 million in federal aid will be left on table – no money to match
- Takes too many years to build up enough money to go forward with projects on paved roads
- Walsh County study of 80 bridges – would take \$80 million to bring up to code
- Funding cuts and inflation have cut number of bridges replaced in some counties from two per year to one every three years
- Counties trying to maintain, passing taxes for Improvements is not feasible
- Counties have backlog of projects and don't know how they will catch up
- Cities could use more funding
- Cities need more flexibility to raise money
- Road user tax for cities only pays for minor maintenance
- No NDDOT money for city streets projects/cities need to increase real estate taxes to raise funds
- Some less-travelled roads – will hire county to blade once before harvest
- Ramsey County roads already prioritized – can tell you three years out when you will get gravel
- No money to put good material down – nothing there to work with
- Already reclaiming from shoulders/ditches—costs and problems associated with that
- Township roads generally need to be bladed more often
- Gravel roads are not maintained with respect to gravelling
- Short on quality gravel
- Must follow regulations on sourcing
- Certified gravel pits
- Rail closure (Kenmare – Rollette) has resulted in increased truck traffic
- Make sure to include tribal roads in planning

- Maintenance is being deferred on pavements
- Problems associated with detours and traffic sometimes don't show up until following year
- Consider how detours and traffic affect bus routes
- Recognize that funding levels are insufficient to meet needs
- Different load restrictions is causing problems on lower-tier roads
- Gravel approaches to state roads are rough
- Drop at edge of roads is too sharp
- Trucks go out and melt ice and snow sticks to road
- Important for the road network to serve tourism in the Devils Lake area
- Petroleum-based products driving up costs
- Age of system and heavy loads have hurt roadways
- Some areas have one lane in worse shape due to loaded trucks travelling in one direction

Question 3 - The North Dakota Highway Performance Classification System, endorsed by the ND legislature, has been in place for five years. Are there adjustments you would recommend to the state Highway Performance Classification System?

Participant Responses:

- No concerns
- Need to look at changing traffic patterns
- Wind towers and other short-term phenomena have an impact roadways
- Highway 15 (McVille – I-29) – multiple (different) road restrictions exist across this roadway segment. This is a key truck route for moving agriculture commodities.
- Classifying road is logical and very similar to snow maintenance priorities in counties and cities
- Classifying roads is a good strategy – adopting in Ramsey County
- Consider population shifts related to small towns/size of farms important in classification
- Consider traffic counts
- Classifying is a long-term fix, but we're facing short-term problems
- Directing disaster funding to make long-term maintenance or rebuilding
- Benson county – so big, so few people
- More weight limit enforcement is needed
- Some people lack of understanding of the HPCS
- There will always be some level of dissatisfaction by those on lower-tier roads
- Weight restrictions on roads need to consistent on entire length of road
- HPCS Good if you live on a higher tier/not necessarily so good on lower tiers
- Improve maintenance on lower HPCS levels – 8 to 7 tons
- Need to revisit HPCS on a more regular basis
- Highway 30 Rolla to Bisbee – rail has been abandoned
- Prioritization was done to service the most people
- Needs to be flexible for emergency conditions

Question 4 - How do you think the concept of a prioritized roadway performance classification system and investment strategy would work for city and county/township systems?

Participant Responses:

County and Township Roads

- Would be good idea – would benefit budgeting and planning
- It will be a tough sell in counties
- Data is expensive but necessary
- Not as workable at the township level – more uniform roads
- Harder to get to two counties to agree on cross border corridors
- Implemented by Pierce County and has been very helpful.
- Cavalier County is looking at implementing the system as well
- Already occurring to some extent, based on traffic, condition, snow removal, emergency services
- Not necessarily formalized
- Township roads are not consistent from one area of state to another
- Townships use need based priority
- City versus county
- Could save the county some questions
- Counties would need to work together for a larger system to go from one county to another
- Need a formal plan so the North Dakota Association of Counties has support and information to share with the Legislature

Cities

- Would be good for planning and citizen response in cities
- Special assessments – can the older generation afford/costs to high

Other Comments

- Requires public input to be successful.
- Tribes prioritize and update annually
- Very beneficial for planning
- Extra tool to take to policy makers to justify needs
- All work together – chain reaction
- Can't afford to do without
- We need to do this
- May move to more minimum maintenance roads
- Reduce maintenance on roads only needed for machinery access
- Maintain investment in farm-to-market roads
- Keep standards high for farm-to-market roads for durability
- If it is developed, it needs to be shared with the public
- Easy for counties and townships to develop the system
- Would large cities influence the outcome?

- Railroads used prioritization system when they abandoned branchlines
- Should not be mandated
- Don't have personnel or expertise to do local planning

Question 5 - How much should standards for the state and local roadway characteristics (lane width, ride, load carrying capacity, etc.) be reduced or raised.

Participant Responses:

General comments

- Edge line rumble strips were a big improvement in roadway safety
- Limited shoulder widths
- Overall standards should be maintained if not improved
- Can't reduce standards – not acceptable to public and expectations
- Public would ask for ride quality first on all systems
- Ride is good at the state level
- At the state level, roads getting blacker, need reflectivity
- Lane widths should be increased for safety
- Joint powers agreements between jurisdictions for maintenance, construction, enforcement
- Could reduce width of farm-to-market roads that are only meant to be gravel/cost less to build and maintain
- Increase the use of dust suppressants
- Keep standards up
- Safety must be a priority
- There is only so much money to maintain and inflation keeps making it harder
- Basic system is good now
- Counties should talk with local district engineer
- Can't take care of all roadways – there are too many
- Load carrying capacity should be raised for longevity of a road
- Sometimes the need to haul comes at the worst time for roads
- Agricultural equipment is big and heavy
- Load limits consistency is needed
- Counties should retain a portion of overload fees
- Because trucks are getting bigger, should roads be designed for higher load carrying capacity, even higher than 105,500?
- higher load limits on new roadways, will cause more issues with county/township roads
- Increasing load limits costs more
- Reduced speeds on Highway 2
- There has been a decline in Ride on Highway 15 and 1 (Lakota – north)
- Rumble strips that warn of upcoming stop sign at the intersection of New 281 and 2 are needed
- Pierce County – Milling of Highway 2 west of Rugby has improved ride

Question 6 - Are there any recommendations you would make to either maintain or improve transportation systems across the state?

Participant Responses:

- There needs to be more truck weight enforcement (more scales)
- Make truck weight limits more equitable for varying types/classifications of haulers
- Have a uniform standard overload permit for county roads
- More money in general
- Move toward reduced investment in lower-used roads at all government levels
- Use the current state General Fund surplus to invest in transportation infrastructure to catch up
- Use the state General Fund dollars to get roads to higher standards
- Ask ND Game and Fish Department and ND Department of Tourism to supplement roadway fund for county and township roads
- Put all of vehicle excise tax in Highway fund
- Fines (overloads, speeding) go to state
- There is a need for a one-time large infusion of funding to catch up on the backlog
- Hunting and fishing tourism creates significant damage on township roads
- Designate 75th Ave. NE (a township road) as an alternate route for Towner County Highway 2 - current alternates are Highways 1 and 281. These alternates create a longer distance to detour around to connect to Highway 2.
- Improve Reflectivity on state roads –they’re getting black
- Improve interaction between jurisdictions to reduce project costs
- Standards to get funding are too high – stops some improvements
- Environmental standards are costly
- Add 911 street signing to state highways
- Prioritize the use of highway resources
- Increase the use of dust suppressant to reduce blading maintenance and dust problems
- Add rumble strips on centerline of 2-lane roads
- Training for drivers is needed
- Consider turn lanes and passing lanes instead of 4-lanes on higher traffic highways
- Support an outlet for Devils Lake instead of funds for road raises
- Weather is a major factor impacting roads, especially high water
- North Dakota roads are better than South Dakota’s
- Timely maintenance is extremely important – will cost more if delayed/have fallen behind don’t know how to catch up

Questions 1 and 2 - How are the current levels of service meeting (or not meeting) your expectations?

Participant Responses:

State Highways

- Highway 55 is OK
- Generally good
- Need more dollars
- Walsh County has good state highways overall
- Specific areas in need of improvement
- Money's not there to take things where you want to be
- Stimulus funding is good, but not sustainable
- State routes flood
- Limited crossings and all traffic to city streets
- Maintenance cycle is stretching out

Comments on specific state highways

- Highway 200 through Portland is in tough shape
- Highway 200 is rough, width through Mayville
- Overlap on Highway 17 – impact on motorcycle riders
- Interstate between Grand Forks and Fargo needs work
- State Highway 32 shoulders very narrow
- Highway 81 width and shoulders
- Highway 17 micro-surfacing not good, ripples – hard to drive
- Truck traffic on State Highways 18 and 5 is making these roads rough
- Interstate floods

County and Township Roads

- Doing a good job with what they have
- Narrow roads pose problems for trucks meeting on roadways
- Overall Walsh County pavements are in fair condition
- Nelson County is good about notifications
- Good, given funding
- Special cases require attention/slow overall maintenance
- Grand Forks County maintains township roads costs 1/3 of private contractor cost
- Prioritize after weather issues
- Improvements are making a difference
- Width and shoulders becoming an issue, especially for farm equipment
- Fair shape
- Unit trains – cause traffic backups
- Bridges (one replaced per year)

