# North Dakota Department of Transportation

Grant Levi, P.E.
*Director*

Jack Dalrymple
*Governor*


April 2, 2014

Ms. Marty Vitale
Engineering Program Specialist
AASHTO Program for Engineering
444 No. Capitol Street, NW, Suite 249
Washington, DC 20001

US ROUTE NUMBERING SUBMITTAL – NORTH DAKOTA

Enclosed are four submittal packets for consideration by the AASHTO Highways Special Committee on US Route Numbering (USRN) for the following petitions:

1. Relocation of US 85 around Alexander, ND.
2. Addition of US 85 Business Route through Alexander, ND.
3. Relocation of US 85 around Watford City, ND.
4. Addition of US 85 Business Route through Watford City, ND.

All of these requests are related to the construction of new truck "reliever routes" or bypasses around the cities of Alexander and Watford City, North Dakota, because of the ever increasing traffic volumes that have resulted from burgeoning oil activity in western North Dakota. The heavy traffic levels have been causing intense congestion, potential safety issues, and many other concerns. The new bypasses are meant to alleviate these adverse conditions, and also allow the existing routes through the cities to return to more normalized traffic patterns.

The requests being forwarded have been prepared for review according to the Committee's submittal checklist and corresponding guidelines. However, we'd ask the Committee to review the packets in the order presented above so that documentation, route descriptions, and mileage logs for all of these US 85 petitions can be interpreted in a logical sequence as the route proceeds from the Canadian border southward.

Thank you for your consideration of these vital requests. If you have any questions, you can contact me at 701-328-2519.

Denny Johnson

DENNY JOHNSON, DATA MANAGEMENT & STATISTICAL SUPPORT

17/dj/sas
Enclosures


608 East Boulevard Avenue • Bismarck, North Dakota 58505-0700
Information: (701) 328-2500 • FAX: (701) 328-0310 • TTY: 1-800-366-6888 • www.dot.nd.gov

**American Association of State Highway and Transportation Officials**

An Application from the State Highway or Transportation Department of **ND** for:

| | | |
|---|---|---|
| ☐ | Elimination of a U.S. (Interstate) Route | |
| ☐ | Establishment of a U.S. (Interstate) Route | |
| ☐ | Extension of a U.S. (Interstate)Route | |
| ☐ | Relocation of a U.S. (Interstate) Route | |
| ☐ | Establishment of a U.S. Alternate Route | |
| ☐ | Establishment of a Temporary U.S. Route | |
| X | **Recognition of a Business Route on U.S. (Interstate) Route **US 85 Business Route** | 85 |
| ☐ | **Recognition of a By-Pass Route on U.S. Route | |

**AASHTO Use Only**

**Action taken by SCOH:**

Between _____ and _____

The following states or states are involved:

North Dakota

_____

_____

_____

- ****"Recognition of…"**A local vicinity map needed on page 3. On page 6 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice.
- If there are deficiencies, they should be indicated in accordance with page 5 instructions.
- **All applications requesting Interstate establishment or changes are subject to concurrence and approval by the FHWA**

**DATE SUBMITTED**: **March 28, 2014**

**SUBMIT APPLICATION ELECTRONICALLY TO** usroutes@aashto.org

- ***Bike Routes**: this form is not applicable for US Bicycle Route System

The purpose of the **United States** (U.S.) **Numbered Highway System** is to facilitate travel on the main interstate highways, over the shortest routes and the best available roads. A route should form continuity of available facilities through two or more states that accommodate the most important and heaviest motor traffic flow in the area.

The routes comprising the **National System of Interstate and Defense Highways** will be marked with its own distinctive route marker shield and will have a numbering system that is separate and apart from the U.S. Numbered Highway System. For the convenience of the motorist, there must be continuity and a uniform pattern of marking and numbering these Interstate routes without regard to state lines.

