

NORTH DAKOTA 2023 TRAFFIC REPORT

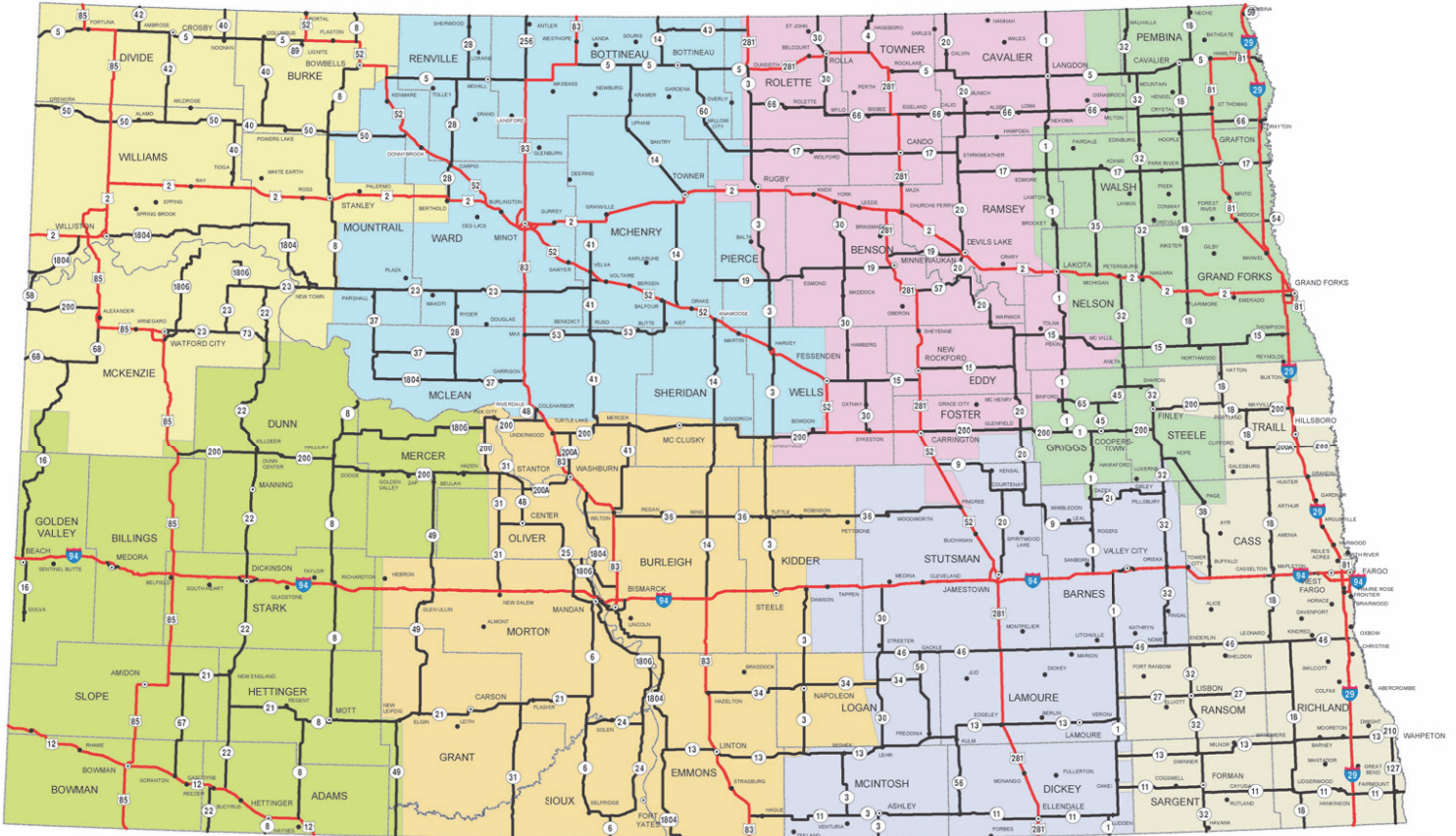


**North Dakota Department of Transportation
Planning and Asset Management Division
Traffic Data Section**

September 2024

NORTH DAKOTA 2023 TRAFFIC REPORT

North Dakota Department of Transportation Districts



Prepared by
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
BISMARCK, NORTH DAKOTA

www.dot.nd.gov

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September 2023

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OVERVIEW

This report contains summaries of data obtained from studies conducted in 2023 by the North Dakota Department of Transportation (NDDOT) Planning and Asset Management Division. This Division is responsible for the collection and analysis of traffic data in North Dakota. Traffic data collection has been conducted in North Dakota since 1936. The NDDOT compiled and presented this information as an annual report starting in 1963. Due to the continuing demand for this information, the annual report has continued to ensure that this information is readily available.