- Gravel roads
- Walking paths versus roadway condition
- Need more dollars
- Need more timely maintenance
- Building roads to compensate for bridges
- Training for blade operators
- In this area every section produces agricultural product and is heavily taxed and needs a road
- Development – wind towers and pipelines difficult to prepare for/impact funding?
- Expectations are being reduced
- No shoulders on county roads pose a safety issue
- Township roads damaged during harvest season – heavy loads
- Load limits – roads not built to withstand
- Lots of absentee ownership of farmland/talk to them and explain what is expected of them
- Mud on roads a major concern during harvest – liability issue
 - Local farmers responsible for removing mud
 - County has closed roads if mud becomes a major safety issue
 - Walsh county can fine farmers if mud not removed
- Wet year makes it difficult to maintain gravel roads/lot of damage from floods – FEMA slow to respond
- Low maintenance roads need to be properly signed
- In spring the county puts on load restrictions and trucks then travel on township system
- Problem with large equipment hitting signs on rural roads
- Encourage individuals to have their own snow removal equipment when they move into rural areas

City Streets

- Generally good
- Intersections/bridge issues
- Driving habits need to be improved
- Truck traffic mix through city
- Possible re-route mentioned in presentation
- Lights-crash severity
- Issues with bridges – at capacity
- Staying at those levels a challenge
- Some congestion issues reduce level of service – Washington and Columbia streets
- Narrow streets in older areas of town
- Land use changes –six people in a house all with cars
- New ordinance – streets 31 feet or narrower, one side parking
- Historical districts, historical pavement, 100 year old elms
- Walking paths – federal funding earmarked/walkers love drivers

- Staying at current level is a challenges
- Traffic issues
- Narrow streets downtown
- Historic district
- Software purchase issues and upgrades, some mandated, lack of consistency
- Access roads to crops
- Flood related congestion – not “city” traffic
- Many small towns have no maintenance because they have no money

Other comments

- Cost of right of way issues
- Adding width and shoulders is too expensive
- Road is too often an afterthought when new plants erected
- Volume of traffic going into plants
- Not enough money for bridges
- ND has better roads than other states
- Residents grateful for workshops providing training for maintaining local roads
- Education is important

Question 3 - The North Dakota Highway Performance Classification System, endorsed by the ND legislature, has been in place for five years. Are the adjustments you would recommend to the state Highway Performance Classification System?

Participant Responses:

- Segments of State Highway 18 are too narrow
- Sugar beet drop off site on State Highways 66 and 81 - need to put in turning lanes
- Need turning lanes leading to Icelandic state Park
- On Highway's 66 and 18 near Crystal - Simplot and a grain loading facility have resulted in a big increase in truck traffic
- Information Technology issues?
- No adjustments noted
- Not much change likely, even with updated traffic counts
- HPCS plan overall is good
- HCPS differences on specific roads due to traffic
- County roads move to state system
- HPCS fits well in this region
- Hopefully HPCS can be used to locate high-volume facilities
- Concern with lack of shoulders from a safety perspective
- Support for rumble strips
- Edge line striping important for safety
- Signing on state roads is very good and makes traveling safer

Question 4 - How do you think the concept of a prioritized roadway performance classification system and investment strategy would work for city and county/township systems?

Participant Responses:

Counties and Townships

- Economics have forced it at county level.
- May not have pretty pictures, but documented
- Township officers understand gravity of choices
- It will take 4-5 years to develop
- City has system in place
- Only when work needs to be done
- Some argument when first implemented
- Townships fairly understanding
- Grassroots input
- Some on-farm businesses cause problems
- Need frequent traffic counts
- Assistance in developing would be welcome
- Depoliticize priorities
- Already occurring in counties/Walsh County based on bridges
- Bridge replacement based on priority—not much disagreement
- Need based priority
- For townships, based on squeaky wheel priorities
- Unofficially prioritized in townships
- Established by need and demand – mail and busing
- Some prioritization done for school routes, emergency services and snow removal
- There is good coordination between counties and townships
- Have reduced blading services on some roads

Cities

- Already occurring
- Functional classifications on down

Other comments

- Support prioritization at local level
- Don't have enough manpower at local level to take care of infrastructure

Question 5 - How much should standards for the state and local roadway characteristics (land width, ride, load carrying capacity, etc.) be reduced or raised?

Participant Responses:

- Road width and shoulders

- Putting on shoulders means extra dollars
- Don't reduce lane widths, especially at higher speeds
- Walsh County #9 shoulders will be added to six- mile stretch for safety during sugar beet harvest and haul/too much money on one stretch of road
- Shoulders already too narrow
- Safety concerns with narrower roadways
- Concern with large farm equipment (large headers) that impacts safety
- Need to remove headers when moving equipment/need for state legislation?
- Common sense vs. standards
- Standards may not always match the sensible solution in the field
- Need some latitude
- What's affordable
- There's always unique situations that come up
- Stand alone issues make sense, but bringing together can be a challenge

Other comments

- Balance safety vs. budget
- Standards good to have in place
- Enforcement /engineering judgment
- Leave more local control on waiving standards
- Not enough dollars
- Public will think surface condition would be most important
- Agriculture—weight most important
- Highway 18 from ND5 to the border serves as an alternative Interstate
- Enforcement regarding mud and snow
- One township considering the use of Texas Crossings in some areas where culverts wash out. May have to close roadway for a short period of time.

Question 6 - Are there any other recommendations you would make to either maintain or improve transportation systems across the state?

Participant Responses:

- Assess weight damage fees?
- Overload fines/can something be done to recoup cost of scales and enforcement?
- Why do county and township overload fines go to state?
- Find different ways to generate revenues to cover raw dollars and inflation
- Percent fuel tax, not cents per gallon
- Needs to be in concert with neighboring states regarding fuel taxes
- It is difficult to find bus drivers
- It is difficult to pass test to become a bus driver
- Need education sessions for bus drivers

- Keep the public informed
- Weight carrying consistency between county and state system is needed
- Speed limits are not obeyed in rural areas -- if a road is not signed, limit is 55 mph – speed affects ability to keep gravel on roadways
- During the winter there is a problem with sight-distance at intersections due to snow
- Concern with railroad crossings/need reflective tape on boxcars
- Thank you for considering local roads in these public meetings

Questions 1 and 2 - How are the current levels of service meeting (not meeting) your expectations?

Participant Responses:

State Highways

- Good maintenance on state highways/better condition
- Adequate now
- Maybe 10 years ago they were
- Permitting process needs to be improved
- Fairly well with what they have
- Safety issues are the most important priority
- Sustain budgets
- Truck configuration options
- NDDOT does a good job of managing roads – will not meet everyone’s needs
- State plows are getting out earlier and doing a better job of snow and ice control
- Message boards east and west of Dickinson
- Rumble strips are good
- The system is basically in place – the challenge is to maintain it
- Highway 16 serves Golden Valley well – as growth occurs it may lack load carrying capacity

Comments on specific state highways

- Highway 22 north of Dickinson should be same as south of Dickinson – wider shoulders/passing issues, turnout lanes would improve safety, lower speed limit – heavy truck traffic
- Highway 49 south of Beulah – shoulder width, safety, heavy truck traffic, consistent for years
- Highway 85 safety issues –passing and turnout lanes needed soon to improve safety
- Highway 85 not safe
- Highway 22 not safe
- West of Beulah at Dodge, water will put more traffic on roads—Highway 200 has overlay, but narrow
- Need improvements to eastbound I-94/ramp in Dickinson – Exit 61
- Underpass improvements in Dickinson on Highway 22
- Highway 85 not meeting needs
- Highway 49 near Beulah needs turning lane
- Highway 12 – dips and rough in Adams County
- Highway 22 south of New England is narrow, no shoulders

County and Township Roads

- Improved roads over past 20 years
- Nice turn lane at Gladstone on old Highway 10
- Counties doing a good job of managing roads

- Adams County – grain trucks ruining roads
- Avoiding scales – overload fines go to state
- Townships have same problems as everyone else, but have no money
- May not be a single township or county road meeting expectations
- Counties and townships with no oil are facing the same problems and funding shortages
- Ten-mile stretch north of Beulah serves industry primarily/should be state responsibility or receive assistance
- Certain county roads have higher average daily traffic than state highways
- Oil companies will support specialized infrastructure
- Counties need assistance from the state
- Doing a good job with funding level
- Stock piling gravel for future development
- Could use more gravel
- Paved roads getting rough
- Roads in Hettinger County provide adequate service – challenge is to maintain the system in a timely manner
- County highway from Regent to Gladstone seeing a lot of trucks moving grain to SW Grain Terminal
- Hettinger County is moving a lot of agricultural products
- Semis on roads built for single-axle trucks
- Counties without oil also have impacts
- Some counties have too many roads – can't take care of all of them
- County roads in Golden Valley County are hurting
 - Investments in northern part of county hurt roads in southern part of county
 - Have fallen behind too far to do timely maintenance
- Bridges on local system are limiting the level of service provided by roads

City Streets

- Cities doing a good job of managing streets
- City streets seeing impact of truck traffic as well
- Dropped state road going through town - put burden on city – snow removal
- Villard and 21st Street in Dickinson will need attention
- Need to adjust traffic signal timing through town
- Normally have a preventive maintenance plan, but can no longer afford it

Other Comments

- Oil tax (or any industry tax) – more should go back to infrastructure
- Returns from oil tax should come sooner – impacts are immediate
- Oil tax returns only come in once a well is in production
- Oil tax is going to earmarks rather than impact areas