The U.S. Numbered System was established in 1926 and the Interstate Numbered System was established in 1956. Both have reached the period of review, revision, and consolidation. They now need perfecting rather than expansion. Therefore, any proposed alteration in the established systems should be extremely meritorious and thoroughly, though concisely, explained in order that the Special Committee on U.S. Route Numbering and the Standing Committee on Highways of the Association may give prompt and proper consideration to each and every request made by a member department.

**Explanation and Reasons for the Request:** (Keep concise and pertinent.) _____

Extension of US 85

The very high volumes of traffic as a result of increased oil activity, including significant numbers of heavy vehicles, is causing congestion to occur in the town of Alexander, ND. As a result, the North Dakota Department of Transportation is constructing a new portion of US 85 around Alexander to allow through traffic to bypass the town and thus alleviate stressful conditions. Thereby, it is requested that the existing portion of US 85 through the town of Alexander would now become a US 85 Business Route. As shown on the enclosed map, the proposed US 85 Business Route will begin at the point where it intersects the new portion of US 85 to the south of Alexander (site A on enclosed map), and end at the point where it reconnects with new portion of US 85 to the north of Alexander (site B on enclosed map). The total length of the US 85 Business Route will be 2.902 miles. The US Numbered Highway System will receive an additional 2.902 miles pending approval of this request to recognize the proposed US 85 Business Route through Alexander, ND.

Date facility available to traffic **Existing Route, currently available.**

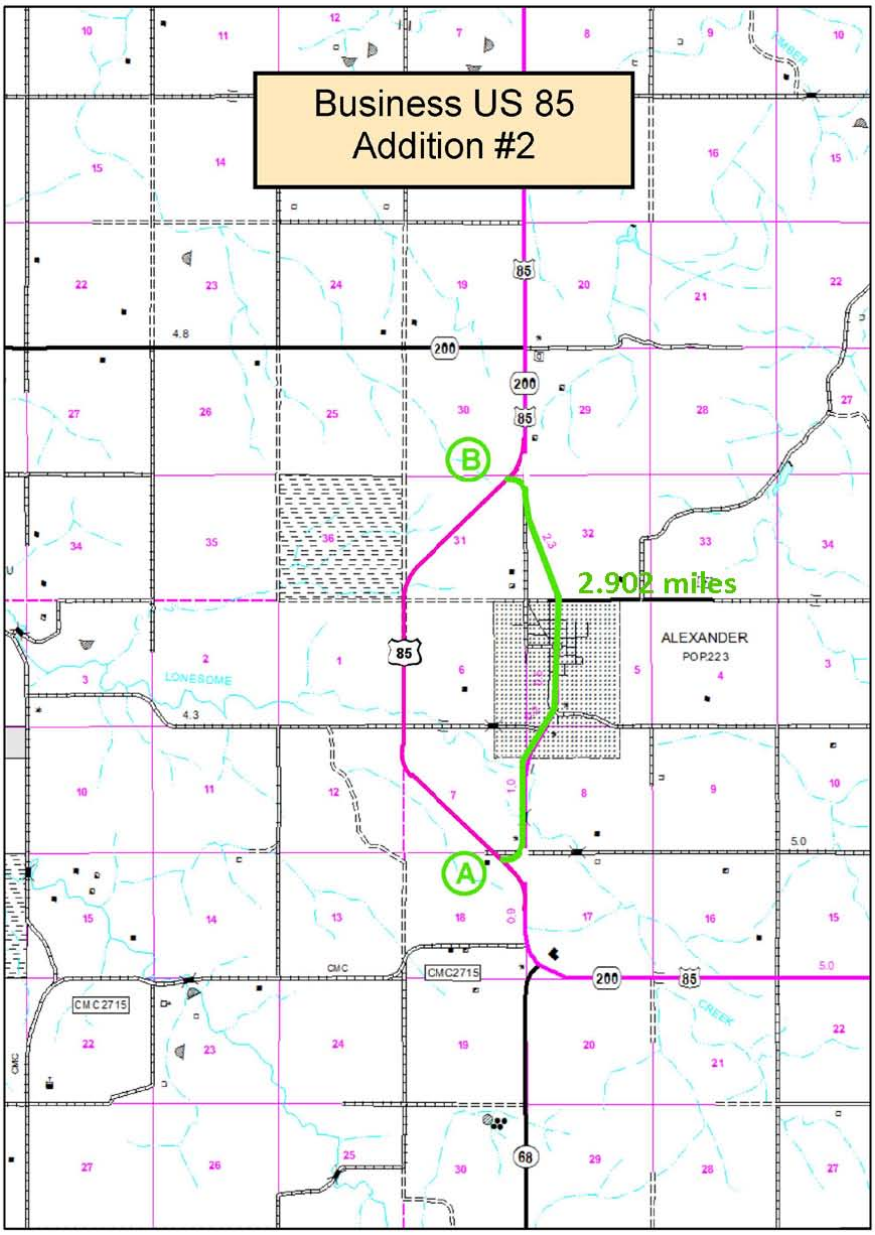
Does the petition propose a new routing over a portion of an existing U.S. Route? **No** If so, where? _____