Included maps, graphs, and tabulations illustrate annual average daily traffic (AADT). They also illustrate percentage of travel by hour, month, and season and illustrate estimates of annual vehicle miles traveled (VMT) by highway system. The data was obtained from the following sources:




































1. Automatic traffic recorders (ATRs) continuously record hourly volumes of traffic throughout the year. A list of 82 ATR stations with their locations are presented on pages 9, 10 and 11. The counter locations are shown on the map on page 12.
2. Short term counts were obtained using portable equipment. We count 1/3 of the state every year with short term counts on various highways roads and streets along with the interstates statewide. There are approximately 2600 short-term counts for region per year. See map 6 to see what was counted this year and what will be counted next year.
3. Weigh-In-Motion (WIM) sensors continuously record the class and weight of trucks. A list of 17 WIM stations can be found on page 9 while their locations can be found on page 13.
4. NDDOT classifies and counts 2 types of trucks, Single Units (SU), and Combination Units (CU)
 - A) Single unit trucks are those trucks that do not articulate at or have a 5th wheel anchor plate with which to pivot a trailer, for example a Federal Express (FedEx), or United Parcel Service (UPS) type of truck (Classes 5-7).
 - B) Combination unit trucks are those trucks that can articulate one or more trailers behind the tractor, for example a standard class 9, 5 axle semi, or a triple trailer combination (Classes 8-13).

Only basic information of general interest is included with this report. More detailed information is available and can be obtained on our website or by contacting the Traffic Data Section of the Planning and Asset Management Division of the NDDOT, 608 East Boulevard Avenue, Bismarck, ND 58505-0700, (701) 328-3458.

Maps with all of our traffic counts can be accessed on the NDDOT website by entering the following URL address:

https://gis.dot.nd.gov/external/ge_html/?viewer=ext_transinfo

FHWA's 13 Vehicle Category Classification

Class 1 Motorcycles		Class 7 Four or more axle, single unit	
Class 2 Passenger cars			
			
			
			
Class 3 Four tire, single unit		Class 8 Four or less axle, single trailer	
			
			
Class 4 Buses		Class 9 5-Axle tractor semitrailer	
			
			Class 10 Six or more axle, single trailer
Class 5 Two axle, six tire, single unit			
			
		Class 11 Five or less axle, multi trailer	
Class 6 Three axle, single unit		Class 12 Six axle, multi-trailer	
			
			
		Class 13 Seven or more axle, multi-trailer	
			
			

Source: Federal Highway Administration (TMG 2013).

