Morton County Road Commission Agenda

Morton County Highway Department, 2916 37th St NW, Mandan, ND

21 January 2026 @ 9:00 am

Call to order
Roll Call
Approval of Agenda
Approval of minutes for the previous meeting

1. Discuss NDDOT 129,000 lbs Large Truck Network. – Brad Darr & Craig Faul;
2. Discuss Youngtown Bridge Update – Todd Norton;
3. Discuss planting shrubs on county property – Anthony Rhoden;
4. Discuss Consultant – Paul Tokach;
5. Monthly Updates:
    a. Design Projects and Construction Projects
    b. Culvert Replacements
    c. Budget Update
    d. Hebron bond claim update;
6. Pubic Comment
7. Other

*ISSUES MAY BE ADDED OR DELETED BY MEETING DAY.

Morton County Road Commission Meeting
Morton County Highway Department, 2916 37th St NW, Mandan, ND 58554
December 17, 2025

Commission members Present: Jackie Buckley, Paul Tokach, Kyle Kirchmeier, Steve Tomac, Roger Hille

Commission members Absent: None

Others present: John Saiki, Chad Schneider, Natalie Pierce, Cindy & Larry Moos, Leon Glasser, Patty & Mark Barreth, Mike Kuntz, Mark Isaacs, Maria Tomac

The meeting was called to order at 9:00 am by Chair Jackie Buckley

Kyle made a motion to approve the agenda. Steve 2nd, motion carried.

Roger made a motion to approve the minutes from the previous meeting. Steve 2nd, motion carried.

1. Discuss planting shrubs on county property – Anthony Rhoden – Anthony was not in attendance. This item will be moved to the January 21, 2026 meeting

2. Discuss paving land fill road – this road has the highest traffic counts in the county, both automobiles and trucks. The County has invested in this road, but due to the traffic the maintenance will be required going forward. This is not on the Federal Aid System, so any work done will be financed by the County. There will be conversations started with the city in cost sharing and looking at possible grants for upgrades. The life of the landfill is expected to exceed any road improvements.

3. Discuss revised Monte's Ranchero's 6th Subdivision – Revisions involve vacating Right of Way at the North end of Roughrider Lane then dedicate Right of Way across the North end of both lots to maintain the corridor for future growth. There was further discussion whether there should be two approximately 10 acres lots or 4 approximately 5 acre lots. To be in compliance with the Comprehensive Plan, lots in an existing subdivision cannot be subdivided if the road is not upgraded to a county standard on an 80 foot Right of Way. The current road is approximately 20 feet wide on 40 foot wide Right of Way. Kyle made a motion to allow vacation of the Right of Way on the North end of Roughrider late in exchange for the addition Right of Way on the North end of both of the North lots and allowing two approximately 10 acres lots East of Roughrider Lane and dedicating an addition 20 feet of Right of Way for future road improvements. Roger 2nd. Motion carried.

4. Monthly Updates – a & b. Design Projects and Construction projects – The low apparent low bidder is Gladen Construction, from Laporte, MN. Contract is still in process. Interviews were held on the December 16th for Construction Engineering. The selection of the committee is Brosz Engineering. The Road Commission agreed with the selection. Youngtown Bridge is in the March, 2026 NDDOT Bid Opening. Steve and Jackie have not been able to set up a meeting with the adjacent land owner. Steve recommended that an alternate plan, one not requiring Right of Way or an easement be pursued. Three projects were in the November 14, 2025 NDDOT Bid Opening, County Road 136 in St. Anthony, low bidder is Northern Improvement, Chip Sealing of CR 139 around

Glen Ullin, Morris Sealcoat and Microsurface on CR 139A, Astech from St. Cloud was the low bidder. Construction on Summit Ave. (CR 140) in Hebron is complete and accepted. Payment to the contractor has been initiated. It is hoped the NDDOT will bill for reimbursement of our 20% before the end of January, so the reimbursement can be paid out of the 2025 budget.

c. County maintenance work is wrapped up. Crews have been plowing snow and sanding icy roads. This week also trimming trees.

d. Budget Update - Reviewed expenses to date for 2025. Some large expenses such as, match for Summit Ave have not been paid.

e. Hebron Bond Claim Update – Asked the States Attorney to follow up. No updates. Roger made a motion to look at legal options (going to court) to resolve this item. Kyle 2nd, motion carried.

7. Public Comment – Chair Buckley asked for public comment starting at 10:12 ending at 10:20 am. Maria None discussed the Infrastructure Grant. Work had not started on writing the grant for CR 83.

Other – There is some money left in the 2025 budget, due to lower fuel prices and lower bid prices for contractor work that was budgeted and the bid prices were lower than budgeted. The Highway Department would like to purchase three Gravel Retrievers at $21,000 each, so there will be one at each shop. This will help preserve the gravel we have, since gravel is becoming more scarce. Also, an additional gravel three axle gravel trailer and a pickup. Paul asked about renting tractors in the future. Chad said that we use the New Holland tractors for free and should be able to do that again next year. We can rent a John Deere tractor for approximately $5,800 per year. Roger made a motion to purchase three Gravel Retrievers and a gravel trailer out of the 2025 budget. Paul 2nd, motion carried. These items are available for delivery before December 31, 2025.

The meeting was adjourned at 10:34 am.

129,000 Pound Large Truck Network Request

KURT MUGGLI
SEGMENT REQUEST

ND 1, ND 6, ND 8
ND 21, ND 31, ND 46
ND 49, US 281 Bypass, I-94
Business Loop

Prepared by

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
BISMARCK, NORTH DAKOTA

http://www.dot.nd.gov/

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Maintenance Division Director
Brad Darr, P.E.

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December 2025

23 USC § 409
NDDOT Reserves All Objections

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Appendices

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I. Executive Summary

A. Purpose of Request

Kurt Muggle transports grain out of the Carson to multiple locations around the state and also into South Dakota. Their request is to add ND Hwy 1, ND Hwy 6, ND Hwy 8, ND Hwy 21, ND Hwy 25, ND Hwy 31, ND Hwy 32, ND Hwy 46, ND Hwy 49, US 52 Bypass (which is also the US 281 Bypass) and the I-94 Business Loop which will be needed for any ND Hwy 6 approval to the 129,000 lb. Large Truck Network. The ND Hwy 8 segment that is being requested is already on the system so that will not be part of this document. Certain segments from this request and the Roehl Transfer Inc request overlap so those portions of roadway are also being considered in that request. In addition, the I-94 Business Loop that runs west of Mandan is also being evaluated in the Roehl Transport Inc. request since it is necessary for the approval of ND Hwy 6.

The request references Macro Source in Jamestown ND. This facility is located to the west of the US 52 Bypass. There are two county roads that will need to be approved by Stutsman County for the US 52 Bypass segment to be considered. The roadways are 34th Street Southeast and 80th Avenue Southeast. It is recommended that the requestor discuss this with the Stutsman County Commissioners to ask for approval of this roadway. Approval of these roadways will be needed prior to the US 52 Bypass being considered for approval.

The request also references the ADM Facility in Hebron. County Road 139 would need to be approved by Morton County. It is recommended that the requestor discuss this with the Morton County Commissioners to ask for approval of this roadway.

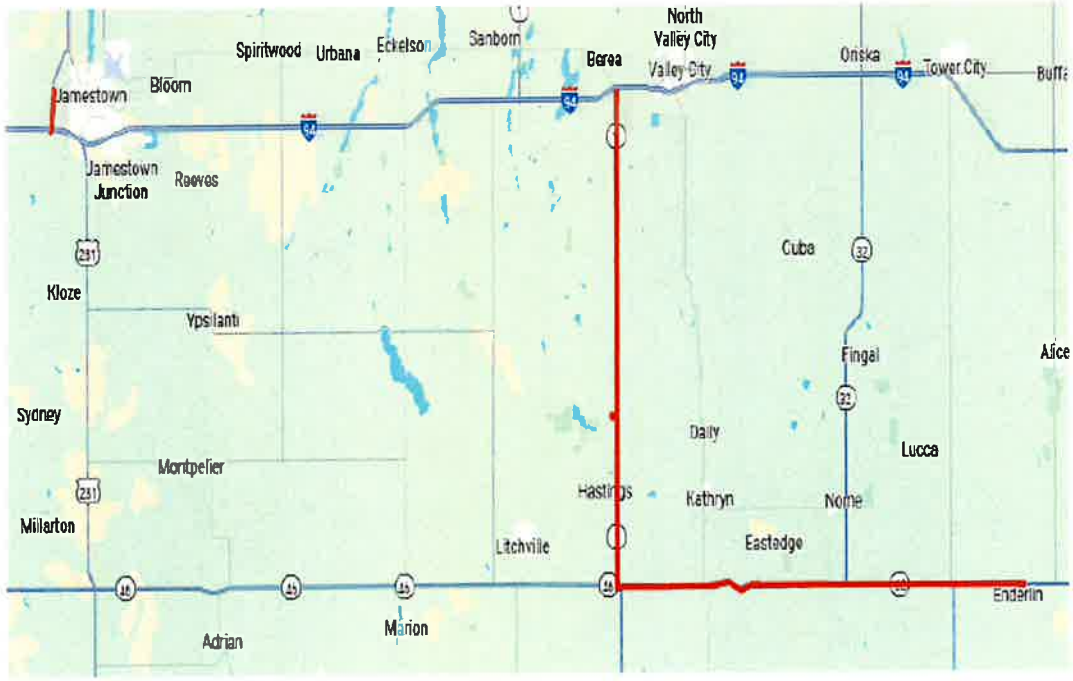
The request also references the ADM Northern Sun Division in Enderlin. The facility is located to the east of Enderlin. ND Hwy 46 intersects with 139th Ave SE which leads to the facility. It is recommended that the requestor discuss this with the Ransom County Commissioners to ask for approval of this roadway. Approval of this roadway will be needed prior to ND Hwy 1, ND Hwy 32 and ND Hwy 46 being considered for approval.

