

2011 HOUSE TRANSPORTATION

HB 1242

2011 HOUSE STANDING COMMITTEE MINUTES

House Transportation Committee Fort Totten Room, State Capitol

HB 1242
01/20/2011
Job # 13184

☐ Conference Committee

Committee Clerk Signature

Janette Cook

Explanation or reason for introduction of bill/resolution:

This is a BILL for an Act to provide for a portion of a paved four lane highway for United States Highway 85.

Representative Kempenich, District 39, explained HB 1242. The bill will request that when the Department of Transportation makes the design for the Super 2, they will include an undivided four lane in the process. The reason for the request is the traffic funnels north on this road for the oil activity, and the road sees an incredible amount of traffic. This would provide a safer environment because of the type of traffic, trucks following trucks. He provided maps to show the design and location of the Highway that is being requested. See attachment #1 and #2.

Representative R. Kelsch: We have had requests like this before. The Department of Transportation tells us that they don't put this into law because they go through a detailed process in determining how to go forward with projects. Have you taken the time to talk to the Department of Transportation about this request and strongly urge them to move forward with this project the way you would like to see it, rather than have us pass a piece of legislation like this? If not, that might be a good consideration.

Representative Kempenich: We have talked with the Department of Transportation. We had meetings and after we met in December, we thought that we wanted to take this further than the Super 2. So, we put the bill in. this is what the Department of Transportation has come up with, since they will have to do hardly any environmental assessments if doing this undivided four lane. The only part there may be an issue with is a bypass around Alexander.

Chairman Ruby: Do you feel comfortable enough with the strategic plan, that without the bill moving forward, that it will still accomplish your goal?

Representative Kempenich: Yes, I think that is the intent of the Department of Transportation. I believe that they do have an end goal to have an undivided four lane on this stretch of 85.

Chairman Ruby: Are you proposing an amendment to change it to an "undivided" four lane?

Representative Kempenich: Yes, I think that is what we want to have on there. It would need a definition of what the four lane is.

Senator Bowman: You may be wondering why I would be involved in a four lane highway in Western North Dakota. I have been involved watching the oil field growth for the last 15-20 years. The magnitude of what we are seeing happening is only in the beginning stage. We are not in the middle or nearly close to the end of the oil field growth, we are at the beginning. If you have traveled the roads that I have traveled going to Williston, Watford City, New Town, Parshall, or Stanley, you will find out that traveling on these roads today is almost deathly. You can get behind a caravan of six or seven semis, and you try to figure out where you are going to pass. Between Williston and Watford City there was one time that we could pass going to Williston. That's how much traffic is on those roads, and it is not small vehicles but big ones. It is imperative that we all understand that the growth of this oil field benefits everyone in the state. It has a huge economic impact to the whole state. We are seeing that right now. The one thing that can slow it down is transportation. These big trucks have to have a safe route to travel. There is a restriction on 85 with a bridge that should have been replaced 15 years ago, in my opinion. If we are going to have a vision of the future, the vision should be to plan ahead, not after the fact. We are trying to get everyone on the same page, so we can plan ahead. What happens if the Tyler Formation in Slope comes through? It is like the Bakken in the north. It has the potential like the Bakken when we first heard about that. In Belfield, they are drilling wells in every direction of the town. Where we will fail is in the transportation system, to meet the demand. I got involved in this because if you bring it in a bill form, it shows that you are serious. I am serious because it is a serious issue. If you are going to the North Unit of Roosevelt park with your family, how safe will you be on the highway? Tourism is a big part of our industry, and it brings a lot of people into our state. This road goes right by the National Park. We need to get something done in this area.

Chairman Ruby: Since Highway 2 has been a four lane, most of the people in this body probably felt that probably the next major project should be Highway 85 because of the corridor that it provides. Do you feel comfortable that the changes in this bill have been added to the Department of Transportation's strategic plan and high on their priority list?

Senator Bowman: I have been to the governor's office many times talking about this issue. I made an offer to put \$100,000,000 into a pool, not knowing what we could do with that \$100,000,000 but I could see the need for a lot of money. I tried to bring it to attention that something is happening that we have never experienced before. We need to have a vision of the future needs. Any of us in this room that make an investment, there is a cost of doing business with that investment. A road is no different for an oil company. There is a cost that we need to keep up because of the damage that's done. Because of that damage, if we don't keep it up our costs will get a lot higher. The faster we can pool our resources and work together as a team to get these projects done out there, the better it is for the whole state of North Dakota.

Cal Klewin, representing the Theodore Roosevelt Expressway Association, spoke in support of HB 1242 and presented prepared written testimony and maps. See attachment # 3 and #4.

Gene Veeder, McKenzie County Job Development Authority and McKenzie County, spoke in support of HB 1242 and provided written testimony. See attachment #6. He emphasized that this project is an important development piece outside of the energy industry as well.