- We're sitting on a surplus and we should use it to upgrade our infrastructure
- Oil dollars to oil roads
- Need to invest when development is coming – do it up front
- Look at distinct funding for oil-impacted counties
- We have to invest money in these roads to sustain economic activity and safety
- Out of county trucks – no license revenue
- Where are the visionaries that can draw up a long-term plan for the state
- Energy development will be long-term, it needs to be planned - are we prepared to handle the traffic? - Is NDDOT going to meet the need?
- Lack of planning an issue – route planning: can NDDOT or UGPTI help?
- 2.5 million acres coming out of CRP – what will be the impacts?
- All state agencies need to work toward the same vision for transportation
- Infrastructure and equipment needs to meet demands on roads requires more planning
- Local governments need assistance to do long-term planning
- How can we get projections on where the impacts will shift?
- Get input from industry before making large investments
- Pavement markings are poor – impossible to pass in many locations
- People need places to pass trucks
- We need shoulders and turning lanes
- Safety has to continue to be a high priority
- Need more load carrying capacity on local roads
- When load restrictions are put on the state system, traffic is diverted to local roads
- Traffic patterns are impacted by load restrictions
- Work toward uniformity of permits, harmonization
- Work toward one permit per move instead of multiple permits
- Step-up regulatory enforcement of overweight/oversized vehicles
- Load restrictions don't stop movements it moves them
- Passing opportunities are limited
- One million loads per year per active oil rig
- Roads are no longer classified correctly
- We are all used to a certain level of mobility - it takes time to get used to higher levels of traffic
- Roads are not classified every two years
- As needs change the classification of roads needs to change, traffic counts change with economic growth
- Local issues are important - Highway 85 a four-lane highway
- Need to upgrade our rural infrastructure for heavier loads
- Employees at all levels are dedicated and doing a good job
- We need wider shoulders
- Consider the type of traffic we have with a high percentage of trucks
- Examine construction techniques – consider perpetual pavement

- Issues where state and local infrastructure meet
- Look at repairs as a long-term situation/consider longer-term fixes
- NDDOT and ND Department of Commerce need to work together better
- There is a need for information as things change and costs associated with constructing and maintaining roads as presented in this meeting
- Need assistance in maintaining county and state highways
- Energy impacts on roads in western North Dakota is like the emergency situation in Devils Lake
- Things are happening too fast to keep up
- Agricultural traffic is increasing as well – semis and grain terminals
- Roads were built for a purpose, but that purpose in many instances has changed

Question 3 - The North Dakota Highway Performance Classification System, endorsed by the ND legislature, has been in place for five years. Are there adjustments you would recommend to the state Highway Performance Classification System?

Participant Responses:

- There has been a shift in maintenance and care of certain segments from states to cities
- Need to reevaluate the road system
- Water is hauled to Baker wells
- NDDOT needs to get out earlier
- Rumble strips are a good idea
- The HPCS helps, however it hampers growth
- Look at where revenue is coming from, we need to allow these industries to grow
- Why don't we use some of our oil money to fund the system
- Look at what other states are doing to fund roads
- Don't forget 85 south of I-94 – for connectivity
- Roads are narrower from South Dakota to North Dakota
- Need to look at tourism
- Need to get a better handle on when impacts will occur in certain areas
- Support the rumble strip concept
- Safety issues very important
- Impatient drivers are not used to lower levels of service – mandatory defensive driving course?
- Educate about the trickle-down effects of load restrictions

Recommended classification changes

- Upgrade Highway 22 north - to Interregional Corridor
- Upgrade Highway 1804 to Interregional Corridor
- Upgrade Highway 8 to Interregional Corridor
- Upgrade Highway 23 to Interregional Corridor
- Upgrade Highway 16 to State Corridor

- Upgrade Highway 50 to State Corridor
- Upgrade Highway 200 to State Corridor
- Upgrade Highway 5 to State Corridor
- Upgrade Highway 22 North of Dickinson
- Upgrade Highway 49 in eastern Adams County to State Corridor
- Upgrade Highway 200 from Highway 85 to Highway 8 to State Corridor

Question 4 - How do you think the concept of a prioritized roadway performance classification system and investment strategy would work for city and county/township systems?

Participant Responses:

- A good idea to justify needs and requests and prioritize
- Levels of care are not the same for every road
- Good idea
- Planning is needed/prioritization
- It's a way to justify the different level of expenditures on different roads
- It's a good way to quantify resource allocation
- With a long-term plan in place there is a better chance of getting more funds from the state
- Needs to be ongoing and dynamic
- Local level input needed
- Locals need outside help to classify
- Everyone pays taxes – are only certain individuals entitled to good roads?
- High impact counties are overwhelmed – putting out fires vs. targeted improvements
- System can't be maintained
- Could be ineffective because of rapidly changing oil field priorities
- Improvement of bottlenecks – replace bridges with box culverts – Dunn and McLean Counties improving equipment
- Resistance not as likely as in east due to expectations
- 10 mill local contribution to receive oil impact funds
- Build wider at the outset instead of widening later
- NDDOT is advocating this
- Many counties have a system, it's just not on paper
- Killdeer/Dickinson – prioritized for snow removal
- Cities and counties do somewhat – need to formalize
- Counties need to prioritize
- Do a formal plan
- Provide training for counties
- Counties do prioritize but don't have a formal system
- Hettinger County does some prioritization based on; dairy farmers, major county routes, school bus routes, and mail routes

- Oil industry does help out when it can – helps with dust control/ offered to help build a street in Beach
- Mainly for snow removal
- Try to educate public on why roads have deferred maintenance
- Most counties do prioritize but expectations are high and money is short

Question 5 - How much should standards for the state and local roadway characteristics (lane width, ride, load carrying capacity, etc.) be reduced or raised?

Participant Responses:

- Increase lane width for safety – no reduction in equipment size is apparent
- In Montana – weights never change but speed is reduced
- Maintain standards, but improve system as economic conditions dictate
- We need to do whatever we can do to meet the needs of those bring wealth into the state.
- Standards are fine, except as economic impacts change roads should be re-evaluated
- Meet needs – not just wants
- Can't be reduced or raised
- Focus should be on preservation and maintenance at this point
- Load limits need to reflect the load carrying capacity of the roadways
- The industry that generates the traffic needs to pay more
- Agricultural industry also produces a lot of trucks and overweight movements
- Interstate is OK
- Add turn lanes and passing lanes to the Interregional System (HPCS)
- State corridors – different conditions, some need shoulders, some don't based on traffic
- District corridors OK
- District collectors OK
- Wider roads and shoulders with oil development
- More passing lanes
- Provide turn outs for tourism
- Corridors need consistent size and weight restrictions
- Replace Long-X Bridge to help move large loads
- How can we work together to get needed funding?
- Safety issues are very important to the motoring public
- Do not support the trend toward narrower roadways and no shoulders
- There are extra costs associated with maintaining shoulders
- The size of agricultural equipment is too large for 20 foot roadways
- More and larger traffic is using roadways
- Load-carrying capacity needs to be considered
- Roadway widths – more traffic and bigger traffic
- Used to be local users, now there are transplants living in the country

- Maintenance costs have gone up dramatically

Question 6 - Are there any other recommendations you would make to either maintain or improve transportation systems across the state?

Participant Responses:

- Dedicate a larger percentage of oil and gas tax to county road infrastructure
- Increase percentage of the vehicle excise tax going to transportation (25% = \$30 million)
- We need to identify a source of revenue that can be dedicated to roads (vehicle excise) to replace declining federal funds – must be sustainable in order to plan
- Need more money for roads
- Invest in lottery
- Put oil money back into roads used by oil traffic
- Need to adjust oil impact funding formula
- Use more vehicle sales tax money on roads
- Realize where the money is coming from and find a way for the state to get it back there in an efficient manner
- Add turn out and passing lanes
- If we spend oil revenues on roads now in 50 years the oil's tapped out, the one thing we'll have left is a good road system
- We need to find out how climate change will affect our roads
- Planning is key – state has done a good job/counties need to do it as well
- Permits -- standardized process with counties and within the state
- Need a bypass around north Dickinson but this is a larger issue than Dickinson can handle on its own
- Change axle weight limitations for consistent weight among states
- Locals don't use scoria on heavily travelled roads – it doesn't stand up
- Concerned about who is responsible for fixing potholes on local roads intersecting with state highways
 - When traffic slows down and takes off it causes damage
 - Pavement coming off of state highways onto local roads that intersect tends to break up
- Spacing is needed between trucks to improve safety and allow passing
 - Defensive driving courses should be available at high schools - seat belts, texting and cell phone use, speed
- It's hard to find gravel in some areas
- More communication is needed on what is going on at state and county level
- It's good idea to meet with county engineer once per year
- Urban areas are facing additional costs – signals, signs, traffic control
- Preserve our gravel resources with new products and resources

Questions 1 and 2 - How are the current levels of service meeting (or not meeting) your expectations?