The requestor stated that the loads per month on each of the highways varies depending on commodity prices. Below is a estimated amount for each roadway,

ND Hwy 1 - 7 loads per month
ND Hwy 6 - 7 loads per month
ND Hwy 8 - 7 loads per month
ND Hwy 21 - 23 loads per month
ND Hwy 31 - 6 loads per month
ND Hwy 32 and ND Hwy 46 - 7 loads per month
ND Hwy 49 - 6 loads per month
ND Hwy 52 bypass - 4 loads per month
I-94 Business Loop (Mandan) - 7 loads per month

The figure below is the location of the request.


Youngtown
Harmon
Richardton
Hebron
Antelope
Eagle Nest
New Salem
Rock Haven
Sweet Briar
Bismarck
Lincoln
Sims
Almont
Huff
Fallon
Carson
Hebl
Leith
Brisbane
Freda
Breien
Solen
Bentley
Porcupine
Chadwick
Selfridge
Lemmon
Morristown
Watauga
McIntosh
Maple Leaf


Spiritwood
Urbana
Eckelson
Sanborn
North Valley City
Berea
Valley City
Onska
Tower City
Jamestown
Bloom
Jamestown Junction
Reeves
Cuba
Kloze
Ypsilanti
Fingal
Alice
Sydney
Daily
Lucca
Montpelier
Hastings
Kathryn
Nome
Millarton
Litchville
Eastedge
Enderlin
Adrian
Marion

B. Segment Request Locations:

Highway: ND Hwy 1, ND Hwy 6, ND Hwy 8, ND Hwy 21, ND Hwy 25, ND Hwy 31, ND Hwy 32, ND Hwy 46, ND Hwy 49, US 52 Bypass, I-94 Business Loop

District: Dickinson, Bismarck and Valley City District

Limits: ND Hwy 1 – RP 51.405 to 70.926 (Junction of ND Hwy 1/I-94 to Junction of ND Hwy 1/ND Hwy 46

ND Hwy 6 – RP 42.149 to 67.413 (Junction of ND Hwy 6/ND Hwy 21 to Junction of ND Hwy 6/I-94 Business Loop)

ND Hwy 8 – This part of ND Hwy 8 is already part of the 129,000 Lb Large Truck Network

ND Hwy 21 – RP 52.635 to 122.384 (Junction of ND Hwy 8/ND Hwy 21 to Junction of ND Hwy 21/ ND Hwy 6)

ND Hwy 25 – RP 0.00 to 0.090 (ND Hwy 25 and I-94 Structure to north interstate ramps)

ND Hwy 31 – RP 0.00 to 35.257 (South Dakota Border to Junction of ND Hwy 31/ND Hwy 21)

ND Hwy 32 – RP 49.510 to 55.546 (West Junction of ND Hwy 32/ND Hwy 46 to East Junction of ND Hwy 32/ND Hwy 46)

ND Hwy 46 – RP 60.486 to 73.444 (Junction of ND Hwy 1/ND Hwy 46 to West Junction of ND Hwy 32/ND Hwy 46)

ND Hwy 46 – RP 79.935 to 84.935 (East Junction of ND Hwy 32/ND Hwy 46 to East Junction of ND Hwy 46/136th Ave SE)

ND Hwy 49 – RP 0.00 to 29.762 (South Dakota Border to Junction of ND Hwy 21/ND Hwy 49)

ND Hwy 49 – RP 36.331 to 74.035 (Junction of ND Hwy 21/ND Hwy 49 to Junction of ND Hwy 49/I-94)

US 52 Bypass – RP 916.450 to 918.500 (Junction of US 52 Bypass/I-94 to Junction of US 52 Bypass/34th St. SE)

I-94 Business Loop (Mandan) - RP 908.79 to 915.437 (Junction of I-94 to the Junction of ND Hwy 6)

Table 1 - Traffic Data

Hwy	Year	Mile Point	ADT	Trucks
ND 1	2024	RP 51.405 to 70.926	825	145
ND 6	2022	RP 42.149 to 53.035	1560	255

ND 6	2022	RP 53.035 to 63.132	2385	295
ND 6	2022	RP 63.132 to 66.194	2635	305
ND 6	2022	RP 66.194 to 67.413	6155	265
ND 21	2023	RP 52.635 to 70.792	440	90
ND 21	2022	RP 70.792 to 76.24	802	105
ND 21	2022	RP 76.24 to 103.48	625	105
ND 21	2022	RP 103.48 to 122.384	1010	235
ND 25	2022	RP 0.00 to O.090	3085	235
ND 31	2022	RP 0.00 to 35.257	450	130
ND 32	2024	RP 49.510 to 55.546	905	220
ND 46	2024	RP 60.486 to 73.444	630	160
ND 46	2024	Rp 79.935 TO 84.395	1960	335
ND 49	2022	RP 0.00 to 29.762	255	70
ND 49	2022	RP 36.331 to 73.860	535	101
ND 49	2022	RP 73.860 to 74.035	1805	275
US 52 Bypass	2023	RP 916.450 to 918.500	3790	800
I-94B	2022	RP 908.79 to 912.470	1525	165
I-94B	2022	RP 912.470 to 915.437	2515	255

C. Maintenance Division Review

The designated segment requested for addition to the 129,000 Large Truck Network currently has the following restrictions:

Hwy	Weight Restriction	Length Restriction	Spring Load Restriction
ND 1, ND 6, ND 21, ND 25, ND 32, ND 46, US 52 Bypass	105,500 LB	95 Feet	Legal Weight
ND 31	105,500 LB	95 Feet	8 Ton
ND 49	105,500 LB	95 Feet	6-ton from SD Border to Junction of ND Hwy 21, 7-ton from RP 36.331 to approximately RP 67.00, Legal Weight from RP 67.00 to I-94 Interchange
I-94 Business Loop	105,500 LB	110 Feet	Legal Weight

D. Structures Impacted - Bridge Division Review

ND 1 RP 51.405 to 70.926
This segment has 1 bridge and 2 non-bridge length culverts. A load rating analysis determined that the bridge has sufficient capacity for the anticipated 129,000 lb. truck configurations. Non-bridge length culverts were not included in the analysis. The maximum axle loads considered for 129,000 lb. route approval are equivalent to the maximum axle loads for legal loads, therefore there is no increased stress on short non-bridge length culverts.

Route	Bridge ID	Structure Type	NBI Condition				Bridge Length	Approved for 129,000 lb Loads*
			Deck	Super	Sub	Culvert		
ND 1	0001-051.506	Conc. Culvert	N/A	N/A	N/A	7	N	Yes
	0001-055.761	Conc. Culvert	N/A	N/A	N/A	7	N	Yes
	0094-288.636	Tee Beam	5	6	5	N/A	Y	Yes

ND 6 RP 42.149 to 67.413
This segment has 3 bridges, 1 bridge length culvert, and 1 non-bridge length culvert.
A load rating analysis determined that each bridge and bridge length culvert have sufficient capacity for the anticipated 129,000 lb. truck configurations. Non-bridge length culverts were not included in the analysis. The maximum axle loads considered for 129,000 lb. route approval are equivalent to the maximum axle loads for legal loads, therefore there is no increased stress on short non-bridge length culverts.

Route	Bridge ID	Structure Type	NBI Condition				Bridge Length	Approved for 129,000 lb Loads*
			Deck	Super	Sub	Culvert		
ND 6	0006-053.173	Conc. Culvert	N/A	N/A	N/A	7	Y	Yes
	0006-057.522	P/S Box Beam	7	9	7	N/A	Y	Yes
	0006-066.495	Conc. Culvert	N/A	N/A	N/A	7	N	Yes
	0006-066.735	Steel Girder	7	7	7	N/A	Y	Yes
	0006-067.352	Steel Girder	7	7	7	N/A	Y	Yes

ND 21 RP 52.635 to 122.384
This segment has 3 bridges, 8 bridge length culverts, and 8 non-bridge length culverts.
A load rating analysis determined that each bridge and bridge length culvert have sufficient capacity for the anticipated 129,000 lb. truck configurations. Non-bridge length culverts were not included in the analysis. The maximum axle loads considered for 129,000 lb. route approval are equivalent to the maximum axle loads for legal loads, therefore there is no increased stress on short non-bridge length culverts.

Route	Bridge ID	Structure Type	NBI Condition				Bridge Length	Approved for 129,000 lb Loads*
			Deck	Super	Sub	Culvert		
ND 21	0021-058.657	Conc. Culvert	N/A	N/A	N/A	5	Y	Yes
	0021-064.818	Steel Girder	6	7	7	N/A	Y	Yes
	0021-067.936	Conc. Culvert	N/A	N/A	N/A	6	N	Yes
	0021-068.502	Conc. Culvert	N/A	N/A	N/A	6	N	Yes
	0021-069.171	Conc. Culvert	N/A	N/A	N/A	5	N	Yes
	0021-082.286	Conc. Culvert	N/A	N/A	N/A	6	Y	Yes
	0021-083.910	Conc. Culvert	N/A	N/A	N/A	6	N	Yes
	0021-086.399	Conc. Culvert	N/A	N/A	N/A	6	N	Yes
	0021-094.150	Conc. Culvert	N/A	N/A	N/A	6	Y	Yes
	0021-095.497	Conc. Culvert	N/A	N/A	N/A	6	N	Yes
	0021-100.041	Conc. Culvert	N/A	N/A	N/A	6	N	Yes
	0021-101.944	Conc. Culvert	N/A	N/A	N/A	6	N	Yes
	0021-106.109	Steel Girder	7	7	7	N/A	Y	Yes
	0021-109.720	Conc. Culvert	N/A	N/A	N/A	7	Y	Yes
	0021-110.468	Steel Girder	7	6	7	N/A	Y	Yes
	0021-116.858	Conc. Culvert	N/A	N/A	N/A	7	Y	Yes
	0021-117.460	Conc. Culvert	N/A	N/A	N/A	5	Y	Yes
	0021-118.908	Conc. Culvert	N/A	N/A	N/A	7	Y	Yes
	0021-119.357	Conc. Culvert	N/A	N/A	N/A	7	Y	Yes

ND 25 RP 0.00 to 0.090

This segment has 1 bridge. A load rating analysis determined that the bridge has sufficient capacity for the anticipated 129,000 lb. truck configurations.