Brad Bekkedahl, Vice President of the Williston Commission and Secretary of the Ports-to-Plains Alliance Board of Directors, spoke in support of HB 1242 and provided prepared written testimony. See attachment #7. He asked that the committee look at safety statistics, comparing Highway 2 with the current four lane system to Minot and Williston and the traffic load that we have on Highway 85. We believe that we will save lives and promote the economy of the area by doing these improvements.

Representative R. Kelsch: I know that we all know that we need for better roads in the western part of the state and we can all attest to better roads for safety. I think that should be one of our first priorities. I believe that the Department of Transportation listens and takes your testimony very seriously and looks at how they can make it happen more quickly. I will give you an example of why I won't support the bill. I think you need a four lane going through Theodore Roosevelt National Park, because I lost two family friends there. So, that's what happens in the legislature and why we typically don't pass this type of legislation. It sets a precedent, and also everyone of us have a place where we think the roads could be improved. We do understand that western North Dakota needs help, and they need it now, but each one of us could have a pet project. I want you to know that Department of Transportation is hearing you loud and clear and will get you up there as soon as possible.

Brad Bekkedahl: We appreciate that, and I understand as we went through this on Highway 2 issue as well. This is an area that we can bring forth potential legislation and elevate awareness as well, and we appreciate the opportunity to do that.

Chairman Ruby: If this is on the Department of Transportation's priority list, I think that they have the credibility and will back it up with their word.

Brad Bekkedahl: What we are attempting to do as well as bringing this testimony forward, is our Ports-to-Plains alliance is also working federally for the benefit of our Department of Transportation. Grant has seen this process work. We were very successful in getting Federal funding for the highway 2 corridors. We are working aggressively to get this done for the benefit of the state.

Chairman Ruby: I would like to see this four- lane from Canada to South Dakota.

Representative Sukut: I think you all understand this project and how essential it is. I preceded Brad on the Communities for a Modern Highway 2. I spent twenty-three years working with that project. I would like to present you with some of the history of that project. We went through five administrations, five different Department of Transportation Directors, and we had the project online to be completed by the year 1996. We had it laid in stone with the Department of Transportation. I also wanted to add that in the late 1960s there was a Resolution that was passed by the legislature that supported the

four-laning of Highway 2. So, the legislature has done this previously and supported this type of efforts. My point is, as we proceeded through this effort, through those five administrations having this thing laid in stone, all of the sudden, that project disappeared just like that. We were back to stage one with a new governor, a new Department of Transportation, and a whole new administration. So, what this bill does is to put this project in the map and in the code, so when we move forward into the next administration, it would be very nice to have something put there that has to happen. This will not happen overnight; it will take a long time. If it is in code, it will be a project that will get done.

Lowell Cutshaw, the City Administrator for Watford City, spoke to support HB 1242. He explained that in its current configuration US 85 is becoming an impediment to remaining a viable route for commerce, industry, essential services, and tourism in the area.

There was not further support for HB 1242.

There was no opposition to HB 1242.

Grant Levi, Deputy Director for Engineering for North Dakota Department of Transportation, presented prepared testimony and a map to provide information pertinent to HB 1242. He wanted to emphasize that safety is the Department of Transportation's top priority. They do the best they can with the resources available to them to provide a safe transportation system. Attachment #8 shows the fatal crashes in the state from 2006 – 2010. The Department of Transportation has a traffic review team that spends time looking at each and every fatality that occurs in the state. He also provided testimony with statistics that show what the Department of Transportation is watching occur in western North Dakota. See attached testimony #7. He also referred to attachments #1 and #2 to show the Super 2 passing lane concept

Additional remark before the last paragraph of Grant Levi's testimony:

Grant Levi: Our thoughts are that the Super 2 concept is something that can service for a period of time. . . for a period of time.

Representative R. Kelsch: If the Governor's budget for infrastructure were to be approved, would that speed up the process for any of these road projects in the western part of the state?

Grant Levi: We testified before the House Appropriations Committee about what we intended to do with the Executive Budget request of the \$228.6 million of state funds for roadways in the oil producing counties. Our intent is to use these funds for projects that are not currently included in our STIP. The reason for that is that we are seeing rapid growth in traffic on many of our roadways. One of the things that has occurred over time, is that roadways in the western part of the state were designed to deal with the traffic that was being generated in the western part of the state. This was mostly low agriculture commodities: ranching, wheat, and those types of things. The roads weren't designed to deal with any of this type of traffic. In the eastern part of the state we have invested time and money to deal with heavier agricultural movements, such as sugar beets or corn. The system in the west was not designed to carry the truck traffic that is occurring. So, what we

will do with the \$228 million is that we are presently designing projects on roadways like Highway 22. You can see the increase in traffic on that. Highway 23, Highway 8 both north and south of Stanley. We are working on those roadways. We have a number of other corridors that we are working on above and beyond what was included in our STIP. The reason that we ask for state money is that federal funds are really uncertain at this point in time. This will also help us speed up the development of the project. We can design and go through the environmental part at the same time. We are confident that if the money is approved, we will be able to have some of the projects in bid openings by the middle of summer or early fall.