Does the petition propose a new routing over a portion of an existing Interstate Route? **No** If so, where? _____

**Map of state, or portion thereof, indicating proposed addition or change in the U.S. Numbered or Interstate Numbered System:**

Send your PDF color map to usroutes@aashto.org or mvitale@aashto.org with this application.

(Indicate termini and control points on the map for the route, and number them in sequence. Use the same numbers in column 1 tabulation, page 6, when listing mileage. **Towns, cities, major highway intersections and state lines to be used as control points.** The top of column 1, page 6, will be one terminus, and column 1 will give the log of the route as needed to describe the route in the Association publication *U.S. Numbered Highways* if the application is approved by the Standing Committee on Highways.)



The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Standing Committee on Highways of the American Association of State Highway and Transportation Officials, not withstanding the fact that the changes proposed are entirely within this State.

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The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is **4770** as compared to **5024** for the year **2012** for all other U.S. Numbered Routes in the State.

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The *Purpose and Policy in the Establishment and Development of the United States Numbered Highways,* as *Retained from October* 3, 1991 or the *Purpose and Policy in the Establishment of* a *Marking System of the Routes Comprising the National System of Interstate and Defense Highways* as *Retained from August 10,* 1973, has been read and is accepted.

In our opinion, this petition complies with the above applicable policy.

Grant Levi

Grant Levi, Director

North Dakota Department of Transportation

(Member Department)

This petition is authorized by official action of _____

under date of _____ as follows: (Copy excerpt from minutes.)

A **letter** from your Chief Executive Officer with the **CEO's signature** is sufficient when submitting your application, if you choose not to include the signature on this form.

**Instructions for Preparation of Page 6**

**Column 1:** **Control Points and Mileage**. Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

| **Column 2:** | **Pavement Type.** | **Code** |
|---|---|---|
| | High type, heavy duty | H |
| | Intermediate type | I |
| | Low type, dustless | L (show in red) |
| | Not paved | N (show in red) |

| **Column 3:** | **Pavement Condition** | **Code** |
|---|---|---|
| | Excellent | E |
| | Good | G |
| | Fair | F (show in red) |
| | Poor | P (show in red) |

NOTE: In columns 2 and 3, where pavements types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

**Column 4:** **Traffic**. Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by RXR - black if signalized - red if not protected by signals.

**Columns 5 & 6** **Pavement Width and Shoulder Width**. These columns to be completed by comparing standards of highway involved with applicable AASHTO standards. Entries that fall to the right of the tolerance lines (dashed) should be shaded in red. If there are no deficiencies indicate by use of the word NONE.

**Columns 7 & 8** **Major Structures**. Show in these columns those structures that do not meet AASHTO standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by the use of the word NONE.

**Column 9:** **Vertical Sight Distance**. Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO standards. Portions of the line past the tolerance line shall be shown in red.