Route	Bridge ID	Structure Type	NBI Condition				Bridge Length	Approved for 129,000 lb Loads*
			Deck	Super	Sub	Culvert		
ND 25	0094-147.183	P/S I-Beam	6	7	7	N/A	Y	Yes

ND 31 RP 0.00 to 35.257

This segment has 2 bridges, 2 bridge length culverts, and 4 non-bridge length culverts. A load rating analysis determined that each bridge and bridge length culvert have sufficient capacity for the anticipated 129,000 lb. truck configurations. Non-bridge length culverts were not included in the analysis. The maximum axle loads considered for

129,000 lb. route approval are equivalent to the maximum axle loads for legal loads, therefore there is no increased stress on short non-bridge length culverts.

Route	Bridge ID	Structure Type	NBI Condition				Bridge Length	Approved for 129,000 lb Loads*
			Deck	Super	Sub	Culvert		
ND 31	0031-003.048	Conc. Culvert	N/A	N/A	N/A	6	N	Yes
	0031-003.616	Conc. Culvert	N/A	N/A	N/A	6	N	Yes
	0031-003.915	Conc. Culvert	N/A	N/A	N/A	7	N	Yes
	0031-009.584	Conc. Culvert	N/A	N/A	N/A	7	Y	Yes
	0031-010.364	Steel Girder	7	7	7	N/A	Y	Yes
	0031-012.802	P/S I-Beam	7	7	7	N/A	Y	Yes
	0031-029.200	Conc. Culvert	N/A	N/A	N/A	7	Y	Yes
	0031-030.078	Conc. Culvert	N/A	N/A	N/A	5	N	Yes

ND 32 RP 49.510 to 55.546
This segment has no bridges, and bridge length culverts, therefore no bridges were analyzed.

ND 46 RP 60.486 to 73.444 and RP 79.935 to 84.935
This segment has 3 bridges, and 1 bridge length culvert. A load rating analysis determined that each bridge and bridge length culvert have sufficient capacity for the anticipated 129,000 lb. truck configurations.

Route	Bridge ID	Structure Type	NBI Condition				Bridge Length	Approved for 129,000 lb Loads*
			Deck	Super	Sub	Culvert		
ND 46	0046-061.980	Conc. Culvert	N/A	N/A	N/A	7	Y	Yes
	0046-067.147	Steel Girder	7	7	7	N/A	Y	Yes
	0046-083.310	P/S I Beam	7	8	7	N/A	Y	Yes
	0046-083.657	P/S Box Beam	7	8	8	N/A	Y	Yes

ND 49 RP 0.00 to 29.762
This segment has 3 bridges, 3 bridge length culverts, and 2 non-bridge length culverts. A load rating analysis determined that each bridge and bridge length culvert have sufficient capacity for the anticipated 129,000 lb. truck configurations. Non-bridge length culverts were not included in the analysis. The maximum axle loads considered for 129,000 lb. route approval are equivalent to the maximum axle loads for legal loads, therefore there is no increased stress on short non-bridge length culverts.

Route	Bridge ID	Structure Type	NBI Condition	Bridge	Approved

			Deck	Super	Sub	Culvert	Length	for 129,000 lb Loads*
ND 49	0049-007.354	Steel Girder	6	7	7	N/A	Y	Yes
	0049-010.970	P/S Box Beam	7	7	7	N/A	Y	Yes
	0049-011.615	Conc. Culvert	N/A	N/A	N/A	7	Y	Yes
	0049-018.362	Conc. Culvert	N/A	N/A	N/A	7	N	Yes
	0049-021.533	Conc. Culvert	N/A	N/A	N/A	7	Y	Yes
	0049-023.976	Conc. Culvert	N/A	N/A	N/A	7	N	Yes
	0049-024.857	Conc. Culvert	N/A	N/A	N/A	7	Y	Yes
	0049-027.574	Steel Girder	7	6	7	N/A	Y	Yes

ND 49 RP 36.331 to 74.035

This segment has 4 bridges, 3 bridge length culverts, and 3 non-bridge length culverts. A load rating analysis determined that each bridge and bridge length culvert have sufficient capacity for the anticipated 129,000 lb. truck configurations. Non-bridge length culverts were not included in the analysis. The maximum axle loads considered for 129,000 lb. route approval are equivalent to the maximum axle loads for legal loads, therefore there is no increased stress on short non-bridge length culverts.

Route	Bridge ID	Structure Type	NBI Condition				Bridge Length	Approved for 129,000 lb Loads*
			Deck	Super	Sub	Culvert		
ND 49	0049-037.677	Steel Culvert	N/A	N/A	N/A	7	N	Yes
	0049-042.060	P/S Box Beam	7	7	7	N/A	Y	Yes
	0049-046.056	Steel Culvert	N/A	N/A	N/A	7	N	Yes
	0049-058.230	Conc. Culvert	N/A	N/A	N/A	7	N	Yes
	0049-061.561	Conc. Culvert	N/A	N/A	N/A	7	Y	Yes
	0049-061.994	Conc. Culvert	N/A	N/A	N/A	7	Y	Yes
	0049-066.534	Conc. Culvert	N/A	N/A	N/A	6	Y	Yes
	0049-071.212	Tee Beam	7	7	7	N/A	Y	Yes
	0049-072.457	Tee Beam	7	7	6	N/A	Y	Yes
	0094-110.367	P/S I Beam	7	7	6	N/A	Y	Yes

US 52B RP 916.450 to 918.500

This segment has 2 bridges. A load rating analysis determined that each bridge has sufficient capacity for the anticipated 129,000 lb. truck configurations.

Route	Bridge ID	Structure Type	NBI Condition				Bridge Length	Approved for 129,000 lb Loads*
			Deck	Super	Sub	Culvert		
US 52 Bypass	0052-917.499	P/S I Beam	7	7	7	N/A	Y	Yes
	0094-256.224	P/S I Beam	7	7	6	N/A	Y	Yes

I-94 BUS 908.790 to 915.437

This segment has 1 bridge and 2 bridge length culverts. Bridge 0094-910.922 is a bridge length culvert built in 1948 with no plans available to show the reinforcing details, therefore approval of this bridge is based on engineering judgement. A load rating analysis of the other bridges determined that each bridge and bridge length culvert has sufficient capacity for the anticipated 129,000 lb. truck configurations.

Route	Bridge ID	Structure Type	NBI Condition				Bridge Length	Approved for 129,000 lb Loads*
			Deck	Super	Sub	Culvert		
I-94 Business Loop	0094-910.922	Conc. Culvert	N/A	N/A	N/A	6	Y	Yes
	0094-912.032	P/S I Beam	7	7	7	N/A	Y	Yes
	0094-915.101	P/S I Beam	7	7	7	N/A	Y	Yes

*A change in structure condition may result in restricting any previously approved structure from the 129,000 lb Route Network

E. Roadway Condition -Planning/Asset Management Division Review

The roadway conditions for the requested route is provided below:

District	Highway	Segment	IRI	Distress	Rut	Faulting	Freight Constraints
2	1	50.405 - 67.483	52	98	0.11		None
2	1	67.483 - 70.926	56	93	0.12		None
1	6	42.149 - 52.605	56	89	0.2		None
1	6	52.605 - 63.134	64	86	0.18		None
1	6	63.134 - 66.884	77	93	0.14		None
1	6	66.884 - 67.413	215	89		0.11	None
5	21	52.635 - 56.636	107	87	0.1		Roadway Width
5	21	56.636 - 69.680	85	88	0.09		Roadway Width
1	21	69.680 - 91.101	91	86	0.13		None
1	21	91.101 - 103.489	95	88	0.13		None
1	21	103.489 - 110.389	63	95	0.15		None
1	21	110.389 - 122.384	65	92	0.15		None
1	25	0.000 – 0.090	59	90	0.10		None
1	31	0.000-19.800	130	90	0.12		Roadway Width
1	31	19.800-35.257	120	89	0.11		Roadway Width
2	32	49.510 – 55.546	67	80	0.16		None

2	46	60.486 – 73.444	62	80	0.19		Roadway Width
8	46	79.935 - 84.935	80	85	0.14		None
5	49	0.000 – 17.000	222	74	0.31		Load
5	49	17.000 – 19.000	138	71	0.34		Load
5	49	19.000 – 29.762	131	81	0.19		Load
1	49	36.331 - 48.531	160	85	0.16		Load and Roadway Width
1	49	48.531 - 67.710	Under Construction				None
1	49	67.710 - 69.500	75	92	0.16		None
1	49	69.500 - 74.035	81	87	0.2		None
1	52B	916.450 - 918.500	58	91	0.17		None
1	94B	908.791 - 909.691	104	76	0.24		None
1	94B	909.691 - 915.088	109	87	0.11		None
1	94B	915.088 – 915.437	94	86	0.1		Structure Height & Width and Roadway Width

F. Upcoming Projects - Programming Division Review

No projects currently scheduled for ND Hwy 25.