Participant Responses:

State Highways

- The State is talking with locals
- Speed limits are OK
- NDDOT is responsive to concerns – advocating for us regarding Highway 85
- Rerouting 23 traffic – better condition
- Snow and ice maintenance is excellent
- Quality of work and workers is good
- Meeting expectations – are we spoiled?
- Happy with Highway 2 being a four lane
- Most state Highways currently in relatively good shape for ride
- Four lane Highway 2 has been very important because so many commute from the Minot area
- NDDOT district staff are responding to us
- Overlays have helped
- Interstates meeting most expectations

Expectations not met at state level

- Wider roads with shoulders
- More passing lanes for all highways
- More classification of traffic counts
- Weigh station at Williston not safe
- Living snow fence
- More enforcement on state highways
- Want quicker response on safety issues – flashing beacons, signals, turn lanes
- Load restrictions on lower routes are too low
- More planning is needed
- Rest stops are needed
- Not meeting expectations for load carrying capacity
- Shortage of law enforcement officers in the region
- Posting lower speed limits
- Highways not wide enough for traffic enforcement
- Turn lane upgrades needed
- Bridge impediments (particularly Long X Bridge)
- Williston weigh station not operating full time
- Lacking interstate weights/measures harmonization
- State could share snow and ice removal resources across jurisdictions

- More safety markings for no-passing zones
- Pedestrian safety a concern
- NDDOT is taking steps to address concerns
- Need to look at interstate connectivity
- Highway/traffic speeds through Ray are a concern/enforcement issue
- Williston has a similar issue with the 2/85 bypass
- Overpass and flooding issues are being addressed in Ray
- State does a pretty good job with ice and snow control
- The state doesn't listen to its people
- Access to state and local roads needs to be limited, consolidated, matched, etc.

Comments on specific state highways

- ND 1804 is narrow and has lots of trucks
- Highway 85 road surface needs work
- Move Highway 85 out of Alexander
- Recent surfacing of 1804 improved ride but increased speed and decreased safety
- Similar with Highway 50 traffic is increasing but road geometry is lacking
- 13-mile corner (Intersection of Highway 2 and Highway 85) north of Williston – poor design
- Highway 2 – some quality issues appearing (dips near culverts)
- Highway 85 bridge at little Missouri – overhead structure is bottleneck to large movements
- Highway 8 and Highway 23 width is too narrow for farm equipment
- 85 in the badlands near the park – problem with bumps
- Highway 23 east of Watford City, the road is much more dangerous due to overlay and reduction in width
- Highway 85 is not a safe roadway
- Junction of Highway 200 and Highway 85 needs attention – it's the only junction between Watford city and I-94 it needs turning lanes and acceleration lanes
- Highway 85 and Highway 23 condition and safety
- Highway 23 shoulder issues since overlay
- Highway 23 safety – scoria trucks material on road, possibly requiring a tarp on loads to keep material from blowing would save windshields
- Highway 16 is unusable
 - Highway 85 Passing lanes – takes 20 minutes to get past a truck - truck convoys from Belfield north, safety – driver impatience, not a safe road, pull outs

County and Township Roads

- Responsive to oil industry needs
- Counties have increased road crews for better service
- Helping townships with oil movement
- Do snow removal quickly
- More law enforcement is needed due to speeding

- Need to maintain system – lack of funds
- Electronic permitting for loads
- More RV parking
- County road condition generally not that bad compared to pre-oil development
- Snow removal on county roads is good – winter maintenance has been very good
- County engineers attempting to respond
- Bridges not meeting expectations
- Industrial facilities in remote areas – road agreements
- Iverson Road overlay helped but road is dangerous
- Most rural roads can't accommodate agricultural equipment size – affecting safety and access
- Harder to retain experienced road workers
- Roads and services are meeting expectations
- Counties seem to cover most of the township needs
- Tough to find board members
- Organized townships may not be needed as much as in the past
- Staff are very good
- Counties are catching up on expectations
- Agriculture is changing --- increased truck impacts
- A 22-mile loop within a county damaged in one year – how can a county address
- Some counties only paving 10 miles every other year
- Township and county bridges built in the 50s and 60s now facing heavy trucks and tractor-trailers
- Counties are working with industry to meet needs
- County and city does a pretty good job with the funds they have

City Streets

- Prioritizing streets for snow removal
- Increased law enforcement
- Need more walk/don't walk for pedestrians on traffic signals
- Need more coordination of road work with water and sewer construction
- Impact not as much as county/state
- Industrial parks
 - City streets not designed for heavy trucks
 - Oil impact doesn't pay for impacts
- Develop a truck route around Williston (northwest side)
- Truck issues – safety
- Cities are keeping up with street improvements
- Need more improvements for pedestrian safety in cities
- Timing of traffic signals needs to be improved
- Small to medium size cities not meeting expectations on street projects

- Most smaller cities need help – pavements are in poor condition
- All cities are having trouble keeping good workers
- Williston has been doing a good job of maintenance
- The cities are doing a pretty good job

Other Comments

- Counties providing general county funds for emergency service
- Counties paying for increased law enforcement and fire service
- Counties wanted more of stimulus funding
- More oil extraction money is wanted for western highways
- Oil impact, tax issues (levy limits)
- Need to overhaul of Century Code
 - Increase in limit for levies – at max already
 - Cannot meet needs given current levels of revenue
 - Need to communicate this to Legislature
 - Revenue flat, costs increasing
 - Too much oil revenue going to state, not to locals
- For cities in energy impact areas, tough to cover improvements for industry without special assessments and public doesn't accept
- Counties need taxing abilities changed
- Money to the townships a good move, but it's only a start
- Oil impact money – shift from county to township
- Infrastructure fund
 - Strides were made in getting money back to locals
 - More needs to be done
- The state doesn't get enough funding for all of the expectations of the state system
- The local roads are almost all impacted by oil development and they do not receive enough resources
- Speeding is blowing gravel off roads
- Gravel dust control lacking – important to saving roads
- Gravel is getting more costly
- In Williams County there isn't access to a lot of good gravel
- Industrial site planning and development lacking
- Planning systems need to include integration of utilities for 30 year industry – development of a good system of roads, water, oil/gas pipelines and RECs
- Build main infrastructure to relieve smaller roads
- Harmonized transportation system – pipeline instead of trucking oil
- NDDOT should help planning and integration of inter-county systems
- Planning between state agencies should be coordinated – on Commerce, Tourism, etc.
- Coordination between counties and townships is solid
- No planning for economic development and tourism

- Seems like not enough township coordination is occurring
- Cities are not planning well enough
- Planning is an issue
 - No info from oil companies
 - Planning behind the curve
- Widely varied, some counties have been dealing with oil development for 50 years and others are new to this
- Need to look at traffic profile and counts
- Traffic on the network changes
- Do some traffic counts on township levels
- Problem of making service levels between counties that have a different emphasis
- Planning and improvements can't occur overnight
- Law enforcement insufficient for demand – overweight loads on county systems (cost)
- Intersections and corners are getting broken down because of truck traffic turning
- For hauling yards, a higher load limit gravel road is better than a lower-limit paved road or low speed
- Can't meet agricultural expectations for ride and load
- Harmonize weights and measures from state to state and country to country
- Placing road restrictions on some roads simply transfers the problems and traffic to other roads
- The road beds were never built for the loads that they are currently asked to carry
- More law enforcement on State Highways
- Pedestrian safety
- Traffic and pedestrian safety is an issue in cities
- Trucks driving in convoys is a safety concern
- Roads are too narrow for enforcement – officers don't feel safe
- Camera enforcement?
- Weigh station closed – not meeting expectations
- Not enough troopers to do speed enforcement and weight enforcement too
- Local government are unable to recoup the cost of enforcement
- Vehicles are able to avoid scales
- Allow truckers to take/return with trailers other than those they brought into the country
- Need for more rest stops
- Rail branch service is not coordinated with the federal highway system
- Oil supplies and oil loading means rail facilities are expanding
- Most companies are easy to negotiate with regarding transportation needs
- Dust control is needed in the oil fields
- One of the disadvantages we have as a state is not many residents for funding resources
- One of the advantages we have as a state is not many residents, making state officials more accessible during planning
- It appears that North Dakota is trying to step up and address the needs

- Trucking companies need to be educated about what is expected of them and the impacts they are creating
- Dust is an issue on all local roads (cities, counties, townships)
- 1000 trucks/oil rig X 100 oil rigs = 1 million loads – no rail, all trucks

Question 3 - The North Dakota Highway Performance Classification System, endorsed by the ND Legislature, has been in place for five years. Are there adjustments you would recommend to the state Highway Performance Classification System?

Participant Responses:

- Look beyond state borders to coordinate HPCS classification and development
- State has done a good job/can only do so much with funding
- Areas of Divide County are land locked by road capacity and load restrictions
- HPCS needs to be adaptable as circumstances change rapidly
- Weight limits shift traffic to lowest level roads (townships least capable of handling or enforcing)
- Turn lanes, passing lanes, acceleration lanes are needed
- Load carrying capacity needs to be improved
- After oil development is done, oil production will continue and impact roads for many years
- Need to consider changing priorities every two years or as circumstances change
- Lower level routes on HPCS were decided before the oil boom and don't fit expectations of oil industry
- May need to adjust quicker to changing economic conditions
- Classification should be revisited more often
- Load limits on lower classes minimizes available traffic -- moves traffic to county roads
- Traffic counts not necessarily reflective of what would be there if road was in better condition
- Need more frequent traffic counts
- Highway 2 at 13-mile corner – slow down
- Intersection of 1804 and Highway 58 move signs back from intersection

Recommended classification changes

- Upgrade Highway 23
- Upgrade Highway 85
- Upgrade Highway 73
- Upgrade Highway 8
- Support proposal to upgrade Highway 85 to 4-lane – industry and tourism would benefit
- Highway 58 and Highway 200 don't meet expectations
- Lower levels need quicker response on snow and ice and rut repair
- Highway 22 should be a State Corridor
- Highway 3 should be a State Corridor
- Highway 58 should be a State Corridor Highway 1804 should be a state corridor
- Highway 1806 should be a State Corridor

- Highway 200 in McKenzie County should be an Interregional Corridor
- Highway 23 in McKenzie County should be an Interregional Corridor

Question 4 - How do you think the concept of a prioritized roadway performance classification system and investment strategy would work for city and county/township systems?