Chairman Ruby: What areas are you already planning for the Super 2?

Grant Levi: The project that we have planned is from Watford City to Williston or US2. We just constructed this past summer a segment from US 2 to the Missouri River. We made that a three lane section with turn lanes.

Chairman Ruby: It sounds to me like you already have plans for most of the areas included in this bill. Is that correct?

Grant Levi: From our perspective we do not see the need for the bill. We are working with the communities along the corridor. We understand the intent of the bill, and to put it bluntly, we got the message.

The hearing on HB 1242 was closed.

Representative R. Kelsch made a motion for a DO NOT PASS on HB .

Representative Weisz seconded the motion.

Representative Weisz: Our issue is if we want to get in the middle of the engineers and the Department of Transportation as they decide the priorities and the need in the state. Every district could have a bill in for their particular project. I feel that the department is already taking the direction that needs to be taken, by looking at the Super 2 and possibly an undivided four-lane if the traffic volume warrants it. I don't think the bill is necessary.

Representative Onstad: I will resist that. We have had frustration and numerous phone calls to Department of Transportation from western North Dakota. We have tried to tell them that we need assistance because we have a safety issue. Many of the highways (23, 8, 22, 85) in the last few years have had more traffic than Highway 2. I will not support the DO NOT PASS.

Representative R. Kelsch: I could understand the resistance if the bill said that YOU SHALL BUILD A FOUR-LANE HIGHWAY, but what it says is "you shall include as part of your project development process a four-lane alternative." Grant said that this is already done. I think that the Department of Transportation has gotten the message. I think that is the right way to go. I trust that the department is going to do the right thing. The priority has been set this session to make sure that we get the roads in the west up to speed.

Representative Gruchalla: I will support the motion for a DO NOT PASS. I think that we hire good people like Grant to make decisions for us. They are professionals and trained and they follow a plan. I think we should let them do their job.

Representative Sukut: I have no problem with the current Department of Transportation because they are doing a great job. My concern is for two, three, or four sessions from now, when these people are gone and there is new administration. Then we could be back down to starting all over again. I stand by my previous testimony and will not support the DO NOT PASS.

Chairman Ruby: I feel that the Department of Transportation has a good plan by going to the Super 2 first. It has been done on many other highways. They will go to the next step as needed. I stated my preference that it be four-laned all the way from Canada to South Dakota. I think that Department of Transportation has kept their word when we have gone through similar bills. I am going to support the DO NOT PASS.

Chairman Ruby: Question has been called.

A roll call vote was taken. Aye 10 Nay 3 Absent 1

The motion carried for a DO NOT PASS on HB 1242.

Representative R. Kelsch will carry HB 1242.

FISCAL NOTE

Requested by Legislative Council
01/11/2011

Bill/Resolution No.: HB 1242

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

	2009-2011 Biennium		2011-2013 Biennium		2013-2015 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues						
Expenditures				\$0		\$0
Appropriations				\$0		\$0

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

2009-2011 Biennium			2011-2013 Biennium			2013-2015 Biennium		
Counties	Cities	School Districts	Counties	Cities	School Districts	Counties	Cities	School Districts
			\$0	\$0		\$0	\$0	

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

This bill requires NDDOT to develop a four - lane alternate when it develops the environmental document for the next major reconstruction of US 85 between Watford City & Williston, & give primary consideration to selection and construction of the alternative if environmental clearance is obtained.

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

This bill should not have a significant fiscal impact for many years.

US Highway 85 from Watford City to Williston will be new in 2011 if construction proceeds as anticipated. Therefore, we do not anticipate a fiscal impact from this bill during the 2011-2013 or 2013-2015 bienniums.

When US Highway 85 from Watford City to Williston is reconstructed in the future, if the 4-lane alternative is selected and environmental clearance obtained, we estimate the costs to 4-lane that stretch of highway will be approximately \$180 million dollars (in terms of 2011 dollars). This includes costs for engineering, right-of-way acquisition, and bridges.

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

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

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

We do not anticipate a fiscal impact from this bill during the 2011-2013 or 2013-2015 bienniums.

C. Appropriations: *Explain the appropriation amounts. Provide detail, when appropriate, for each agency and fund affected. Explain the relationship between the amounts shown for expenditures and*

appropriations. Indicate whether the appropriation is also included in the executive budget or relates to a continuing appropriation.

We do not anticipate a fiscal impact from this bill during the 2011-2013 or 2013-2015 bienniums.