PCN	Project Id	Hwy	Bid Open Date	From RP	To RP	Location	Types of Work	Const Year	Investment Strategy
24472	BRN-2-001(085)051	1	1/1/2027	51.506	51.506	JUST NORTH OF ND 46	Struct Replace	2027	Structure
NA	NA	1	NA	51.405	70.926	JCT 46 N TO E JCT I-94 VALLEY CITY	Mill/OI 2" Max	2032	Preventive Maintenance
NA	NA	1	NA	17.583	70.926	VARIOUS SITES OAKES N TO JCT I94	Hot Bit Pave, Riprap, Widening	2035	Major Rehab
NA	NA	6	NA	42.149	66.735	JCT 21 N TO HEART RIVER-MANDAN	Chip Seal Coat	2029	Preventive Maintenance
23843	NH-1-021(022)069	21	2/6/2026	69.68	103.489	W JCT 49 E TO JCT 31	Chip Seal Coat	2026	Preventive Maintenance
23843	NH-1-021(022)069	21	2/6/2026	103.489	122.384	JCT 31 E TO JCT 6	Chip Seal Coat	2026	Preventive Maintenance
23640	SS-9-999(502)	21	1/1/2027	95.497	95.497	5 EAST OF CARSON	Jt Repair	2027	Structures
23640	SS-9-999(502)	21	1/1/2027	100.041	100.041	10 EAST OF CARSON	Jt Repair	2027	Structures

23575	SS-1-031(022)000	31	11/14/2025	0.000	35.222	STATE LINE TO ND 21	Chip Seal Coat, Micro Mill	2026	Preventive Maintenance
NA	NA	32	1/1/2028	55.546	75.982	W JCT 46 N TO JCT I-94-ORISKA	Mill/Ol 2" Max	2028	Preventive Maintenance
NA	NA	32	1/1/2029	49.653	55.546	E JCT 46 TO W JCT 46-ENDERLIN	Mill/Ol 2" Max	2029	Preventive Maintenance
23389	XA-SS-2-046(062)060	46	1/1/2026	60.486	73.444	JCT 1 HASTINGS E TO W JCT 32	Shldr Rehab, Widening	2029	Major Rehab
NA	NA	46	1/1/2026	60.486	73.444	JCT 1 HASTINGS E TO W JCT 32	Mill/Ol 2" Max	2029	Preventive Maintenance
NA	NA	49	NA	48.531	67.710	HEART BUTTE DAM N TO GLEN ULLIN	Chip Seal Coat	2027	Preventive Maintenance
NA	NA	49	NA	67.710	82.332	GLEN ULLIN E & N TO CO LN	Chip Seal Coat	2027	Preventive Maintenance
23272	X-1-049(031)036	49	1/1/2027	36.331	48.531	E JCT 21-ELGIN N TO HEART BUTTE DAM	Hot Bit Pave, Sliver Grading	2029	Minor Rehab
23272	X-1-049(031)036	49	1/1/2027	37.677	37.677	1 NORTH OF ND 21	Struct Replace	2029	Structures
NA	NA	52	NA	915.000	918.500	JAMESTOWN BYPASS	Mill/Ol 2" Max	2032	Preventive Maintenance
NA	NA	94	NA	909.709	914.520	JCT OLD 10 TO W URBAN LIMITS	Selective Grade, Widening	2029	Major Rehab

G. Materials and Research Division Review

The UGPTI study found that for pavements, axle weights are a bigger factor than Gross Vehicle Weight (GVW). Truck weight limits that allow a higher GVW distributed over more axles do not necessarily lead to higher pavement damage. Axle weights are required to remain within legal limits. This will reduce the number of required truck trips.

H. Design Division Review

The portion of ND 49 south of Lake Tschida currently has narrow lanes that are scheduled to be widened. Spring load restrictions and restrictions on vehicle length are in place based on the corridors.

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Larry Gangl – Bismarck District Engineer

I agree with Robs comments. I have similar concerns with the terrain in the SW corner of our district. We have a lot of rolling hills and the potential for a large speed differential and aggressive passing as described below. The other concern is the condition of ND 49 north of Elgin. It is in poor condition, and we are trying with Maintenance forces to keep it serviceable until the upcoming project is funded.

I too support whatever the Department wants to do with the request.

J. Dickinson District Review

Rob Rayhorn – Dickinson District Engineer
I am OK with the 129,000 since Upper Great Plains / Materials and Research aren't concerned about GVW if axle weights remain within legal limits. The allowable length needs to change to 110'with the change in weight, or the increase is pointless.

I do have a couple of concerns. First is the potential speed differential created by the longer, heavier, and potentially slower trucks. Second is the longer and potentially slower trucks could lead to more aggressive passing. ND 21 east of Mott has a 95' restriction because of the terrain and numerous no passing zones with one of them being over 1 mile long up a long hill. I am also concerned about any hauling on ND 49 as the road is in poor shape.

I support whatever the Department wants to do with this request as these requests are covering larger areas and multiple districts.

K. Fargo District Review

Aaron Murra – Fargo District Engineer

Hwy – ND 46
PCN 23389 – Widening, Shoulder Repair
Bid Opening Date: 11/14/2025
RP 60.486 to 73.444

This segment of ND 46 is is tough shape. We took this project out and want to put in an overlay instead. Messing with the shoulders and a seal coat is no longer what this segment needs.

L. Valley City Review

Hwy – ND 46
PCN 23389 – Widening, Shoulder Repair
Bid Opening Date: 11/14/2025
RP 60.486 to 73.444

This sliver widening project was pushed way back in the STIP due to no funding. Do not think this project will happen.

There is a H funded chip seal programmed for 2026.

ND 46 RP 60-73, maintenance did extensive patching, mastic, durapatching in 2025. Plan to H fund chip seal in 2026. The sliver widening project to resolve the freight constraint width issue was pushed out due to no funding. So no plan to widen and overlay to increase HBP to help with rutting. So would not support any changes.

No issues on ND 1.

M. Public Involvement Process / Need for Public Input

N. Executive Steering Committee Comments and Recommendation.

II. Executive Decision

1. Should ND Hwy 1 – RP 51.405 to 70.926 (Junction of ND Hwy 1/I-94 to Junction of ND Hwy 1/ND Hwy 46) be added to the 129,000 large truck network?

   _____ Yes

   _____ No

2. Should ND Hwy 6 – RP 42.149 to 67.413 (Junction of ND Hwy 6/ND Hwy 21 to Junction of ND Hwy 6/I-94 Business Loop) be added to the 129,000 large truck network?

   _____ Yes

   _____ No

3. Should ND Hwy 21 – RP 52.635 to 122.384 (Junction of ND Hwy 8/ND Hwy 21 to Junction of ND Hwy 21/ ND Hwy 6be added to the 129,000 large truck network?

   _____ Yes

   _____ No

4. Should ND Hwy 25 – RP 0.00 to 0.090 (ND Hwy 25 and I-94 Structure to north interstate ramps) be added to the 129,000 large truck network?

   _____ Yes

   _____ No

5. Should ND Hwy 31 – RP 0.00 to 35.257 (South Dakota Border to Junction of ND Hwy 31/ND Hwy 21) be added to the 129,000 large truck network?

   _____ Yes

   _____ No

6. Should ND Hwy 32 – RP 49.510 to 55.546 (West Junction of ND Hwy 32/ND Hwy 46 to East Junction of ND Hwy 32/ND Hwy 46) be added to the 129,000 large truck network?

   _____ Yes

   _____ No

7. Should ND Hwy 46 – RP 60.486 to 73.444 (Junction of ND Hwy 1/ND Hwy 46 to West Junction of ND Hwy 32/ND Hwy 46) be added to the 129,000 large truck network?

_____ Yes

_____ No

8. Should ND Hwy 46 – RP 79.935 to 84.935 (East Junction of ND Hwy 32/ND Hwy 46 to East Junction of ND Hwy 46/136th Ave SE)be added to the 129,000 large truck network?

_____ Yes

_____ No

9. Should ND Hy 49 – RP 0.00 to 29.762 (South Dakota Border to Junction of ND Hwy 21/ND Hwy 49) be added to the 129,000 large truck network?

_____ Yes

_____ No

10. Should ND Hy 49 – RP 36.331 to 74.035 (Junction of ND Hwy 21/ND Hwy 49 to Junction of ND Hwy 49/I-94) be added to the 129,000 large truck network?

_____ Yes

_____ No

11. Should US 52 Bypass – RP 916.450 to 918.500 (Junction of US 52 Bypass/I-94 to Junction of US 52 Bypass/34th St. SE) be added to the 129,000 large truck network?

_____ Yes

_____ No

12. Should I-94 Business Loop – RP 908.79 to 915.437 (Junction of I-94 to the Junction of ND Hwy 6) be added to the 129,000 large truck network?

_____ Yes

_____ No

13. If the roadways with a 95 foot length restriction are approved, should they be Increase to a 110 foot length restriction?

_____ Yes

_____ No

Amendments/Comments:

_____

_____

_____

_____

_____ _____

Ronald J. Henke, Director

Date

APPENDICES

Appendix A
KURT MUGGLI APPLICATION

REQUEST FOR DESIGNATED ROUTES UP TO 129,000 POUNDS

North Dakota Department of Transportation, Maintenance
SFN 61295 (5-2019)

This from is designed to be completed electronically.

Date
1-13-2024

Company Name	Contact Person's Name		
Kurt Muggli	Kurt Muggli		
Contact Telephone Number	**Fax Number**	**Email Address**	
701-426-7881		Kurt.Muggli@outlook.com	
Address	**City**	**State**	**ZIP Code**
5350 Hwy 21	Carson	ND	58529

State Highway Routes(s) Requested

Vehicles operating on the maximum overall length as shown on the NDDOT Overall Length Map at http://www.dot.nd.gov/divisions/maintenance/docs/9-1annex_b.pdf. Upload a map with requested route(s) along with this completed form.

Highway Number	Beginning Milepost	Ending Milepost
21		
6		

Highway
1
49
46
281 BYP

Highway Number	Beginning Milepost	Ending Milepost
8		
31		

Reasons for Request

1. Narrative explaining origin and destination of trips
Carson ND to Red Trail Energy Richardton ND, Cargill West Fargo ND , ADM Northern Sun Division Enderlin ND, Macro Source Jamestown ND, ADM Hebron ND, Agtera McLaughlin SD , CHS Southwest Grain Lemmon SD

2. Approximate change in loads per month
9

3. Approximate number of trips per month
23

4. Commodities being transported
Corn,Sunflowers,Wheat,Soybeans

Urban Corridors (if Applicable)

1. Cities over population 500 on corridor (Current Census)
Enderlin ND, Mandan ND, Fargo ND, Bismarck ND

2. Anticipated turning movements on route in cities
Right and Left Turns

Local Roads

1. Will origin or destination of loads pass over local county or city roads: ☐ Yes ■ No

List of County or City Roads

Additional Info Section (Economic impact must be included)

We would save 110 trips per year and about 32000 miles per year at 3 dollars per mile for $96,000 dollars savings. It would also allow us to use the two shorter trailers at harvest localy and combine them together to haul 129,000 lbs saving us the need for different trailers for long hauls. The shorter trailers at havest allows us to get in to fields safely.