HISTORY OF TRAFFIC AND RELATED DATA

YEAR	POPULATION (1000'S)	VEHICLE REGISTRATIONS (REG.) (1000'S)	PERSONS PER VEHICLE REG.	GALLONS OF VEHICLE GAS AND FUEL TAXED (MILLIONS)	VEHICLE REG. PER 100 PERSONS	ANNUAL MILES PER VEHICLE	ANNUAL MILES TRAVELED PER CAPITA	ANNUAL VEHICLE MILES (MILLIONS)
1951	608	284	2.14	146	46.70	-	-	-
1952	613	285	2.15	152	46.50	-	-	-
1953	619	293	2.11	159	47.30	7,850	3,716	2,300
1954	623	300	2.08	164	48.20	7,840	3,775	2,352
1955	628	309	2.03	171	49.20	7,625	3,752	2,356
1956	629	311	2.02	174	49.40	7,958	3,935	2,475
1957	629	320	1.97	193	50.90	8,259	4,202	2,643
1958	620	329	1.88	204	53.10	8,544	4,534	2,811
1959	627	339	1.85	197	54.10	8,788	4,751	2,979
1960	632	345	1.83	210	54.60	8,925	4,872	3,079
1961	640	349	1.83	198	54.50	9,037	4,928	3,154
1962	642	358	1.79	212	55.80	9,014	5,026	3,227
1963	634	375	1.69	236	59.10	8,813	5,213	3,305
1964	645	385	1.68	248	59.70	8,834	5,273	3,401
1965	652	396	1.65	257	60.70	8,684	5,275	3,439
1966	650	406	1.60	253	62.50	8,562	5,348	3,476
1967	631	405	1.56	259	64.20	8,504	5,458	3,444
1968	627	414	1.51	274	66.00	8,572	5,660	3,549
1969	615	420	1.46	279	68.30	8,700	5,941	3,654
1970	618	428	1.44	302	69.30	8,895	6,160	3,807
1971	625	444	1.41	321	71.00	8,908	6,328	3,955
1972	632	464	1.36	347	73.40	8,871	6,513	4,116
1973	640	490	1.31	370	76.60	8,776	6,719	4,300
1974	637	527	1.21	353	82.70	8,294	6,862	4,371
1975	638	551	1.16	377	86.40	8,171	7,056	4,502
1976	640	563	1.14	414	88.00	8,495	7,473	4,783
1977	643	580	1.11	422	90.20	8,555	7,717	4,962
1978	652	599	1.09	444	91.90	8,826	8,109	5,287
1979	657	617	1.06	440	93.90	8,483	7,967	5,234
1980	653	627	1.04	414	96.00	8,440	8,104	5,292
1981	653	641	1.02	427	98.20	8,496	8,340	5,446
1982	653	654	1.00	429	100.20	8,228	8,240	5,381
1983	680	666	1.02	427	97.90	8,179	8,010	5,447
1984	686	661	1.04	419	96.40	8,327	8,023	5,504
1985	686	655	1.05	427	95.50	8,518	8,133	5,579
1986	685	648	1.06	419	94.60	8,694	8,225	5,634