Participant Responses:

- Prioritizing is occurring
- Probably happening at county level, but may be informal
- Counties in the region do some classification, but doesn't always seem as efficient
- Townships handle much of their own prioritizing for graveling
- Williston has a priority system
- Even if you don't have a system, that's how it works
- Snow removal is a priority
- Bus routes/mail routes/ primary residences establish priorities
- County road corridors – school and mail
- Townships hard to implement due to uniformity of roads and no continuity of staff and boards
- Most towns are really too small
- You don't need just important roads, you need them all
- You can't always provide the best road to the guy on the end of the system
- This is an argument that other states use against us in North Dakota
- Can urban problems wait a year or two to address safety concerns in rural areas?
- As long as decisions are based on population, we'll be at the bottom of the list
- Very applicable and would help make the jurisdictions less reactive
- Would make better planning occur
- Needs to be integrated with state system – all systems should work together
- Need training in planning process to deliver systems other jurisdictions
- County has discussed, but hasn't do it yet
- Would a classification system hinder fixing roads and bridges?
- McKenzie County - dust suppression is needed, gravel shortage, scoria depleted as well
- Need to formalize plans in writing
- Needs road classifying needs to be flexible as oil development moves
- More interaction between counties and townships

Question 5 - How much should standards for the state and local roadway characteristics (lane width, ride, load carrying capacity, etc.) be reduced or raised?

Participant Responses:

State Highways

- Increase width, shoulders, load limits
- Concerned about lane width -- on lower volume, lower level corridors

- Load limits on state roads should be aligned with surrounding states and provinces
- Load capacity needs to be raised for various classifications
- Is there a way to give special consideration to some roads/industries/regions?
- Wouldn't it be better to put down a thicker surface initially?

County and township roads

- County more weight will travel on them – need at least 28 foot tops
- Township roads need to be able to carry more weight
- Work with whoever has the money – townships are working together to use infrastructure funds
- Change trailer configuration for heavier loads to permit them to travel on county roads – would reduce truck numbers and actually reduce roads

Other comments

- Conservative approach to load limits is good for saving roads
- Need to coordinate with truck industry so truck changes are planned
- If roads get narrower, the speed limits must go lower
- Need to build roads for loads they are carrying – in some cases from the base up and with adequate shoulders
- Trucks and loads keep getting bigger
- None of the roads are too wide
- Many concerns about safety
- Longer trucks need to be considered in Interchange design
- Diagonal parking has worked in some places
- Width and load carrying capacity are priorities
- Width is a safety issue
- Surface condition not as much of a priority
- Do not reduce – expected oil production will eventually need to go via truck
- Oil revenue needs to go into infrastructure
 - Comparison to number of miles out east
 - Relative tax bases – levy issue again

Question 6 - Are there any other recommendations you would make to either maintain or improve transportation systems across the state?

Participant Responses:

- Ultimately, the need for additional funding falls on the Legislature
- Look at raising the overload fees
- Direct oil funds to this region to free up funds for other areas of the state
- Convince leadership that it's OK to spend oil revenue on state and local road infrastructure (above and beyond federal matching funds)
- More oil tax revenue dedicated to road infrastructure supporting oil industry
- Consider taxation changes in law to allow more property tax for county roads

- Information about situation and funding needs to be communicated to Legislature and general public
- Put money back in infrastructure that created the wealth
- Alternative funding sources – maybe special projects from general fund
- Remain as flexible as possible in the programming of projects
- In the middle of a flood of a different type – people won't even drive on the roads
- Medical response needs along with fire and other services at the local level need help too
- Consider tarp requirement for gravel haulers
- Change axle configuration on trucks to reduce road damage and allow increased consistent truck weights
- Lower speed limits on gravel roads
- Enforcement concentration should be adjusted to higher-need areas
- Use a uniform load restriction approach
- Make water supply infrastructure improvements to reduce highway hauling of water
- Need NDDOT districts to pay more for weed spraying by weed boards
- Interaction between modes needs to be streamlined – truck, rail, pipe
- Coordinate work among jurisdictions
- Counties doing their best – need the state to do the same otherwise it will end up on counties
- Designate roads for trucks and improve – loaded roads and empty roads
- More coordination between the state and counties on roads – especially during load restrictions
- Add turn outs for school buses on main roads

Questions 1 and 2 - How are the current levels of service meeting (or not meeting) your expectations?

Participant Responses:

State Highways

- Roads in pretty good shape
- State does an excellent job on snow and ice control
- Doing very well with funds available
- Some areas need improvement – four lane/ turn lanes
- Cities and counties have good luck getting projects on the 10-year plan
- Over last 10 years, slow in getting things done –intersection of Highway 2 and Highway 8 in Stanley
- Highway 8 and Highway 23 are narrow – state recognizes the problem
 - large amount of oil-related traffic
 - No pull-out lanes for enforcement or tire blowouts
 - Farmers refuse to move equipment
- Appreciate the state’s willingness to come out and visit
- Rumble strips fill with water and ice which is kicked up by trucks and traffic
- NDDOT will have to change the way it does business – is it communicating with counties?
- Impact in this area of state needs to be reflected in classification maps
- Add turn lanes/3rd lane
- Reconstruction of new roads meeting standards
- Handles traffic well during construction
- Safety improvements on our system
- Highway data on road reporting is important for transit in winter
- Upgrade Highway 23 to safer condition
- Have more law enforcement on Highway 23 and Highway 8
- Have lower speeds for trucks on busy oil roads
- Do more reconstruction rather than overlays
- NDDOT is a great agency to work with
- Great communication –easy to get a hold of
- Input meetings are important and a good tool
- Truck volume is a safety issue
- Oil industry, spring restrictions make it difficult to move rigs - permission delays from the state
- Transit is an underused tool that could ease stress on roads
 - Improvements may improve usage
 - Statewide promotion of existing services
- Excellent job maintaining roads
- Locals get excellent responses from NDDOT

Comments on specific state highways

- Highway 52 should be four lanes from Canada south
- Highway 23 is very hilly, concern with safety issues – casino traffic, oil traffic, water trucks
- Highway 8 safety issues – problems with passing
- State Highways 52 and 21 need turning lanes

County and Township Roads

- Infrastructure fund is appreciated and useful
- Townships working together to use funds
- Biggest safety factor in county right now is dust – \$500,000 budgeted this year for dust control
- Counties doing OK except for oil and grain movements
- Townships in serious trouble – no money and low populations
- Commuters living in country want roads like in the city and want it right now
- Roads were established under old standards and we're just trying to keep them up
- We are using up our equity in our infrastructure
- Electric coop – equipment is getting bigger limited by road restrictions
- Farmers have better equipment and help with snow removal - can be hard on roads – lose gravel off roadways
- Oil and agricultural trucks are getting larger
- Roads deteriorate faster
- Township signing is bad
- Townships have the potential for cooperation with oil companies to improve the roads they use
- Strata operating gravel business in McHenry County – traveled during wet times and ruined County Road 19 – Strata hauled many loads of gravel on roadway and road is now better than before movements started
 - Helped with gravelling and putting down magnesium chloride for dust control
 - Has their own blade and water truck to help maintain road they are using
- Agricultural and oil movements have impacted local roads – big trucks
- Township roads are too narrow to accommodate new farm equipment
 - Don't have revenue to rebuild roads
 - 20-30 miles of road in each township
- McHenry County has 2000 miles of road – 186 miles of county gravel, 90 miles of county pavement and 1700 miles of township
- McHenry County has eight motor graders to cover 2,000 miles
- People are demanding more services -- locals don't have manpower and equipment

City Streets

- More consideration for pedestrians in small towns – have people shovel their sidewalks
- Running red lights (how to fix)
- More needs than money (Burdick Expressway)

- Need a public information coordinator
- Good planning efforts for future needs
- Good job of street cleaning
- Coordinates well with county on work that is needed
- Truck routes

Other Comments

- Production Tax – 10 percent is not nearly enough to meet our needs – Mountrail County has 32 miles of roads ruined
- Some counties are encouraging special tax districts
- Difficulty in shifting funds from federal sources - fewer hoops to jump through if you do things on your own
- Biggest question is money – where is it coming from and where will it be directed
- Small counties can not generate enough revenue with mill levies
- Oil tax fund should go to infrastructure in counties providing the service
- Can some flexibility be built into the current system to address emergency concerns?
- Constantly chasing the industry
- Get truck information from pipeline authority
- County has good planning efforts for future needs
- County has good relationship with cities
- State STIP projects should be communicated to cities and locals far in advance – coordination
- If your infrastructure won't support the industry, everyone suffers
- Permit system (HP) tells people to take local roads and not state roads during load restrictions
- Overall for all jurisdictions – good given current funding
- Multi-county permitting system would be of benefit
- Biggest issue is struggle to maintain system – changes and inflation add to cost and don't have funding
- Local requests to pave additional roads
- Wind farms – large number of overweight permits – problems with turning radius – have indicated some willingness to pay for some roadwork
- Load enforcement-third ticket @ elevator sent to state?

Question 3 - The North Dakota Highway Performance Classification System, endorsed by the ND Legislature, has been in place for five years. Are there adjustments you would recommend to the state Highway Performance Classification System?