129,000 Pound Large Truck Network Request

ROEHL TRANSFER INC SEGMENT REQUEST

ND 6, ND 21
ND 49, I-94 Business Loop

Prepared by

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
BISMARCK, NORTH DAKOTA

http://www.dot.nd.gov/

DIRECTOR
Ronald J. Henke, P.E.

Maintenance Division Director
Brad Darr, P.E.

Principal Author: Craig Faul, Maintenance Division
December 2025

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I. Executive Summary

A. Purpose of Request

Roehl Transfer Inc transport grain out of the New Leipzig, Elgin, Carson, Flasher areas to Fargo going east and Richardton going west. Their request is to add ND Hwy 6, ND Hwy 21 and ND Hwy 49 to the 129,000 lb. Large Truck Network. In addition, the I-94 Business Loop that runs west of Mandan will have to also be considered even though it was not part of this request. ND Hwy 6 ends at the junction of the business loop and trucks will still have to be able to access the interstate system.

The figure below is the location of the request.

B. Segment Request Locations:

Highway:	ND Hwy 6, ND Hwy 21, ND Hwy 49, I-94 Business Loop
District:	Dickinson and Bismarck District
Limits:	ND Hwy 6 – RP 42.149 to 67.413 (Junction of ND Hwy 6/ND Hwy 21 to Junction of ND Hwy 6/I-94 Business Loop)
	ND Hwy 21 –RP 52.635 to 122.384 (Junction of ND Hwy 8/ND Hwy 21 to Junction of ND Hwy 21/ ND Hwy 6)
	ND Hwy 49 – RP 36.331 to 74.035 (Junction of ND Hwy 21/ND Hwy 49 to Junction of ND Hwy 49/I-94)

I-94 Business Loop (Mandan) - RP 908.79 to 915.437 (Junction of I-94 to the Junction of ND Hwy 6)

Table 1 - Traffic Data

Hwy	Year	Mile Point	ADT	Trucks
ND 6	2022	RP 42.149 to 53.035	1560	255
ND 6	2022	RP 53.035 to 63.132	2385	295
ND 6	2022	RP 63.132 to 66.194	2635	305
ND 6	2022	RP 66.194 to 67.41	6155	265
ND 21	2023	RP 52.635 to 70.792	440	90
ND 21	2022	RP 70.792 to 76.24	802	105
ND 21	2022	RP 76.24 to 103.48	625	105
ND 21	2022	RP 103.48 to 122.384	1010	235
ND 49	2022	RP 36.331 to 73.860	535	101
ND 49	2022	RP 73.860 to 74.035	1805	275
I-94B	2022	RP 908.79 to 912.470	1525	165
I-94B	2022	RP 912.470 to 915.437	2515	255

C. Maintenance Division Review

The designated segment requested for addition to the 129,000 Large Truck Network currently has the following restrictions:

Hwy	Weight Restriction	Length Restriction	Spring Load Restriction
ND 6	105,500 LB	95 Feet	Legal Weight
ND 21	105,500 LB	95 Feet	Legal Weight
ND 49	105,500 LB	95 Feet	7-ton from RP 36.331 to approximately RP 67.00, Legal Weight from RP 67.00 to I-94 Interchange
I-94 Business Loop	105,500 LB	110 Feet	Legal Weight

D. Structures Impacted - Bridge Division Review-

ND 6 RP 42.149 to 67.413
This segment has 3 bridges, 1 bridge length culvert, and 1 non-bridge length culvert.

A load rating analysis determined that each bridge and bridge length culvert have sufficient capacity for the anticipated 129,000 lb. truck configurations. Non-bridge length culverts were not included in the analysis. The maximum axle loads considered for 129,000 lb. route approval are equivalent to the maximum axle loads for legal loads, therefore there is no increased stress on short non-bridge length culverts.

Route	Bridge ID	Structure Type	NBI Condition				Bridge Length	Approved for 129,000 lb Loads*
			Deck	Super	Sub	Culvert		
ND 6	0006-053.173	Conc. Culvert	N/A	N/A	N/A	7	Y	Yes
	0006-057.522	P/S Box Beam	7	9	7	N/A	Y	Yes
	0006-066.495	Conc. Culvert	N/A	N/A	N/A	7	N	Yes
	0006-066.735	Steel Girder	7	7	7	N/A	Y	Yes
	0006-067.352	Steel Girder	7	7	7	N/A	Y	Yes

ND 21 RP 52.635 to 122.384

This segment has 3 bridges, 8 bridge length culverts, and 8 non-bridge length culverts.
A load rating analysis determined that each bridge and bridge length culvert have sufficient capacity for the anticipated 129,000 lb. truck configurations. Non-bridge length culverts were not included in the analysis. The maximum axle loads considered for 129,000 lb. route approval are equivalent to the maximum axle loads for legal loads, therefore there is no increased stress on short non-bridge length culverts.

Route	Bridge ID	Structure Type	NBI Condition				Bridge Length	Approved for 129,000 lb Loads*
			Deck	Super	Sub	Culvert		
ND 21	0021-058.657	Conc. Culvert	N/A	N/A	N/A	5	Y	Yes
	0021-064.818	Steel Girder	6	7	7	N/A	Y	Yes
	0021-067.936	Conc. Culvert	N/A	N/A	N/A	6	N	Yes
	0021-068.502	Conc. Culvert	N/A	N/A	N/A	6	N	Yes
	0021-069.171	Conc. Culvert	N/A	N/A	N/A	5	N	Yes
	0021-082.286	Conc. Culvert	N/A	N/A	N/A	6	Y	Yes
	0021-083.910	Conc. Culvert	N/A	N/A	N/A	6	N	Yes
	0021-086.399	Conc. Culvert	N/A	N/A	N/A	6	N	Yes
	0021-094.150	Conc. Culvert	N/A	N/A	N/A	6	Y	Yes
	0021-095.497	Conc. Culvert	N/A	N/A	N/A	6	N	Yes
	0021-100.041	Conc. Culvert	N/A	N/A	N/A	6	N	Yes
	0021-101.944	Conc. Culvert	N/A	N/A	N/A	6	N	Yes
	0021-106.109	Steel Girder	7	7	7	N/A	Y	Yes
	0021-109.720	Conc. Culvert	N/A	N/A	N/A	7	Y	Yes
	0021-110.468	Steel Girder	7	6	7	N/A	Y	Yes
	0021-116.858	Conc. Culvert	N/A	N/A	N/A	7	Y	Yes
	0021-117.460	Conc. Culvert	N/A	N/A	N/A	5	Y	Yes

	0021-118.908	Conc. Culvert	N/A	N/A	N/A	7	Y	Yes
	0021-119.357	Conc. Culvert	N/A	N/A	N/A	7	Y	Yes

ND 49 RP 36.331 to 74.035

This segment has 4 bridges, 3 bridge length culverts, and 3 non-bridge length culverts. A load rating analysis determined that each bridge and bridge length culvert have sufficient capacity for the anticipated 129,000 lb. truck configurations. Non-bridge length culverts were not included in the analysis. The maximum axle loads considered for 129,000 lb. route approval are equivalent to the maximum axle loads for legal loads, therefore there is no increased stress on short non-bridge length culverts.

Route	Bridge ID	Structure Type	NBI Condition				Bridge Length	Approved for 129,000 lb Loads*
			Deck	Super	Sub	Culvert		
ND 49	0049-037.677	Steel Culvert	N/A	N/A	N/A	7	N	Yes
	0049-042.060	P/S Box Beam	7	7	7	N/A	Y	Yes
	0049-046.056	Steel Culvert	N/A	N/A	N/A	7	N	Yes
	0049-058.230	Conc. Culvert	N/A	N/A	N/A	7	N	Yes
	0049-061.561	Conc. Culvert	N/A	N/A	N/A	7	Y	Yes
	0049-061.994	Conc. Culvert	N/A	N/A	N/A	7	Y	Yes
	0049-066.534	Conc. Culvert	N/A	N/A	N/A	6	Y	Yes
	0049-071.212	Tee Beam	7	7	7	N/A	Y	Yes
	0049-072.457	Tee Beam	7	7	6	N/A	Y	Yes
	0094-110.367	P/S I Beam	7	7	6	N/A	Y	Yes

I-94 BUS 908.790 to 915.437

This segment has 1 bridge and 2 bridge length culverts. Bridge 0094-910.922 is a bridge length culvert built in 1948 with no plans available to show the reinforcing details, therefore approval of this bridge is based on engineering judgement. A load rating analysis of the other bridges determined that each bridge and bridge length culvert has sufficient capacity for the anticipated 129,000 lb. truck configurations.