Name:	Robert Fode	Agency:	NDDOT
Phone Number:	328-1937	Date Prepared:	01/12/2011

Date: 1-20-11

Roll Call Vote #: _____

2011 HOUSE STANDING COMMITTEE ROLL CALL VOTES

BILL/RESOLUTION NO. 1242House TRANSPORTATION Committee☐ Check here for Conference Committee

Legislative Council Amendment Number _____

Action Taken ☐ Do Pass ☒ Do Not Pass ☐ Amended ☐ Adopt Amendment☐ Rerefer to Appropriations ☐ ReconsiderMotion Made By R Kelsch Seconded By R Weisz

Representatives	Yes	No	Representatives	Yes	No
Chairman Ruby	X		Representative Delmore	X	
Vice Chairman Weiler			Representative Gruchalla	X	
Representative Frantsvog		X	Representative Hogan	X	
Representative Heller	X		Representative Onstad		X
Representative R. Kelsch	X				
Representative Louser	X				
Representative Owens	X				
Representative Sukut		X			
Representative Vigasaa	X				
Representative Weisz	X				

Total (Yes) 10 No 3Absent 1Floor Assignment R Kelsch

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

REPORT OF STANDING COMMITTEE

HB 1242: Transportation Committee (Rep. Ruby, Chairman) recommends **DO NOT PASS** (10 YEAS, 3 NAYS, 1 ABSENT AND NOT VOTING). HB 1242 was placed on the Eleventh order on the calendar.