Participant Responses:

- Highway 2 is a Godsend, can't imagine what things would be like without it
- There has to be a way to road projects move faster
- In counties that didn't expect anything (oil development) to happen – it's here
- If we don't maintain or improve our roads, we're going to lose some characteristics anyway

- Uncertainty in federal funds compounds planning difficulty
- Increase emphasis on traffic safety in classification system/ More deaths = more funds for improvement
- Planning – when constructing 3-lane, look forward to possible need for four lanes
- Forecast possible growth - new oil finds and other growth areas
- More frequent revisiting of classification system to accommodate changes
- Overall, good
- Public expects high level of service on state highways
- Need to educate public about service levels expected on each tier of HPCS
- People don't care about jurisdiction responsible for roadway, but expect certain level of service
- Narrow roads with no shoulders cause safety issues
- Satisfied with HPCS
- Rumble strips and edge line striping are great for improving safety

Recommended classification changes

- Highway 23 to interregional
- Highway 41 upgrade
- Highway 14 upgrade
- Highway 8 upgrade
- Highway 5 to State corridor
- Highway 83 four-lane to Highway 5

Question 4 - How do you think the concept of a prioritized roadway performance classification system and investment strategy would work for city and county/township systems?

Participant Responses:

- Counties need a road classification system
- Yes – separate out CMC routes into different levels
- Set up standards for types of roads (4) – let each county decide how to rank roads
- Has to have flexibility – once federal funds committed it's tough to change. You always have to leverage your dollars
- Get a state-wide system for local roads
- Keep it simple
- Consistent plan into the future
- Need for some local planning and prioritization at local level
- Prioritization is already occurring - already happening to an extent – not formalized especially at township level
- Formal system in Ward County – five year plan with annual input and update
- Mountrail also has a formal system
- City has had a plan for years
- Lack of funding has led to reduction in service levels at local level

- School bus routes are a priority for snow removal
- There are priorities but not a formal process
 1. Paved roads – major collectors
 2. County collectors – major gravel roads
 3. Everything else
 4. Minimum maintenance roads
- Projects on STIP can get pushed off the priority list. Money is the issue
- Smaller cities in county with a large city are forgotten
- Coordination of priorities among counties, cities, townships and state would be of benefit
- NDDOT needs to communicate (STIP) about upcoming projects to coordinate improvements
- Change is happening so fast, it's hard to prioritize – priorities change constantly/reactive rather than proactive
- County bridges – when improved look at load limits/increase weight limits
- In the big picture, it's probably a good thing that money is always short – forces you to set priorities/we don't have the luxury of making mistakes
- Subdivisions want paved roads – very little truck traffic
- Some truck routes have been designated
- People move into rural areas because taxes are cheaper then expect same services as when they lived in town
- Railroads have prioritized their networks -main lines, branch lines

Question 5 - How much should standards for the state and local roadway characteristics (lane width, ride, load carrying capacity, etc.) be reduced or raised?

Participant Responses:

- Things aren't going to get smaller – are we planning accordingly for heavier load carrying capacity?
- Load carrying capacity is important – some roads will have load restrictions in spring
- County will increase load carrying capacity if at all possible to save on maintenance in long-term
- Width is a safety issue – bring roads up to meet our guidelines
- Don't want narrower roads without shoulders
- Need to have signs further from shoulders on rural roads to accommodate farm machinery and larger loads
- Lane width is too narrower on Highways 23, 8, 1804
- Vehicles have gotten much bigger
- If not possible to widen an entire segment – add turnout lanes
- Not much can be reduced – we have already reduced due to having less money
- Four lane US 52
- Reduction is not an option
- Standards should be increased – safety, lane width, shoulders

- Funding – how to pay for it – gas tax? Income tax? ½ percent sales tax? Rather reduce here and improve there – prioritization
- McHenry County adopted Ward County permit system and fee schedule for large loads
- Need to allow flexibility with standards at local level
- Overall standards must be raised – increased traffic/drivers distracted
- You can't build a road to accommodate those kinds of habits (distracted drivers)

Question 6 - Are there any other recommendations you would make to either maintain or improve transportation systems across the state?

Participant Responses:

- Need to work with drivers from oil companies to stress safety
 - Driving too many hours per day
 - Out of state drivers not used to winter conditions
- People from out of state need training on how to drive on rural gravel roads
- People in oil fields work 12 hour shifts and then drive home causing safety concerns
- Animals in vehicles are another form of driver distraction
- What kind of example does enforcement set (for distracted drivers) with computers/phones/etc.
- Additional revenue is needed to maintain and improve/can only cut so much
- Federal strings keep increasing, but amount of funding does not increase
- McHenry County has maxed out mill levies and many townships have also maxed out mill levies
- Need to lobby Legislature to use General Fund surplus for infrastructure improvements at state and local level
- Hard for locals to do rumble strips without additional funds
- Federal strings cost more (up to 4 ½ percent) to justify a project
- Demonstration project with state funds vs. a project with federal funds
- Enforcement – fines go to state
- What can North Dakota do regarding funding – federal funding will get less and less
- With North Dakota's surplus, it's no surprise when federal funds are reduced.
- Oil is a finite resource – use dollars to do some long-term good or set up a trust fund.
- Communication – keep doing public input meetings – opportunity to see what everyone else is doing
- We need to work together
- Frequent meetings within counties and region-wide
- If we don't get this fixed – insurance will go up
- Air Force Base also generates heavy loads - people in surrounding communities impacted by people from air base moving there
- Traffic data at local level needs to be updated

Questions 1 and 2 - How are the current levels of service meeting (not meeting) your expectations?

Participant Responses:

State Highways

- From a bus driver's point of view - good reports, no complaints
- Mixed messages on the quality of weather reporting
- Snow removal is very good
- Like the weather map
- Concerned about aging Interstates
- Noticing a gradual decline, especially in smoothness and width
- Expectations are increasing – realism needs to be stressed
- Emphasis on preservation will eventually not be effective – rehab will eventually be needed
- The weather reporting system is good
- Need to haul heavier loads, especially during load restrictions
- Speed and weight enforcement is needed but how do you move the goods?
- Road restrictions push traffic to secondary roads
- We need to run bigger loads
- Specific state roads/segments identified as needing attention
- Well-served by state system
- Rumble strips on 1806 south of Mandan a great idea

Comments on specific state highways

- Safety of Highway 3 – is too narrower, no shoulders/trucks hug centerline around curves/no place for breakdowns/dangerous in windy conditions
- Highway 37 is getting narrow
- Highway 1804 is not built to handle loads near seed potato plant in Emmons county - state provides some funds for a county road to keep trucks off 1804

County and Township Roads

- Last year there was a lot of damage at the local level – just now letting contracts for repair
- Oil activity in western McLean County is causing problems on local roads
- Main arterials are well maintained from a bus driver's point of view
- Secondary roads in county are definitely maintained in secondary condition
- Burleigh and Morton Counties are good about answering concerns and taking care of issues
- Counties say their roads are deteriorating but residents are demanding more without wanting to pay more
- People want more asphalt roads in rural areas, safer, easier to maintain, etc.
- We need road consistency from county to county for driver expectations and safety
- Counties are having difficulties with funding
- There is good access in rural Burleigh County

- It is difficult to match federal funding
- Roads are in disrepair in the Harvey area
- Accountability for where state and federal funds are spent is important
- County relationships with townships vary – some only do work when you call
- It's hard to keep up with demand
- McLean County has 130 miles of pavement and is in pretty good shape – not adding additional paved mileage
- As a result of Good Friday storm, there is a drop-off point for power poles in Morton County – this has impacted the road network

City Streets

- From a bus driver's point of view, the first roads they clean are around schools if schools are in session.
- City doesn't meet needs of residents when it comes to city streets – very rough, need major repairs
- Non-MPO cities don't have resources for planning as MPO cities do
- Some of the cities roads are rougher than gravel roads
- Cities don't have the funding to maintain existing roads
- Developers of subdivisions are not planning ahead of time for roads to get to the subdivisions
- Regulations are needed for road design in subdivisions such as cul-de-sacs to make them big enough for buses to turn around
- The winter has adversely impacted roads
- Special assessment – notification system is more direct than in past
- Snow removal – inform residents of when it will occur
- Weather related issues make it difficult for cities to keep streets open to meet expectations
- Street parking makes it difficult for cities to keep streets open
- Accountability is needed – tell where state and federal funds are spent

Other Comments

- County and township roads don't have wide enough shoulders to use to bikes or walk in rural areas where there are subdivisions. Cyclists prefer a shoulder/bike lane rather than a separate trail.
- Counties are experiencing urban sprawling without the infrastructure
- Educate people on what to expect when they move to the country
- Transit frequency needs to be improved
- Transit services need coordination
- There is a lack of funding for buses
- Roads need wider shoulders
- Developers need to be more responsible for the impacts of development
- Tighter control on who gets drivers license is needed—make them take drivers test
- Bus drivers rely heavily on the weather map

- Kidder County plans to grind up part of old Highway 10
- Gravel roads are easier to do spot improvements/paved roads are much more expensive
- Heavy loads pound out the crown on gravel roads
- Morton County inherited old Highway 10 and turned part of it back to gravel – it is now one of the best gravel roads in the county
- Counties need to grind more paved roads up to gravel
- Morton County is putting down magnesium chloride for dust control/ \$5,000 per mile, but works well
- County roads have little to no congestion
- Concerned about aging bridges
- Concerned about the aging driver population
- Good snow removal – remember we live in North Dakota!
- How do we better inform the public to meet drivers’ expectations – Internet? Other broad-based ways of getting the word out.
- State, cities and counties all do a pretty good job, the public’s expectations have changed a lot
- Frequency of maintenance – is it enough?
- It takes too long for the state to process payments to local governments – projects are delayed too late in the spring
- Improvements made that are appropriate to the problem – widen roads on areas where roads are narrow
- Dollars from economic development need to go back into infrastructure
- Continuity in leadership
- Flexibility is needed when federal highway funding is used –NDDOT’s hands are tied by federal program regulations
- Co-owned road – maintenance/reconstruction unfinished project, who’s responsible
- North Dakota has better roads than surrounding states

Question 3 - The North Dakota Highway Performance Classification System, endorsed by the ND legislature has been in place for five years. Are there adjustments you would recommend to the state Highway Performance Classification System?