Route	Bridge ID	Structure Type	NBI Condition				Bridge Length	Approved for 129,000 lb Loads*
			Deck	Super	Sub	Culvert		
I-94 Business Loop	0094-910.922	Conc. Culvert	N/A	N/A	N/A	6	Y	Yes
	0094-912.032	P/S I Beam	7	7	7	N/A	Y	Yes
	0094-915.101	P/S I Beam	7	7	7	N/A	Y	Yes

*A change in structure condition may result in restricting any previously approved structure from the 129,000 lb Route Network

E. Roadway Condition -Planning/Asset Management Division Review

The roadway conditions for the requested route is provided below:

District	Highway	Segment	IRI	Distress	Rut	Faulting	Freight Constraints
1	6	42.149 - 52.605	56	89	0.2		None
1	6	52.605 - 63.134	64	86	0.18		None
1	6	63.134 - 66.884	77	93	0.14		None
1	6	66.884 - 67.413	215	89		0.11	None
5	21	52.635 - 56.636	107	87	0.1		Roadway Width
5	21	56.636 - 69.680	85	88	0.09		Roadway Width
1	21	69.680 - 91.101	91	86	0.13		None
1	21	91.101 - 103.489	95	88	0.13		None
1	21	103.489 - 110.389	63	95	0.15		None
1	21	110.389 - 122.384	65	92	0.15		None
1	49	36.331 - 48.531	160	85	0.16		Load and Roadway Width
1	49	48.531 - 67.710	Under Construction				None
1	49	67.710 - 69.500	75	92	0.16		None
1	49	69.500 - 74.035	81	87	0.2		None
1	94B	908.791 - 909.691	104	76	0.24		None
1	94B	909.691 - 915.088	109	87	0.11		None
1	94B	915.088 – 915.437	94	86	0.1		Structure Height & Width and Roadway Width

F. Upcoming Projects - Programming Division Review

PCN	Project Id	Hwy	Bid Open Date	From RP	To RP	Location	Types of Work	Const Year	Investment Strategy
NA	NA	6	NA	42.149	66.735	JCT 21 N TO HEART RIVER-MANDAN	Chip Seal Coat	2029	Preventive Maintenance
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I. Dickinson District Review

Rob Rayhorn - Dickinson District Engineer

I am OK with the 129,000 since Upper Great Plains / Materials and Research aren't concerned about GVW if axle weights remain within legal limits. The allowable length needs to change to 110'with the change in weight, or the increase is pointless.

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I support whatever the Department wants to do with this request as these requests are covering larger areas and multiple districts.

J. Bismarck District Review

Larry Gangl – Bismarck District Engineer
I agree with Robs comments. I have similar concerns with the terrain in the SW corner of our district. We have a lot of rolling hills and the potential for a large speed differential

and aggressive passing as described below. The other concern is the condition of ND 49 north of Elgin. It is in poor condition, and we are trying with Maintenance forces to keep it serviceable until the upcoming project is funded.

I too support whatever the Department wants to do with the request.

K. Public Involvement Process / Need for Public Input

L. Executive Steering Committee Comments and Recommendation.

II. Executive Decision

1. Should ND Hwy 6 – RP 42.149 to 67.413 (Junction of ND Hwy 6/ND Hwy 21 to Junction of ND Hwy 6/I-94 Business Loop) be added to the 129,000 large truck network?

   _____ Yes

   _____ No

2. Should ND Hwy 21 – RP 52.635 to 122.384 (Junction of ND Hwy 8/ND Hwy 21 to Junction of ND Hwy 21/ ND Hwy 6be added to the 129,000 large truck network?

   _____ Yes

   _____ No

3. Should ND Hy 49 – RP 36.331 to 74.035 (Junction of ND Hwy 21/ND Hwy 49 to Junction of ND Hwy 49/I-94) be added to the 129,000 large truck network?

   _____ Yes

   _____ No

4. Should I-94 Business Loop – RP 908.79 to 915.437 (Junction of I-94 to the Junction of ND Hwy 6) be added to the 129,000 large truck network?

   _____ Yes

   _____ No

5. If the roadways with a 95 foot length restriction are approved, should they be Increase to a 110 foot length restriction?

   _____ Yes

   _____ No

Amendments/Comments:

_____

_____

_____

_____

_____ _____

Ronald J. Henke, Date
Director

APPENDICES

Appendix A
ROEHL TRANSFER INC APPLICATION

REQUEST FOR DESIGNATED ROUTES UP TO 129,000 POUNDS

North Dakota Department of Transportation, Maintenance
SFN 61295 (5-2019)

This from is designed to be completed electronically.

Date
5 15 2025

Company Name	Contact Person's Name		
Roehl Transfer Inc.	Kent Roehl		
Contact Telephone Number	**Fax Number**	**Email Address**	
701 891 2897		kroehl@westriv.com	
Address	**City**	**State**	**ZIP Code**
130 main ave.	New Leipzig	ND	58562

State Highway Routes(s) Requested

Vehicles operating on the maximum overall length as shown on the NDDOT Overall Length Map at http://www.dot.nd.gov/divisions/maintenance/docs/9-1annex_b.pdf. Upload a map with requested route(s) along with this completed form.

Highway Number	Beginning Milepost	Ending Milepost
21	52	76.5
49	36	73.5

Highway Number	Beginning Milepost	Ending Milepost
21	76.5	122.5
6	42.5	67.5

Reasons for Request

1. Narrative explaining origin and destination of trips
I haul many loads of grain out of the New Leipzig, Elgin, Carson, Flasher areas to Fargo going east and Richardton going west. This would extend the highway 8 being opened from Mott to Richardton

2. Approximate change in loads per month
I have already added a pusher axle to my tractor so for me it would add app 10,000# per load on 50 loads per month

3. Approximate number of trips per month
50

4. Commodities being transported
corn, wheat, sunflowers, canola, fertilizer

Urban Corridors (if Applicable)

1. Cities over population 500 on corridor (Current Census)
Elgin,Mott, Flasher, Mandan

2. Anticipated turning movements on route in cities
I already use these routes pulling my doubles, adding axles don't change my turning radius

Local Roads

1. Will origin or destination of loads pass over local county or city roads: ☐ Yes ■ No

List of County or City Roads

Additional Info Section (Economic impact must be included)

If these roads are added to the 129000 network right now it would add 10.000# extra payload per load for my configuration. If they are added, my next trailers would have more axles to accomodate the extra weight allowed. As long as axle weights and bridge laws are adheard to, many less trips would be needed to haul the commodities across the well used state highways. Thank You for your consideration in these matters,I'd welcome any questions for me by calling my cell 701 891 2897 Kent Roehl.

North Dakota Department of Transportation (NDDOT)
Morton County Commission Meeting
Brad Darr, Maintenance Division

Good morning, Chairman and members of the Commission. I'm Brad Darr, NDDOT State Maintenance Engineer. I requested to be on your agenda today to discuss the States Limited 129,000 Lb. large truck network of roadways and get your thoughts for our Director's and Advisory Committee's consideration.

A bill was passed during the 2017 legislative session requiring the NDDOT to permit up to 129,000 pounds on a specific network of roadways and establish a process to add segments to the system. The permit is a $20 single trip with a $10 routing fee, $100/month or $700 per year per Truck/Trailer combination.

Legislation:

1. The department shall establish a request mechanism for commercial entities and for individuals who reside in the state to request specific augmentations of the system based on economic need and outcomes.

2. That process includes an advisory committee to provide input to the department in actions taken to adjust the system, taking into consideration, the economic needs and benefits, investment and maintenance requirements, and safety.

That system of roadways must keep all legal axle weights as they are today and in addition, the loads must follow the federal bridge formula and any length limits in effect.

Our latest requests for Morton County have come from Roehl Transfer Inc and Kurt Muggli. The highway segments are below.

ROEHL TRANSFER INC

The Roehl Transfer Inc request is for ND Hwy 6 – RP 42.149 to 67.413 (Junction of ND Hwy 6/ND Hwy 21 to Junction of ND Hwy 6/I-94 Business Loop), ND Hwy 21- (Grant County line east to Junction of ND Hwy 21/ ND Hwy 6), ND Hwy 49 – (Grant County line north to Junction of ND Hwy 49/I-94) and I-94 Business Loop (Mandan) - RP 908.79 to 915.437 (Junction of I-94 to the Junction of ND Hwy 6). This request affects the counties of Hettinger, Grant and Morton. The application is attached.

KURT MUGGLI

The Kurt Muggli request is for ND Hwy 6 – RP 42.149 to 67.413 (Junction of ND Hwy 6/ND Hwy 21 to Junction of ND Hwy 6/I-94 Business Loop), ND Hwy 21- (Grant County line east to Junction of ND Hwy 21/ ND Hwy 6), ND Hwy 25 – RP 0.00 to 0.090 (ND Hwy 25 and I-94

Structure to north interstate ramps), ND Hwy 31 – RP 0.00 to 35.257 (South Dakota Border to Junction of ND Hwy 31/ND Hwy 21), ND Hwy 49 – (Grant County line north to Junction of ND Hwy 49/I-94) and I-94 Business Loop (Mandan) - RP 908.79 to 915.437 (Junction of I-94 to the Junction of ND Hwy 6). This request coincides with the Roehl Transfer Inc request for certain stretches of roadway. This request affects the counties of Hettinger, Grant, Morton, Barnes, Sioux, Ransom, Cass, LaMoure and Stutsman. The application is attached.

