

HOUSE TRANSPORTATION COMMITTEE
February 4, 2021 – 9:00 A.M. – Room 327 E

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

HB 1315

Good morning Chairman and members of the committee. I am Ron Henke, Deputy Director for Engineering, for the North Dakota Department of Transportation (DOT). I am here to provide information related to HB 1315.

Over the past several decades the Department of Transportation's practice has been to design the State Highway system to the current posted speed limit. We have done this to minimize the investment needed so dollars can be utilized for other projects, minimize the environmental impacts, minimize right-of-way needs, minimize impacts to adjacent infrastructure, etc.

The proposed bill would change the speed limit to 80 mph on the Interstate. Since the Department of Transportation has been recently designing the interstate system to 75 mph, an engineering analysis will likely need to be done to determine if there are restrictions or conditions that exist that would make it unsafe to change the speed limit. We have done a preliminary review of the Interstate system and wanted to share with you areas that we initially see some limited concerns (solid green), those areas that need additional engineering analysis (solid yellow) and those areas where we would not see the speed limits changing (solid red). See attached.

The other change presented in the bill puts a minimum speed limit on the Interstate, which is needed. This is a practice that you see in other states and we believe would be beneficial by minimizing the differential speeds and promote safety.

This concludes my testimony. I am willing to answer any questions you might have. Thank You.

Deficient Curves

- ▲ 21 Substandard horizontal curves for 80 mph
- 344 Substandard Vertical Curves for 80 mph

No Deficient Horizontal Curves are on I-29

Note: Number of guardrail locations that do not meet 80 mph
Interstate 94: 319
Interstate 29: 162