**Column 10:** **Horizontal Curvature**. Curves in excess of AASHTO applicable standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

**Column 11** **Percent Grades.** Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

*What follows is an Excel worksheet that you can open by right clicking your mouse and select **"Worksheet Object"** – you can then Edit, Open or Convert but you must first unlock the form as show when inserting maps..*

| Mileage | 1 Control Points and Mileage | 2 Pavement Type | 3 Pavement Condition | 4 Traffic ADT | 5 Comparison to Applicable AASHTO Design Standards: Pavement Width Deficiency (Percent) | 6 Shoulder Width Deficiency (Percent) | 7 Major Structures: Roadway Width Deficiency (Percent) | 8 Major Structures: H - Loading Deficiency (Percent) | 9 Vertical Sight Distance Deficiency (Percent) | 10 Show When In Excess of Standard: Horizontal Curvature (Degree) | 11 Show When In Excess of Standard: Percent Grade (Length) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 10 20 30 40 | 20 40 60 80 | 10 20 30 40 | 20 40 60 80 | 20 40 60 80 | | |
| 0 | | | | | | | | | | | |
| 20 | | | | | | | | | | | |
| 40 | | | | | | | | | | | |
| 60 | | | | | | | | | | | |
| 80 | | | | | | | | | | | |
| 100 | | | | | | | | | | | |
| 120 | | | | | | | | | | | |
| 140 | | | | | | | | | | | |
| 160 | | | | | | | | | | | |

Attach additional sheet here if necessary

**No deficiencies on proposed routing**

Contact Information:
**Name** Denny L. Johnson
**Telephone Number** (701) 328-2519
**Email Address** dennjohnson@nd.gov

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The following description will be provided to the AASHTO Highways Special Committee on U. S. Route Number (USRN).

Where does the route begin?
Where is it going?
What type of facility is it traveling over?
Explain the direction (north, east, south, and west)
Name the focal point city or cities
Total number of miles the route will cover
Where does it end?

**Begin your description here:**
The proposed US 85 Business Route is currently a portion of existing US 85 through the town of Alexander, ND, that will begin approximately ¾ miles south of town where it intersects with US 85. The US 85 Business Route will travel northward from its begin point through the town of Alexander until it ends approximately 1 ½ miles north of the city limits where it re-intersects with US 85. The total length of US 85 Business Route through Alexander will be 2.902 miles.

| US Route Number | State | Type | Intersection | Point to Point | Accumulated | Remarks |
|---|---|---|---|---|---|---|
| 85 | North Dakota | Regular | International Boundary | 0 | 0 | Route begins |
| 85 | North Dakota | Regular | Jct. N. Williston | 54 | 54 | Joins U.S. 2 |
| 85 | North Dakota | Regular | Williston | 7 | 61 | Leaves U.S. 2 |
| 85 | North Dakota | Regular | Jct. W. Williston | 13 | 74 | Crosses U.S. 2 |
| 85 | North Dakota | Regular | Jct. N. Alexander | 18 | 92 | U.S. 85 Business begins and leaves |
| 85 | North Dakota | Business | Jct. N. Alexander | 0 | 0 | Route begins, leaves U.S. 85 |
| 85 | North Dakota | Business | Jct. S. Alexander | 3 | 3 | Route ends, rejoins U.S. 85 |
| 85 | North Dakota | Regular | Jct. S. Alexander | 3 | 95 | U.S. 85 Business rejoins and ends |
| 85 | North Dakota | Regular | Watford City | 20 | 115 | NONE |
| 85 | North Dakota | Regular | Belfield | 66 | 181 | Crosses I-94 |
| 85 | North Dakota | Regular | Amidon | 35 | 216 | NONE |
| 85 | North Dakota | Regular | Bowman | 24 | 240 | Joins U.S. 12 |
| 85 | North Dakota | Regular | Bowman | 1 | 241 | Leaves U.S. 12 |
| | North Dakota | Regular | State Line | 16 | 257 | NONE |