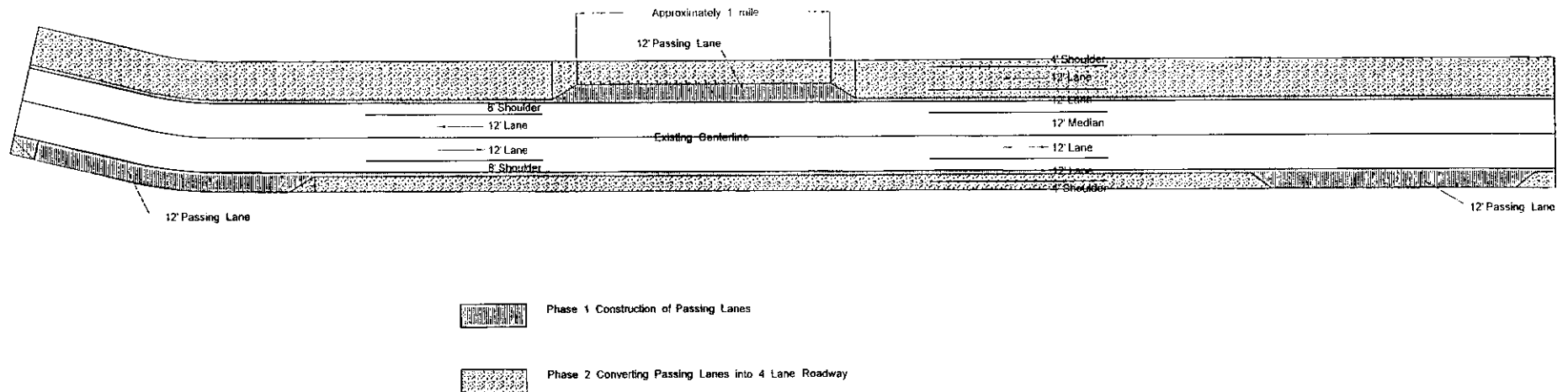
2011 TESTIMONY

HB 1242

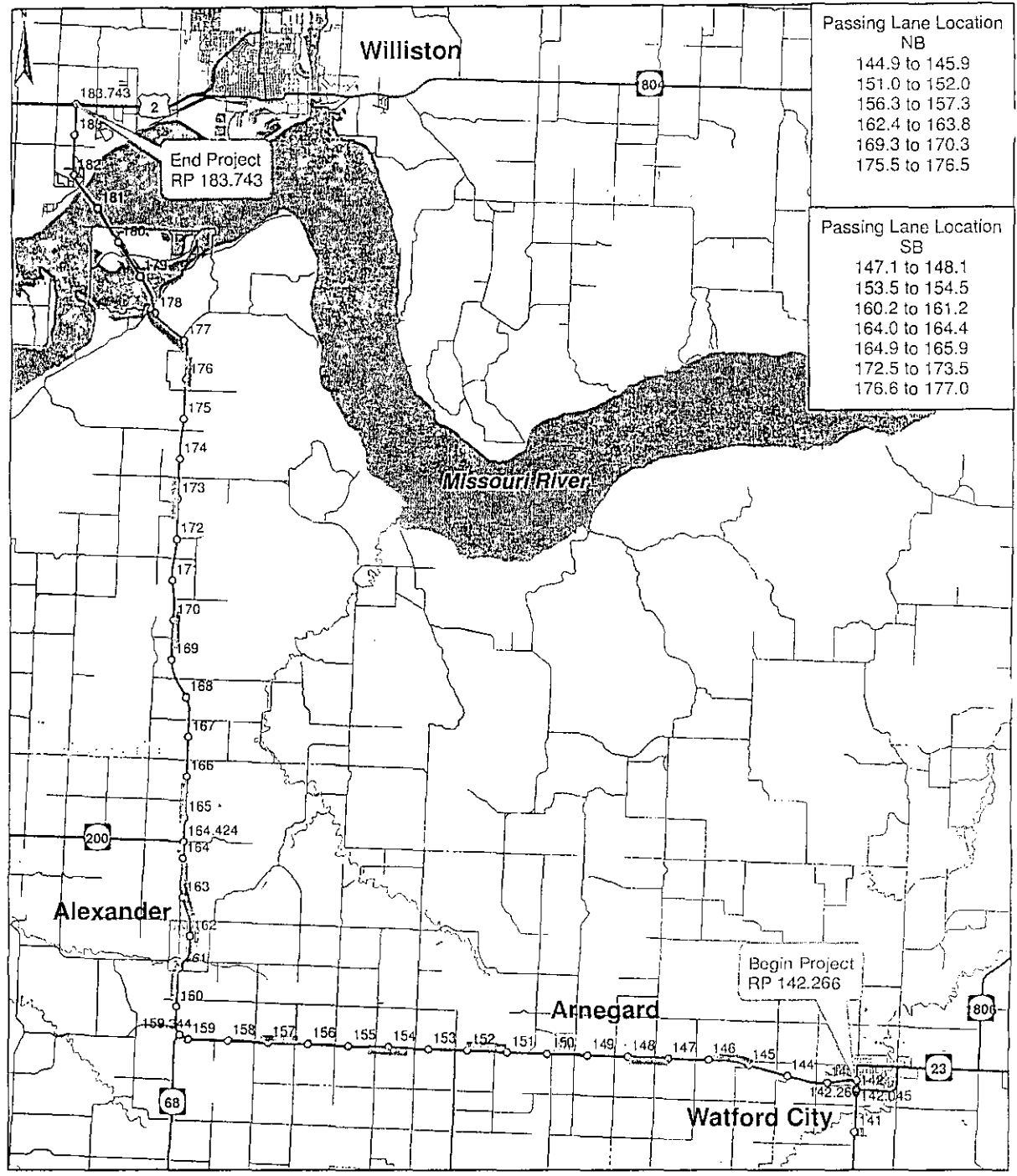
NDDOT's Current Plan

Hwy 85 - Watford City to Williston

- Current Super2 Design
- Potential 4-lane Design



US 85 WATFORD CITY TO US 2
Passing Lane Locations
Does Not Include Turn Lane Locations



0 1 2 4 6 Miles

Legend

— Northbound

— Southbound

Passing Lanes Location

NH-7-085(055)142, PCN 18692
US Hwy 85
Watford City W and N to Jct US 2



Testimony of

Theodore Roosevelt Expressway Association

HB 1242

January 20, 2011

Chairman Ruby and members of the committee, my name is Cal Klewin. I am representing the Theodore Roosevelt Expressway Association (TREA) whose members include communities, counties, chambers of commerce, economic development corporations, private businesses and others in North Dakota and South Dakota. I am here today to express TREA's support of IIB 1242.

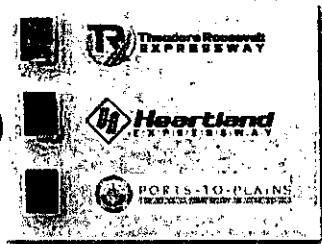
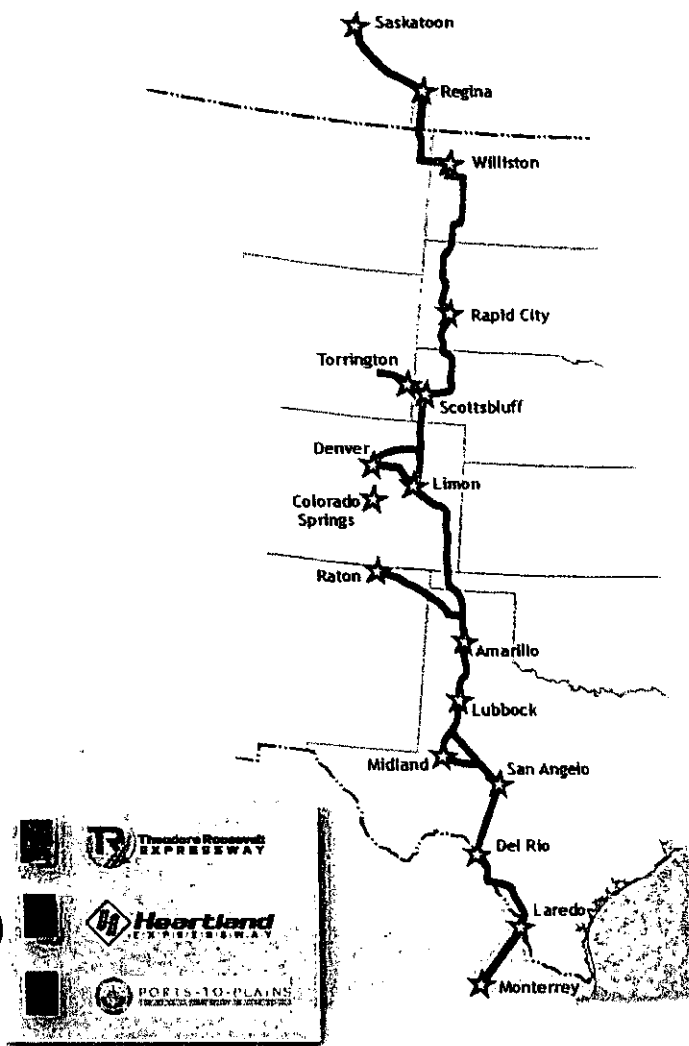
The goal of TREA is the development of a complete four-lane infrastructure. The Expressway is often referred to as a corridor of national significance and will stimulate transportation opportunities by improving trade efficiency, adding economic growth opportunities, and improving overall highway safety. The opportunities that this corridor will provide are invaluable to the future of this region.