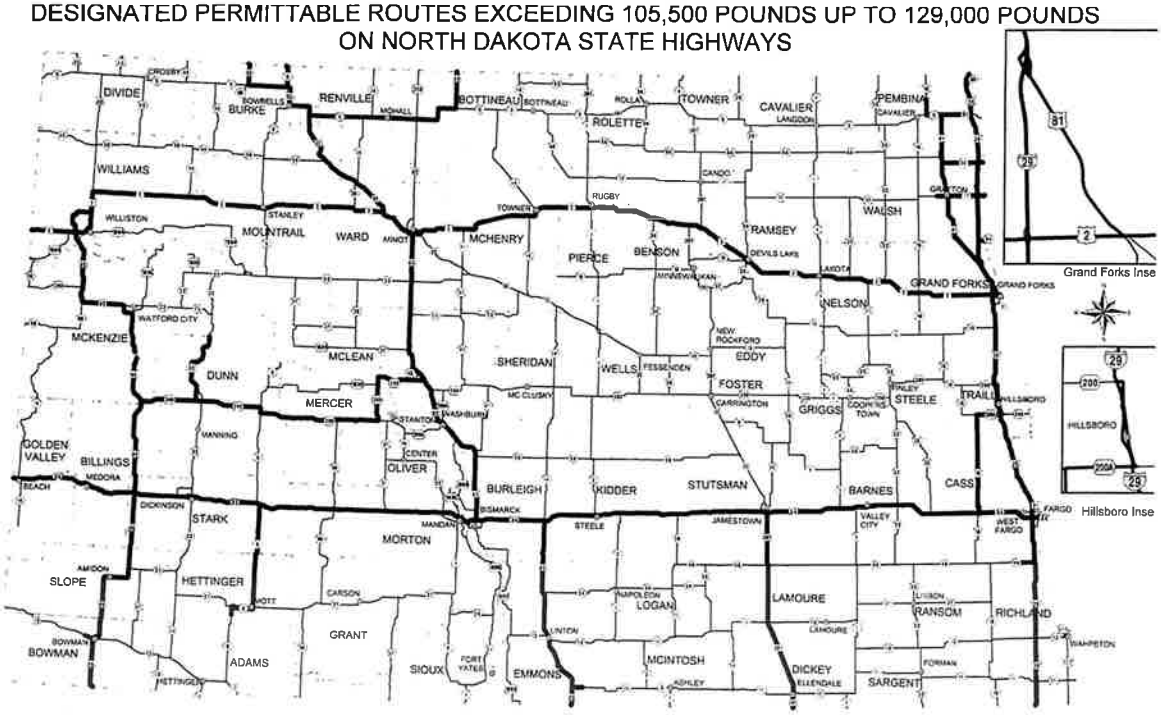
The designated routes that are being requested for addition to the system currently have a GVW of 105,500 Lbs. and is restricted to 8-ton on ND Hwy 31, 6-ton from South Dakota Border to West Junction of ND Hwy 21 and 7-ton from RP 36.331 (East Junction Of ND Hwy 21 north to approximately RP 67.00 on ND Hwy 49 and is restricted to legal weight for any remaining highway segments. There are no bridge issues on our system.

Route Request locations:- See attachment 2.

That concludes my update. I would be happy to answer any questions. I believe we may have a representative from each request in the audience.

Attachment 1:

DESIGNATED PERMITTABLE ROUTES EXCEEDING 105,500 POUNDS UP TO 129,000 POUNDS ON NORTH DAKOTA STATE HIGHWAYS



Vehicles may be permitted up to what is allowed by inner and outer bridge formula not to exceed 129,000 pounds

NOTE 1 : For information on overall length allowed see NDHP Policy 9-1 Annex B.

NOTE 2 : No individual trailer can exceed 53 feet.

Watford City Inset

Red Trail Energy Richardton Inset

APPROVED:

Matt Inman 02/07/25

NDDOT DIRECTOR DATE

9-28 ANNEX A

Attachment 2:

Roehl Transfer Inc

Kurt Muggli

Attachment 3:

REQUEST FOR DESIGNATED ROUTES UP TO 129,000 POUNDS

North Dakota Department of Transportation, Maintenance

SFN 61295 (5-2019)

This from is designed to be completed electronically.

Date
5 15 2025

Company Name	Contact Person's Name		
Roehl Transfer Inc.	Kent Roehl		
Contact Telephone Number	**Fax Number**	**Email Address**	
701 891 2897		kroehl@westriv.com	
Address	**City**	**State**	**ZIP Code**
130 main ave.	New Leipzig	ND	58562

State Highway Routes(s) Requested

Vehicles operating on the maximum overall length as shown on the NDDOT Overall Length Map at http://www.dot.nd.gov/divisions/maintenance/docs/9-1annex_b.pdf. Upload a map with requested route(s) along with this completed form.

Highway Number	Beginning Milepost	Ending Milepost
21	52	76.5
49	36	73.5

Highway Number	Beginning Milepost	Ending Milepost
21	76.5	122.5
6	42.5	67.5

Reasons for Request

1. Narrative explaining origin and destination of trips
I haul many loads of grain out of the New Leipzig, Elgin, Carson, Flasher areas to Fargo going east and Richardton going west. This would extend the highway 8 being opened from Mott to Richardton

2. Approximate change in loads per month
I have already added a pusher axle to my tractor so for me it would add app 10,000# per load on 50 loads per month

3. Approximate number of trips per month
50

4. Commodities being transported
corn, wheat, sunflowers, canola, fertilizer

Urban Corridors (if Applicable)

1. Cities over population 500 on corridor (Current Census)
Elgin,Mott, Flasher, Mandan

2. Anticipated turning movements on route in cities
I already use these routes pulling my doubles, adding axles don't change my turning radius

Local Roads

1. Will origin or destination of loads pass over local county or city roads: ☐ Yes ■ No

List of County or City Roads

Additional Info Section (Economic impact must be included)

If these roads are added to the 129000 network right now it would add 10.000# extra payload per load for my configuration. If they are added, my next trailers would have more axles to accomodate the extra weight allowed. As long as axle weights and bridge laws are adheard to, many less trips would be needed to haul the commodities across the well used state highways. Thank You for your consideration in these matters,I'd welcome any questions for me by calling my cell 701 891 2897 Kent Roehl.

REQUEST FOR DESIGNATED ROUTES UP TO 129,000 POUNDS

North Dakota Department of Transportation, Maintenance
SFN 61295 (5-2019)

This from is designed to be completed electronically.

Date
1-13-2024

Company Name	Contact Person's Name		
Kurt Muggli	Kurt Muggli		
Contact Telephone Number	**Fax Number**	**Email Address**	
701-426-7881		Kurt.Muggli@outlook.com	
Address	**City**	**State**	**ZIP Code**
5350 Hwy 21	Carson	ND	58529

State Highway Routes(s) Requested

Vehicles operating on the maximum overall length as shown on the NDDOT Overall Length Map at http://www.dot.nd.gov/divisions/maintenance/docs/9-1annex_b.pdf. Upload a map with requested route(s) along with this completed form.

Highway Number	Beginning Milepost	Ending Milepost
21		
6		

Highway
1
49
46
281 BYP

Highway Number	Beginning Milepost	Ending Milepost
8		
31		

Reasons for Request

1. Narrative explaining origin and destination of trips
Carson ND to Red Trail Energy Richardton ND, Cargill West Fargo ND , ADM Northern Sun Division Enderlin ND, Macro Source Jamestown ND, ADM Hebron ND, Agtera McLaughlin SD , CHS Southwest Grain Lemmon SD

2. Approximate change in loads per month
9

3. Approximate number of trips per month
23

4. Commodities being transported
Corn,Sunflowers.Wheat,Soybeans

Urban Corridors (if Applicable)

1. Cities over population 500 on corridor (Current Census)
Enderlin ND, Mandan ND, Fargo ND, Bismarck ND

2. Anticipated turning movements on route in cities
Right and Left Turns

Local Roads

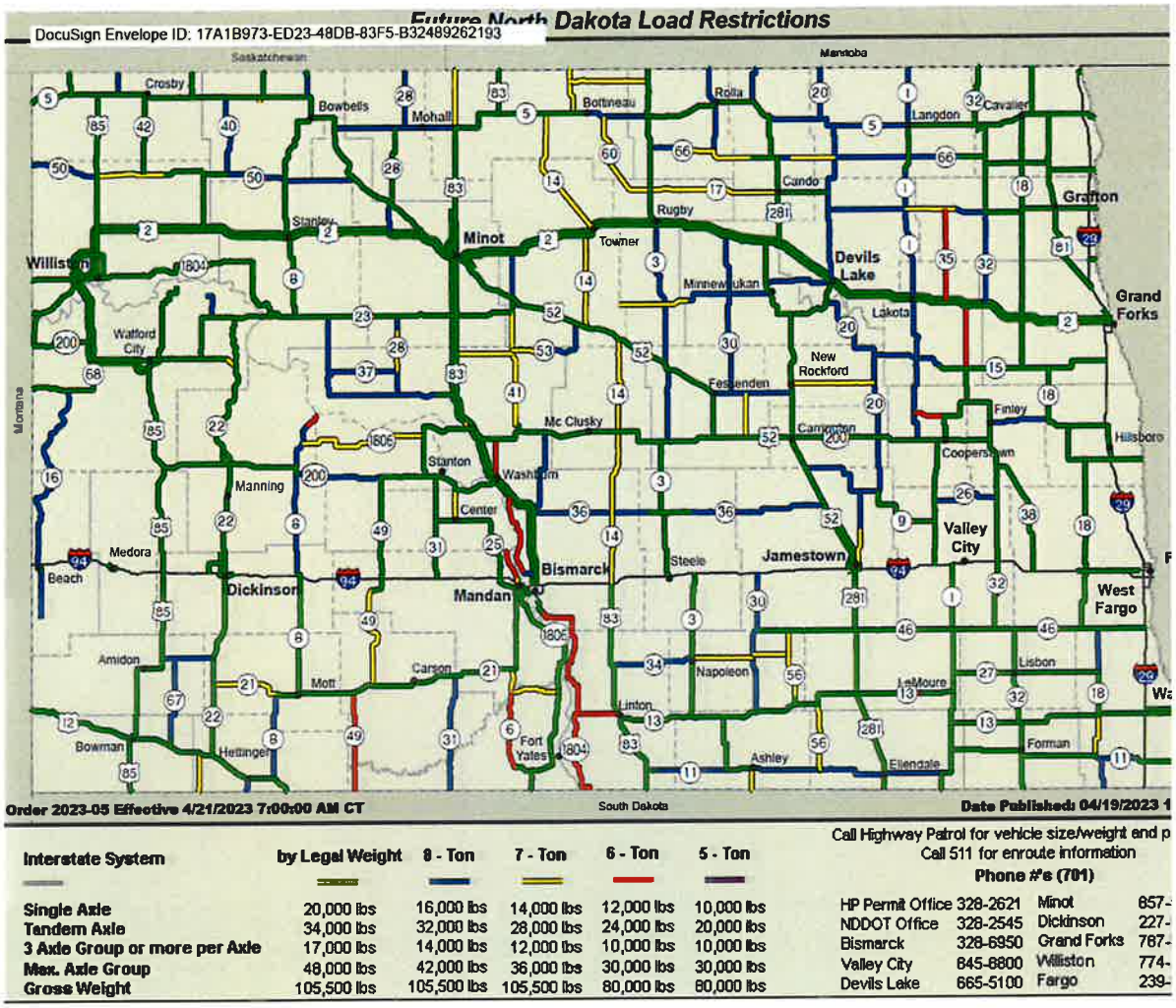
1. Will origin or destination of loads pass over local county or city roads: ☐ Yes ■ No

List of County or City Roads

Additional Info Section (Economic impact must be included)

We would save 110 trips per year and about 32000 miles per year at 3 dollars per mile for $96,000 dollars savings. It would also allow us to use the two shorter trailers at harvest localy and combine them together to haul 129,000 lbs saving us the need for different trailers for long hauls. The shorter trailers at havest allows us to get in to fields safely.