Participant Responses:

- Information is needed about future development
- Let developers know the classifications of the roadways leading to developments
- The HPCS information on the web needs to be highlighted
- Find ways to inform the public of the planned improvements for the roadways on each HPCS classification
- Develop a list of endangered roads due to funding problems
- The HPCS needs some trigger or cycle to be updated as conditions change
- Revision too frequently will negate the purpose of a HPCS - it’s a guide for long-term investment
- Oil impact would justify revisiting HPCS

- Revisit the process
- Are there ways to accommodate exceptions and changes
- No specifics, but maintain flexibility and reevaluation criteria
- Highway 25 and Highway 31 are in the right classification
- No problems
- Think the classifications work well and is appropriate for each highway
- It's a much needed tool
- Commuting distance is changing – is that accounted for?
- Look at the multitude of uses in defining the classification (gravel pits and water depots)
- Work toward integration with city and county systems
- HPCS is an extension of the federal highway system
- Dollars go where traffic is
- Do we need to shift money? Reduce funding for Interstate and other roads
- Reroute of traffic during bad weather
- More flexibility is needed to cope with change
- HPCS has served the area very well

Recommended classification changes

- Upgrade Highway 3
- Highway 21 could use some work
- Highway 36 should be classified lower
- Highway 25 north to Hensler and Highway 6 south of I-94 seeing increased truck traffic as grain moves to sub-terminals
- Reclassify Highway 200 as a state corridor – serves Hurdsfield Grain, Harvey Elevator and the organic flour mill
- Reclassify Highway 3 from Harvey to Steele as a state Corridor

Question 4 - How do you think the concept of a prioritized roadway performance classification system and investment strategy would work for city and county/township systems?

Participant Responses:

- Factors considered when prioritizing include: snow removal routes, farm-to-market roads, all other county roads - school bus routes, township roads, minimum maintenance routes
- Counties will need assistance to classify roads
- HPCS at local level would be good, but some less populous areas may need assistance – either financial, expertise or both
- Many local units have some informal process that resembles a performance classification system but could use assistance in making it a formal process
- Counties will assistance help prioritize
- Assistance from NDDOT would be welcomed

- Any performance classification implemented in neighboring counties would have to be coordinated at borders so a high-level route in one county does not end in a minimum maintenance road in another
- Coordination statewide should be required
- Put more thought into priorities when providing snow removal on residential streets - work around services such as garbage collection
- Priorities may need to change as things change such as bus routes
- The cities of Mandan and Bismarck have a project plan for the next few years that they communicate to the public
- Regardless of how the snow removal priorities are set, everyone thinks their snow removal should be #1
- Rural subdivisions need to understand if they are to have paved roads or not and there needs to be consistency
- There are roads that are a priority but not a formalized process – maybe it should be formalized to help explain actions
- Put load limits on county maps
- Have counties show their winter road conditions
- Kidder, Emmons, McLean and Morton Counties all have some means of prioritizing their systems -only Morton County has a formal process
- Traffic data for rural roads is lacking
- Kidder, Emmons, McLean and Morton Counties all sign minimum maintenance routes
- Potatoes are having an impact on the Kidder County road network
- Emmons County – people are building cabins along the river and then expect county to provide them a road
- The streets with the most traffic are the highest priority.
- Some county roads get plowed with no traffic before some township roads that do have traffic.
- Bismarck is moving toward a pavement management system
 - Prioritized by default – traffic volume
 - Needs based prioritization
 - Road width
- Assessments spread differently based upon road type
- Lots of mill and overlay of roads is needed
- Yes, the HPCS is applicable, it would be important to develop with public input and information – however it is a challenge to get people to attend
- Consider using Facebook, Twitter, etc. for communicating important information
- Counties are reactive
- Counties are struggling to provide service as needed
- It would be good to formalize classification systems in counties
- Townships should organize for funding and load permits

Question 5 - How much should standards for the state and local roadway characteristics (lane width, ride, load carrying capacity, etc.) be reduced or raised?

Participant Responses:

- There is a real problem with consistency of load restrictions
- Load restrictions differ between levels of government – 80,000 lb for counties 105,500 lb for state
- Load carrying capacity should be increased for future traffic
- Load carrying capacity changes at state borders
- Is it possible to increase service on a few roads to reduce wear and tear on others
- Improvements are necessary for load carrying capacity to change
- Load-carrying capacity shouldn't decrease unless industry along that route changes/leaves
- HB 2012 passed last session was a real help
- Stimulus funds were also very helpful
- Would more state funding be helpful to improve the management flexibility of the transportation system?
- Would like to see the standards raised and use our state surplus to fund it
- Without money you can't increase standards
- There will never be enough money to have perfect lane widths, wide shoulders and flat slopes on all routes – but reducing standards to fit an overly tight budget is not viewed as acceptable – there are reasons for standards being what they are.
- Economics dictating overlays versus roadway width
- Rutting is an issue on state roads and is also a safety concern
- Need better reflectivity for striping
- Don't have a drop off at the shoulder
- Narrower roadways without shoulders are a safety concern
- Support the rumble strip program
- Safety is always the top priority
- There is a need to support and facilitate cross jurisdictional roadway planning
- Definitely look at going forward, not backwards when it comes to safety and other improvements
- Standards should be more relaxed/non-AASHTO for counties to make more affordable
- Narrower city streets can be constructed to save money to spend elsewhere
- Roads need to be wide enough to accommodate the traffic (trucks/buses)
- NDDOT should be more open-minded to round-a-bouts on the state system. If NDDOT puts one in, the local cities or counties might be more open-minded too
- There are special circumstances where standards can be relaxed
- Highway 85 is getting beat up
- What is the threshold of unacceptability in regard to width – we're painted into a corner on width
- Adjusting standards to fit the roads

- Width vs. accidents
- Adjust to fit budget
- Realism
- Reducing standards is not acceptable – maintain width and speeds
- Cities should adjust to reduced standard by developers – parking on only one side of a street
- Developers don't want to give up right of way
- Compromising on private street standards may eventually fall back on the city once housing associations realize how expensive it is to maintain them
- Width is the only compromise
- Don't go backwards
- Local jurisdictions are looking at reducing speed limits/imposing speed limits on trucks

Question 6 - Are there any other recommendations you would make to either maintain or improve our transportation systems across the state?

- Use sources other than the gas tax for funding
- Provide tax incentives for carpooling – need an agency to coordinate ride sharing
- Use the money spent on really nice rest areas on other things rather than rest areas
- More transportation funding from the state is needed for all levels of government
- Support an increase in state aid distribution percent for local government – need flexibility to use for roads and other needs
- Provide general revenue sharing concept to allow local units to fund their priorities which may be different from county to county
- More funding is needed
- Look at increasing motor vehicle registration and gas tax
- Transit needs more operating funds
- Revisit how money is distributed to counties from state highway distribution fund
- There is too little money generated from overload permits - it is too political to change
- Safety – majority of fatalities occur on rural roads - consistency between roads (township, county, state) would help, for example: signing should be consistent is relatively low cost
- Add delineators on both sides of the road on all roadways
- At the local level, negotiate construction and maintenance with commercial facilities
- Promote public/private partnerships when roads are being impacted
 - Wind farms
 - Sand and gravel
 - Construction
- Counties should work together – more agreements for snow removal and maintenance
- Cities make their roads more pedestrian and transit friendly
- Cities should add more landscaping to green up downtown areas, all areas – traffic calming
- Work to achieve more consistency in signs, pavement markings, and delineation on rural roads
- The state should maintain emphasis on meeting the needs of an aging population

- A person living in a township also lives in a county and they also live in the state.
- Use cameras to give speed citations
- Emmons and McLean Counties try to replace equipment through a lease program every five years. Kidder County does so every eight years
- There is a lot of absentee land ownership which makes passing tax increases difficult
- The availability and quality of gravel is an issue – must haul it farther
- People are moving out to unoccupied farmsteads and don't have proper equipment for snow removal

Questions 1 and 2 - How are the current levels of service meeting (or not meeting) your expectations?