An improved transportation network will produce significant benefits:

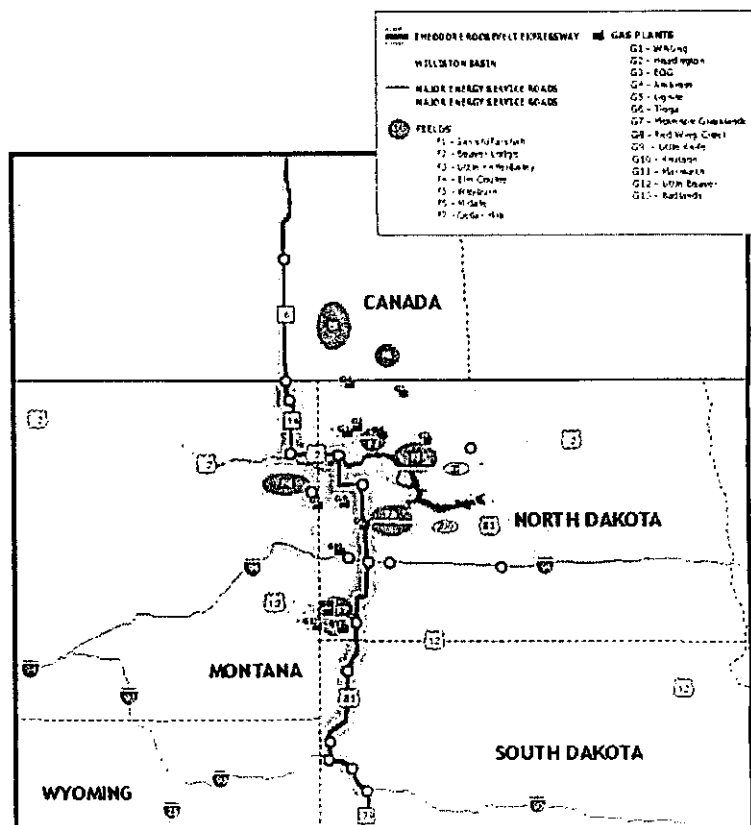
- It will improve safety, cutting accidents by 50 percent from today's levels.
- It will increase the efficiency of agricultural freight flow. The corridor runs through six of the top ten farm states that produce nearly a quarter of all U.S. agriculture products.
- It is necessary for the development of the traditional energy resources essential to our nation's energy security. The corridor serves six of the top ten oil producing states and five of the top six natural gas producing states.
- It is essential to developing the growing renewable energy industry. The corridor serves seven of the top ten states for wind energy potential and five of the top twelve installed wind generation states.
- It will promote economic development in a region of the country that has the highest rate of population loss over the last decade and ensure that America's heartland and its communities are connected to America by a modern, efficient and safe transportation facility.

I urge a **DO PASS** on HB 1142.

Thank you. I would be happy to answer any questions.



"We Want To Work With You"



Testimony of

McKenzie County Job Development Authority

HB 1242

January 20, 2011

Chairman Ruby and members of the committee, my name is Gene Veeder. I am representing the McKenzie County Job Development Authority and I am here today to express our support of HB 1242.

This project is vitally important to Watford City and McKenzie County since Highway 85 is the only route to and from our community between Highway 2 and Interstate 94.

Watford City and the surrounding county's economic drivers are agriculture, tourism and energy. Economic development efforts in our area are highly focused on tourism so safety on our roads and highways is very important. In addition, we are surrounded by federal lands so we have limited opportunity for other economic development projects.

It is imperative that improvements to Highway 85 be focused on a future four-lane highway to ensure safety and increase economic development potential for the region.

I urge a **DO PASS** on HB 1242.

Thank you. I would be happy to answer your questions.



PORTS-TO-PLAINS

ALLIANCE

Securing the Benefits of Commerce to
North America's Energy & Agriculture Heartland



#6

Bill No.: HB 1242

Hearing Committee: House Transportation Committee

Date: Thursday, January 20, 2011

Honorable Chairman Ruby and Committee Members,

Good afternoon. I am Brad Bekkedahl, Vice-President of the Williston Commission, and Secretary of the Ports-to-Plains Alliance Board of Directors.