HISTORY OF TRAFFIC AND RELATED DATA

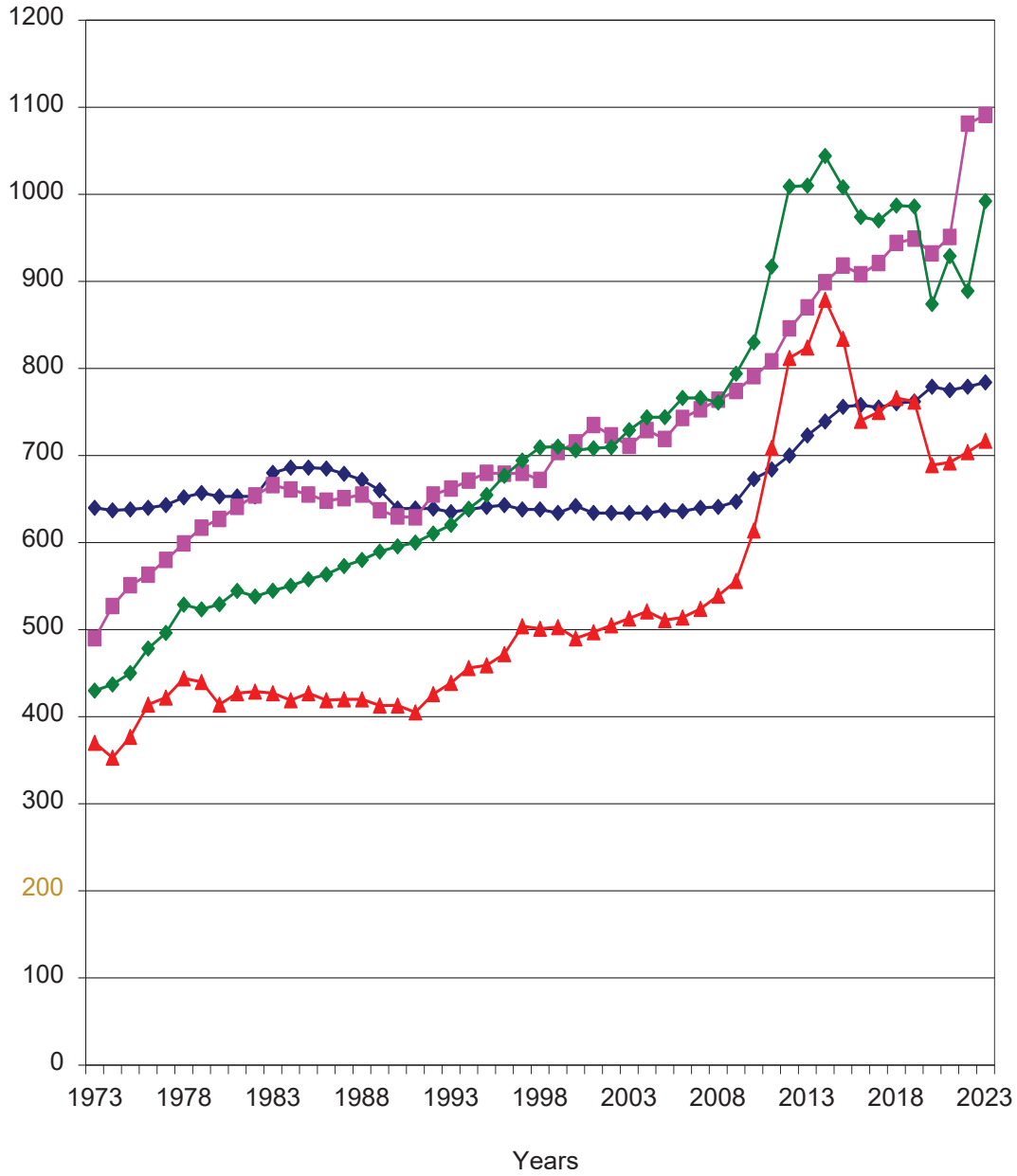
YEAR	POPULATION (1000'S)	VEHICLE REGISTRATIONS (1000'S)	PERSONS PER VEHICLE REG.	GALLONS OF GAS AND FUEL TAXED (MILLIONS)	VEHICLE REG. PER 100 PERSONS	ANNUAL MILES PER VEHICLE	ANNUAL MILES TRAVELED PER CAPITA	ANNUAL VEHICLE MILES (MILLIONS)
1987	679	651	1.04	420	95.90	8,800	8,437	5,729
1988	672	655	1.03	420	97.50	8,855	8,631	5,800
1989	660	637	1.04	413	96.50	9,257	8,935	5,897
1990	639	630	1.01	413	98.60	9,456	9,322	5,957
1991	639	629	1.02	405	98.40	9,537	9,388	5,999
1992	639	655	0.98	426	102.50	9,321	9,554	6,105
1993	635	662	0.96	439	104.30	9,371	9,770	6,204
1994	638	671	0.95	456	105.20	9,520	10,013	6,388
1995	641	680	0.94	459	105.90	9,639	10,211	6,546
1996	643	679	0.94	472	105.60	9,966	10,524	6,767
1997	638	680	0.93	504	106.60	10,209	10,883	6,942
1998	638	672	0.95	501	105.30	10,555	11,118	7,093
1999	634	704	0.90	503	111.00	10,086	11,200	7,101
2000	642	715	0.89	490	111.40	9,875	10,998	7,061
2001	634	735	0.86	497	115.90	9,638	11,174	7,084
2002	634	723	0.88	505	138.80	8,063	11,191	7,095
2003	634	711	0.89	513	112.20	10,253	11,500	7,290
2004	634	729	0.87	521	114.98	10,204	11,733	7,439
2005	637	719	0.89	511	112.87	10,352	11,684	7,443
2006	636	743	0.86	514	116.82	10,315	12,050	7,664
2007	640	753	0.85	524	117.66	10,177	11,973	7,663
2008	641	764	0.84	539	119.19	9,958	11,869	7,608
2009	647	774	0.84	556	119.63	10,262	12,277	7,943
2010	673	791	0.85	614	117.53	10,497	12,337	8,303
2011	684	808	0.85	709	118.13	11,344	13,401	9,166
2012	700	846	0.83	812	120.86	11,930	14,419	10,093
2013	723	870	0.83	824	120.33	11,609	13,970	10,100
2014	739	899	0.82	879	121.65	11,610	14,123	10,437
2015	756	918	0.82	834	121.43	10,979	13,332	10,079
2016	758	908	0.83	740*	119.79	10,727	12,850	9,740
2017	755	921	0.82	750	121.99	10,535	12,852	9,703
2018	760	944	0.81	766	124.21	10,451	12,982	9,866
2019	762	949	0.80	762	124.54	10,388	12,938	9,859
2020	779	932	0.84	689	119.64	9,345	11,220	8,741
2021	775	951	0.81	692	122.71	9,730	11,939	9,293
2022	779	1,081	0.72	704	138.77	8,895	11,418	9,353
2023	784	1,091	0.72	717	139.16	9,093	12,654	9,921

FUEL TAXED INCLUDES GALLONS OF GAS FOR OTHER THAN MOTOR VEHICLES

Annual Vehicle Miles figures are for all roads in the state including trails and unimproved roads
The number of vehicle registrations in a given year will exceed the total number of vehicles in the state
because a vehicle may be registered more than once if there was a change in ownership.