Attachment 4:



Interstate System	by Legal Weight	8 - Ton	7 - Ton	6 - Ton	5 - Ton
Single Axle	20,000 lbs	16,000 lbs	14,000 lbs	12,000 lbs	10,000 lbs
Tandem Axle	34,000 lbs	32,000 lbs	28,000 lbs	24,000 lbs	20,000 lbs
3 Axle Group or more per Axle	17,000 lbs	14,000 lbs	12,000 lbs	10,000 lbs	10,000 lbs
Max. Axle Group	48,000 lbs	42,000 lbs	36,000 lbs	30,000 lbs	30,000 lbs
Gross Weight	105,500 lbs	105,500 lbs	105,500 lbs	80,000 lbs	80,000 lbs

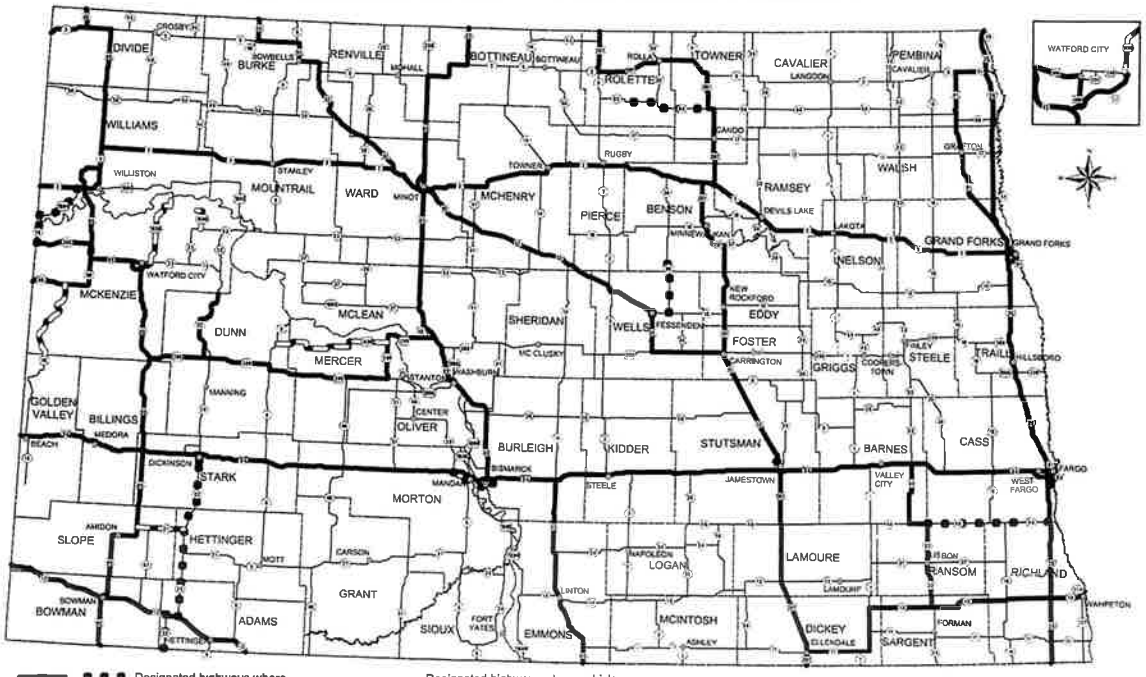
Call Highway Patrol for vehicle size/weight end p
Call 511 for enroute information

Phone #'s (701)

HP Permit Office	328-2621	Minot	857-
NDDOT Office	328-2545	Dickinson	227-
Bismarck	328-6950	Grand Forks	787-
Valley City	845-8800	Williston	774-
Devils Lake	665-5100	Fargo	239-

Attachment 5:

VEHICLE COMBINATIONS EXCEEDING 75 FEET IN OVERALL LENGTH ON DESIGNATED NORTH DAKOTA STATE HIGHWAYS



■ ■ ■ Designated highways where vehicle combinations as provided for in Chapter 37-06-04, NDAC, not exceed 110 ft. in overall length. Annual over length permits are allowed up to 120 ft. for non-divisible loads.

"National Network" where the cargo carrying length shall not exceed 100 feet on a semitrailer and trailer, or semitrailer converted to a trailer by the use of a converter dolly and fifth wheel when the power unit is a truck-tractor.

Designated highways where vehicle combinations as provided for in Chapter 37-06-04, NDAC, may not exceed 95 ft. in overall length. Annual over length permits are allowed up to 120 ft. for non-divisible loads.

Indicates highways posted where vehicle combinations may not exceed 75 ft. in overall length.

Vehicle combinations authorized to exceed 75 ft. in overall length may travel a distance of 10 miles on state highways off the designated routes

APPROVED:

for the NDDOT DIRECTOR — 02/07/25 DATE

9-1 ANNEX B

Contractors (Main. Assist) 433 6386

Prairie Dog Funding

	Approved 2026 Budget	Proposed January 2026			
Repair Pier Cap at Ft Rice	$80,000.00	$80,000.00	0	$0.00	Completed in 2025
Mork Bridge (KLJ) & CE	$1,000,000.00	$1,000,000.00	0	$0.00	Flex Funding
Sweet Briar Bridge (Interstate) & CE	$700,000.00	$700,000.00	1	$700,000.00	
Kinnischtzke Br. 30-114-08.0 (Apex) & CE	$0.00	$800,000.00	1	$800,000.00	Use Money for Mork
Paving in St Anthony & CE	$0.00	$130,000.00	1	$130,000.00	20% Match
Chip Sealing CR 139 Glen Ullin & CE	$200,000.00	$50,000.00	1	$50,000.00	20% Match
Micro Surfacing CR 139A Mandan to Monte's & CE	$0.00	$100,000.00	1	$100,000.00	20% Match
Design & Preliminary Engineering for 30-146-15.0	$0.00	$300,000.00	0	$0.00	
Total	**$1,980,000.00**			**$1,780,000.00**	

Bridge #	Location	Consultant	Contact	Notes	NDDOT Project Number and PCN	Bid Date	Funding	CE
On System								
30-128-19.0	1 South Almont	Sauber	John Sauber	Gladen Construction is the low bidder	BRC-3027(056) PCN 23735	November 14, 2025	Fed 80-20 + CE	Brosz Engineering
30-162-41.0	Solen	HDR	Craig Mizera	Design Complete, Bid 3 times, no bids	BRC-CVD-3063(052) PCN 23294	January 1, 2027	Fed 100% + CE	
30-128-09.0	CR 139	SRF?	Ryan Rykowsky	Design Wing Repair			Fed 80-20 + CE	
30-145-09.0	CR 139	SRF?	Ryan Rykowsky	Design Wing Repair			Fed 80-20 + CE	
Off System								
30-152-35.0	11 East 1 North Flasher	APEX	Troy Ripplinger	Jensen Brothers is contractor	BRJ-0030(050) PCN 23716	October 10, 2025	NDDOT 100% + PE & CE	Moore Engineering
30-158-27.0	2 South 1 East of St Anthony	APEX	Troy Ripplinger		BRJ-0030(050) PCN 23716	October 10, 2025	NDDOT 100% + PE & CE	
30-141-25.0 (Schmidt)	11 North 1 West Flasher	Ulteig	Mary Boechler	Working on Right of Way	BRJ-0030(051) PCN 23984	January 1, 2027	NDDOT 100% + PE & CE	
30-133-03.0 (Youngtown)	7 N of New Salem	AE2S	Todd Norton	Bid Date moved due to delay in Right of Way acquisition	BRP-BRJ-0030(049) PCN 23557	March 1, 2026	NDDOT 100% + CE	
Flex Funding								
30-156-04.1 (Mark Bridge)	2 West 6 North of Mandan	KLJ	Jennie Krause	Approved for Flex-Funding		Bidding early 2026	Flex Funding	
On the Shelf								
30-114-08.0 (Kinnischtzke)	3 North of Glen Ullin	Apex	Troy Ripplinger	Received Right of Way Occupation Permit				
30-129-18.1 (Theil Bridge) Remove Bridge and build road	1 E 1 S Almont	Sauber	John Sauber	Removal is not funded				
30-145-11.0 (Sweet Briar)	6 East of Judson	Interstate	Maria Tomac	Preliminary Engineering & Design Box Culvert				
30-128-10.0 (Held)	5 West 1 South of New Salem	Moore	Tom Weigel	Preliminary Engineering & Design Box Culvert				
30-120-23.0 (Emter)	5 South 8 West of Almont			Preliminary Engineering & Design Box Culvert				
30-159-28.1 (Earnst)	3 Sounth 1 East of St. Anthony	APEX	Troy Ripplinger	Hydraulic - Box Sizing				
Road Projects								
St Anthony	HBP 1.0 mile Curb & Gutter	Sauber	Joe Baneck	Northern Improvement	SC-3026(055) PCN 24672	November 14, 2025	Fed 80-20	Sauber
Chip Sealing CR 139 Glen Ullin	Various Locations - Glen Ullin	In-house	Matt Schaible	Morris Sealcoat	SC-3000(015) PCN 24679	November 14, 2025	Fed 80-20	SEH
Micro Surfacing CR 139A to Monte's	County Road 139A	In-house	Matt Schaible	ASTECH (Asphalt Surface Technologies)	SC-3008(059) PCN 24677 SU-1-988(057) PCN 24682	November 14, 2025	Fed 80-20	SEH

Revised January 15, 2026