The Ports-to-Plains Alliance is an organization that currently represents 10 states, the Province of Alberta, and the Mexican State of Coahuila. Our mission statement is "Securing the Benefits of Commerce to North America's Energy and Agricultural Heartland". This statement describes appropriately North Dakota's economy and importance to the country, and how U.S. Hwy 85 is integral to North Dakota's current and future prosperity in both areas. Our alliance is made up of three connected Federally designated High Priority Corridors from Mexico to Canada, and the Theodore Roosevelt Expressway is the crucial northern leg. As an alliance we seek to educate and promote the importance of trade, improve existing infrastructure to four-lane capacity, and work with industries to promote business friendly freight regulations and movements of commodities. About 40% of our current system is now four-lane capacity and we continue to advocate for more upgrades at the state and federal levels. That is why I am before this committee to testify in support of HB 1242.

Connections are important. Our 10 states have a \$4.2 billion trading relationship by truck with Alberta, including the \$221 million traded directly with North Dakota. Our trade with Saskatchewan is \$2.2 billion annually with North Dakota holding \$669 million of that truck commerce. This is a small example of the trade that moves in and out of our state by truck while diversifying our economy. In this global world, we need to be providing the infrastructure upgrades to accommodate and promote the sales and efficient movement of these goods and services. We stand ready to continue to work with the Theodore Roosevelt Expressway, the NDDOT, Governor Dalrymple, and the ND Legislature to make U.S. Hwy 85 safer and stronger for our North Dakota economy.

Please support HB 1242 with a "Do Pass" recommendation.

Thank you for your consideration.

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HOUSE TRANSPORTATION COMMITTEE**January 20, 2011****3:00 p.m. – Fort Totten Room****North Dakota Department of Transportation****Grant Levi, Deputy Director for Engineering****HB 1242**

Good afternoon Mr. Chairman and members of the committee, I'm Grant Levi, Deputy Director for Engineering for the North Dakota Department of Transportation (NDDOT). Thank you for giving me the opportunity to present information to you today on HB 1242.

Table 1 shows the average daily traffic on various segments of state highways in the oil impact areas. The Average Annual Daily Traffic (AADT) in and around communities located along these highways may be substantially higher. For example, the AADT on ND 23 around New Town in 2010 is approaching 9,000 vehicles per day. The 2009 counts show the AADT on US 85 around Watford City is about 3,900 vehicles per day.

Table 1 - Average Annual Daily Traffic (AADT) all types of vehicles

Highway	Location	Average AADT 2006	Average AADT 2009/2010	% Growth 2006-2009/2010
ND 8	ND 23 N. to Stanley	611	2,454	301%
ND 22	Dickinson N. to ND 23	1,078	2,573*	139%
ND 23	Watford City to New Town	1,353	3,356*	148%
ND 23	New Town to US 83	1,597	2,616*	64%
US 85	West of Watford City to Jct. of US 85 & US 2	2,322	2,828	22%
US 2	US 85 to Stanley-EB &WB	2,003	3,654	82%
US 2	Stanley to US 52-EB & WB	2,442	2,914	19%

**Traffic Counts on ND 23 and ND 22 are 2010*

Even more dramatic has been the increases in average daily truck traffic on some of the county roads, township roads, and state highways in the oil impact areas. Truck traffic on ND 8 increased 629 percent, over 640 trucks per day, from 2006 to 2009.

Table 2 - Truck Annual Average Daily Traffic (TAADT)

Highway	Location	Average TAADT 2006	Average TAADT 2009/2010	% Growth 2006 2009/2010
ND 8	ND 23 N. to Stanley	102	744	629%
ND 22	Dickinson N. to ND 23	108	696*	544%
ND 23	Watford City to New Town	167	1,114*	567%
ND 23	New Town to US 83	138	464*	236%
US 85	West of Watford City to Jct. of US 85 & US 2	509	713	40%
US 2	US 85 to Stanley-EB &WB	450	1,385	208%
US 2	Stanley to US 52-EB &WB	640	838	31%

*Traffic Counts on ND 23 and ND 22 are 2010

As a result of the increased traffic, especially the truck traffic, we are planning major improvements on many of the corridors in western North Dakota. Specifically, on US 85 from Watford City to Williston, which is the segment of highway referenced in HB 1242, we have completed and are planning the following improvements:

- In 2010, we constructed turn lanes at various intersections along US 85 from Williston to just south of Watford City. In addition, we constructed a three lane section with right turn lanes on US 85 from US 2 to the Missouri River. These projects cost approximately \$9.5 million.
- In 2011, we are planning to widen, overlay, and add passing lanes, thus creating a Super 2 highway segment from the Missouri River to Watford City. The estimated cost for these improvements is approximately \$35.3 million.
- In 2012, we will be improving the section of US 85 within the city of Alexander. This project is estimated to cost approximately \$2.7 million. Also, working with the city of Alexander, we are starting the planning for a bypass around the city of Alexander.

We proceeded with the construction of the Super 2 between Watford City and Williston because we could quickly get environmental approval and were able to adjust our Statewide Transportation Improvement Program (STIP) to fund those improvements. Also, other states are using the Super 2 concept and have found that a Super 2 functions well. For example, Wyoming has constructed a Super 2 segment on Highway 59 south of Gillette. That segment of roadway carries between 5,000 – 6,000 ADT.