Participant Responses:

State Highways

- The state does a good job of addressing the service on upper HPCS levels
- The state system meets the needs pretty well
- Lower tier of roadways are more challenging in regard to meeting needs
- Is the state addressing the long-term needs?
- Road condition reports are very good
- Snow and ice control is very good
- Interstates are very good
- Enforcement is good – helps with safety
- Like Highway 11 being first priority for snow
- Like on-line service
- Summer road mowing is done well and this helps with noxious weeds
- Generally happy with state roads
- 511 is very good
- Disappointed with service in the southeast – ND 127 is the last route to be plowed
- Service is geared to higher population areas too much
- Rutting is a problem on low volume roads
- Striping reflectivity is a problem
- Load restrictions on Highway 127 are inconsistent
- Highway 127 to SD line is last to be plowed – many trucks quality doesn't fit with the loads it carries
- Would like to see better conditions on district collectors
- US Highway 2 is nice – four-lane
- Able to travel without any problems
- Interstates are in good shape
- We see orange trucks on highway looking for drifts – why not use pickups
- Need to do a better job of scheduling projects so there is good access (do several interchanges in a row)
- Why does NDDOT do good roads first and not the bad sections
- Highway 27 needs repair
- Better communication is needed with locals on projects
- Roads lack compaction when utility work is done
- Use more creative ways to advertise projects
- Where are the interactive maps on the Internet?
- Remote cameras are very useful for observing local conditions

- Encroachment of right-of-ways is a problem – people farming right up to the roads – safety

County and Township Roads

- Township roads are holding up pretty well (Richland Co.), but many of the county roads are in poorer condition because of continued wet conditions
- Snow removal has been good on county roads
- There is a need for additional state aid for local roads
- Good general maintenance
- Trying to preserve present system rather than expand
- Seem to do well with funding
- Not enough funding to townships, last legislative session helped
- Township bridges need help
- Fairmount road access road needs help
- Better dust control is needed
- Consider lower cost alternatives for township bridges
- Counties can't keep up on bridges – detours increasing
- Public would rather have large projects than several small ones
- Need to keep public informed of what and why we do things
- Counties getting behind due to lack of funding
- Next 10-15 years we'll really see concerns – it all comes down to money
- Roadway geometry and pavement is generally good
- Water conditions—causing local governments to fall behind on scheduled upgrades – costs escalate

City Streets

- Fargo uses other revenue sources for streets
- Large cities are doing well
- Public's snow and ice control expectations are excessive
- Difficult to qualify for enough emergency funds
- High snow and ice years leave little for pavement maintenance
- Valley City streets are poorly maintained – OK for snow and ice
- Signing in small cities leave them vulnerable for lawsuits
- Shortage of funds to keep up city streets
- Need to time signal timing
- Lack of compaction for storm sewers
- West Fargo, most issues are local – moving people around the city

Other Comments

- It was good that transit was incorporated into the funding formula
- Transit is one of the last players brought into the discussion – need to be at the table earlier

- There is a need for additional state aid for transit funding
- Section 5311 to 5307 funding transfer – Section 5311 transit funding guidelines allow 5311 dollars to be converted to 5307 dollars on a case to case basis pending approval by the Governor. NDDOT will not allow this type of transfer to be discussed; the request is DOA. Would like to see a different approach taken to these requests. The department should consider these transfers on a case by case basis. Understand that these transfers should be limited and fully scrutinized, however when a transfer is necessary for continued operation or could enhance current service to those most in need, the state should give each request serious consideration
- Spring restrictions are not adequate for minimum loads
- Overload regulations – how do you get to roads that are legal?
- Overload fine assignment fines should go to the level of government enforcing load limits
- Enforcement is a can't win
- Rail benefits when road restrictions are in place – short lines haul into shuttle facilities
- There could be greater flexibility in addressing funding needs
- We need to learn from our past experiences – snow, emergency response, etc.
- Good cooperation exists between county and state on snow removal

Question 3 - The North Dakota Highway Performance Classification System, endorsed by the ND legislature, has been in place for five years. Are there adjustments you would recommend to the state Highway Performance Classification System?

Participant Responses:

- Highway 27 is getting a lot of gravel traffic
- Overall prioritization concept is good, can't treat every mile the same
- Lower tiers have higher service levels
- HPCS was done in 2001 –need to have a regular schedule to review
- When you get down to the district collectors, the level of service is lower than many county road standards
- There is a fear of the state turning lower level roads back to the counties
- The Interstate and Interregional should also include an urban category
- HPCS is great as long as counties don't inherit any more roads
- Public input is needed
- Expectations are very high

Recommended classification changes

- Highway 18 from Highway 27 to Highway 46
- On Highway 127, Trucks don't pay attention to classification – maybe should upgrade the south end – also for snow and ice
- Is there any plan to 4-lane Highway 52 north of Jamestown?

Question 4 - How do you think the concept of a prioritized roadway performance classification system and investment strategy would work for city and county/township systems?

Participant Responses:

- It definitely is for the counties – the number of levels may vary from county to county – even the smallest counties should look at it – townships only need two levels
- One county set up a countywide (county and townships) meeting to discuss the roadway and bridge prioritization in the county.
- Applicable for counties and needs to be done
- County – fairly happy and all the users are closer to managers – more continuous input
- Think a formal plan for counties is good
- Have a standard way of classifying roads on the county system
- Especially difficult to compare county to county or state to state
- Townships – some roads are minimum maintenance so it kind of exists
- Would be good but defining distinct levels is difficult at the county level
- Protecting turf needs to be minimized and we need to work across jurisdictional boundaries
- Difficult to take the politics out prioritizing
- City – good concept/ Mayville moving this way
- Having a plan helps being proactive vs. reactive
- A formal plan allows the public to pick the good roads to drive on
- Helps explain where the funding should be spent and why
- Bridge needs are driving classification systems
- May be very simple
- Meet with businesses to get input

Question 5 - How much should standards for the state and local roadway characteristics (lane width, ride, load carrying capacity, etc.) be reduced or raised?

Participant Responses:

- Local road width can't accommodate farm equipment
- Shoulder widening needed in state and county to accommodate agricultural equipment wheel base
- Due to farm equipment – can't make roads narrow
- There is a disconnect between narrower lane widths and yet allowing heavier loads and higher speeds
- NDDOT classification system has good shoulder width now
- For safety – shoulders would be a great help
- Lane-width is becoming an issue in some areas
- Need to consider our children and family when we design and build roads
- Standards can't be lowered
- Really like rumble strips

- Ride is pretty good at all levels
- Load capacity – county and townships can't handle 105,500
- Load-carrying capacity is a challenge, but difficult to address

Question 6 - Are there any other recommendations you would make to either maintain or improve the transportation systems across the state?

Participant Responses:

- We need an on-going dedicated source of funds for transit and roads
- Talk to your legislators and let them know what you need
- We need to lessen the dependence on property tax as a source of funding for roads
- The average person needs to know what we used to have and what we are going to have so they will support the system's needs.
- Gas tax should be a percentage of the cost rather than so much per gallon
- Over weight permit fines should come back to counties
- Somehow develop a system that is not so dependent on federal aid
- Increase at the gas tax at the state level
- The state is going to need to step up and voice the concern for transportation across the board – state, city, county, townships
- Like to see the 10% waiver on loads from the field to farm extended to the next leg of the journey
- We need to disseminate the information to the public on road costs and needs and how the prioritization of roads was made
- We need to improve communication between governmental units and take a multi-modal planning approach
- How will the state be using snow plows?
- Hope to see wider roads
- Anything that moves by rail takes load off the road system – especially short lines/ anything to facilitate that would be helpful

APPENDIX I

TransAction II

Final Mailing Lists

Agricultural Commodities Associations
Agricultural Producer Groups
Transportation Consultants
Highway Contractors
Convention and Visitors Bureaus
County Engineers and Road Superintendents
County Commissioners
Local Economic Development Offices
Energy Companies
Fertilizer Companies
Food Companies
Grain Elevators
Highway Patrol - Colonel James Prochniak
Legislators
Manufacturers
Mayors – mayor and council members in 13 largest cities, mayors only in small cities
Media
Motor Carriers
MPOs
Oil Companies
Railroads
Regional Planning Councils
Rural Electric Cooperatives
School Administrators
Township Officers Association (state officers)
Transit Service Providers
Tribal Chairmen
UGPTI Advisory Council
Transportation Coalition Members

AGENDA

PUBLIC INPUT MEETINGS April 2010

10:00–10:10	Welcome and Introductions	Jon Mielke/Jill Hough (UGPTI)
10:10–11:00	Transportation Changes & Challenges	Francis Ziegler (NDDOT) Grant Levi (NDDOT)
11:00–11:50	Report on Study Results	Alan Dybing (UGPTI)
11:50–12:00	Local Government Perspective	ND League of Cities / ND Assoc. of Counties
12:00–1:00	Working Lunch	
1:00–2:45	Small Group Breakout Sessions	Jon Mielke/Jill Hough (UGPTI)
2:45–3:00	Break	
3:00–3:50	Reports from Breakout Sessions	Jon Mielke/Jill Hough (UGPTI)
3:50–4:00	Wrap Up Comments on Statewide Meeting	Francis Ziegler (NDDOT) ND League of Cities / ND Assoc. of Counties
	Adjourn	

APPENDIX III

2010 Transportation Input Meeting–Discussion Questions

1. How are the current levels of service meeting your expectations? *(20 minutes)*

State:

County/Townships:

City:

2. How are the current levels of service not meeting your expectations: *(20 minutes)*

State:

County:

City:

3. The North Dakota Highway Performance Classification System, endorsed by the ND legislature, has been in place for five years. Are there adjustments you would recommend to the state Highway Performance Classification System? *(15 minutes)*

4. How do you think the concept of a prioritized roadway performance classification system and investment strategy would work for city and county/township systems? *(15 minutes)*

5. How much should standards for the state and local roadway characteristics (lane width, ride, load carrying capacity, etc.) be reduced or raised? *(15 minutes)*

6. Are there any other recommendations you would make to either maintain or improve transportation systems across the state? *(15 minutes)*