Recognizing that additional improvements will be needed on US 85 as oil development continues and traffic volumes increase, we are constructing the Super 2 segment of US 85 from Watford City to Williston so that we can incorporate the roadway into a four lane undivided section with a center turn lane.

Mr. Chairman, this concludes my testimony and I would be happy to answer any questions the committee may have.

FATAL CRASHES 2006 - 2010

#18

2006 Fatalities

- Single
- ▲ Multiple

2007 Fatalities

- Single
- ▲ Multiple

2008 Fatalities

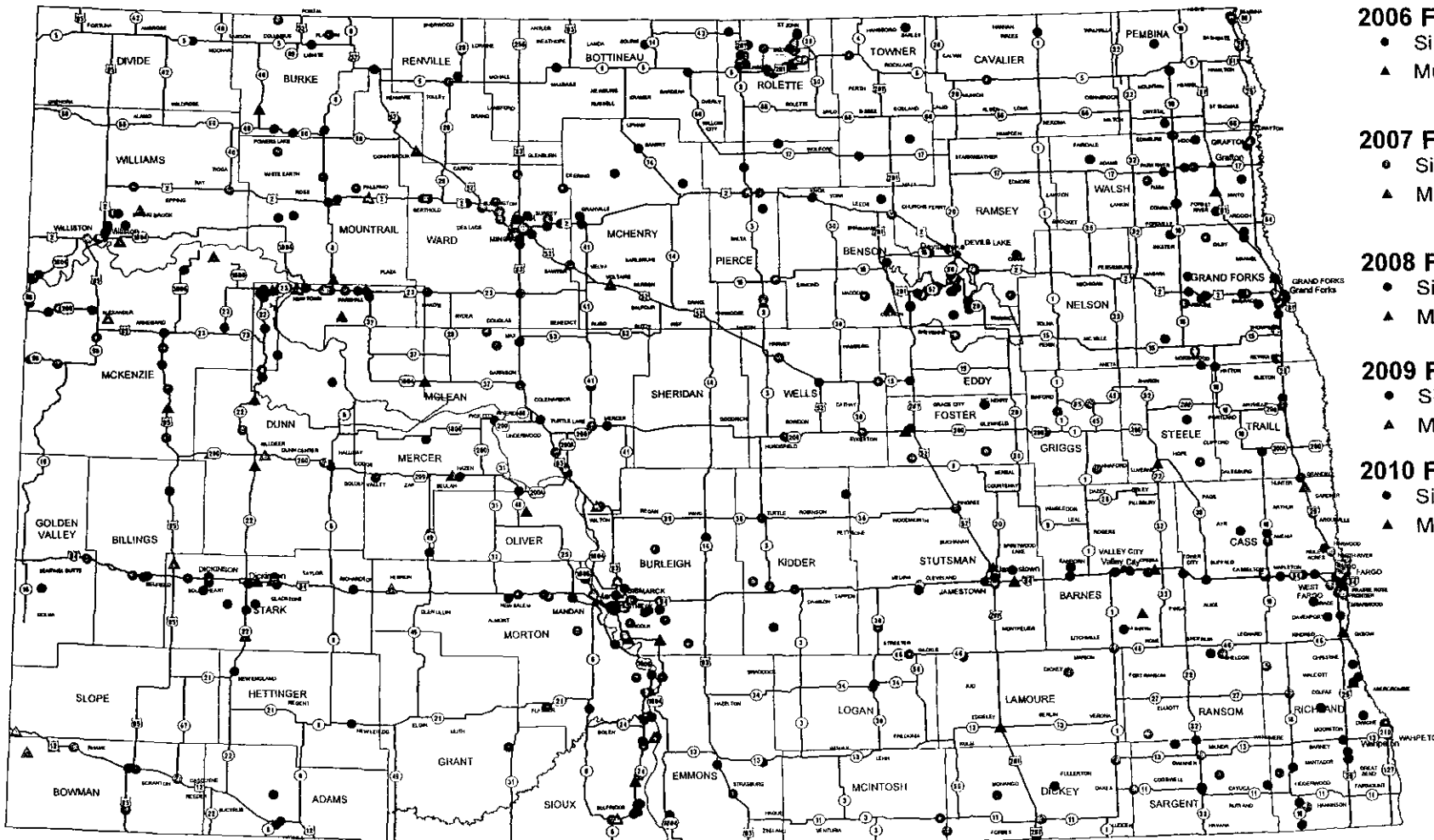
- Single
- ▲ Multiple

2009 Fatalities

- Single
- ▲ Multiple

2010 Fatalities*

- Single
- ▲ Multiple



23 USC § 409 Documents
 NDDOT Reserves All Objections

*2010 Fatal Crashes Are Not Complete

STATE OF
 NORTH DAKOTA
 PREPARED BY THE
 NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
 PLANNING & PROGRAMMING DIVISION
 IN COOPERATION WITH THE
 U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 01/12/2010