Traffic and Related Trends

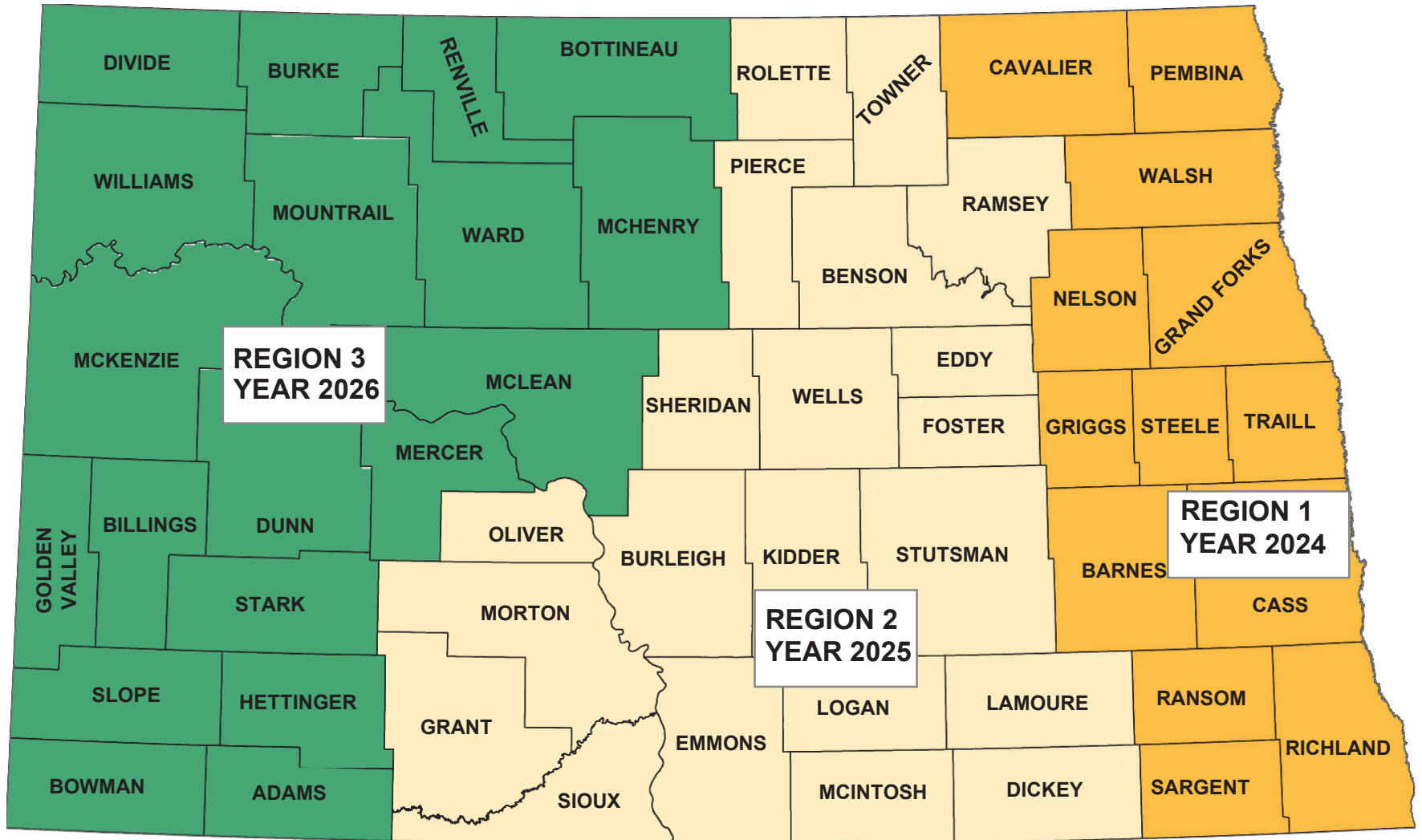
For the Years 1973 - 2023



North Dakota Department of Transportation Current Traffic Counting Cycle



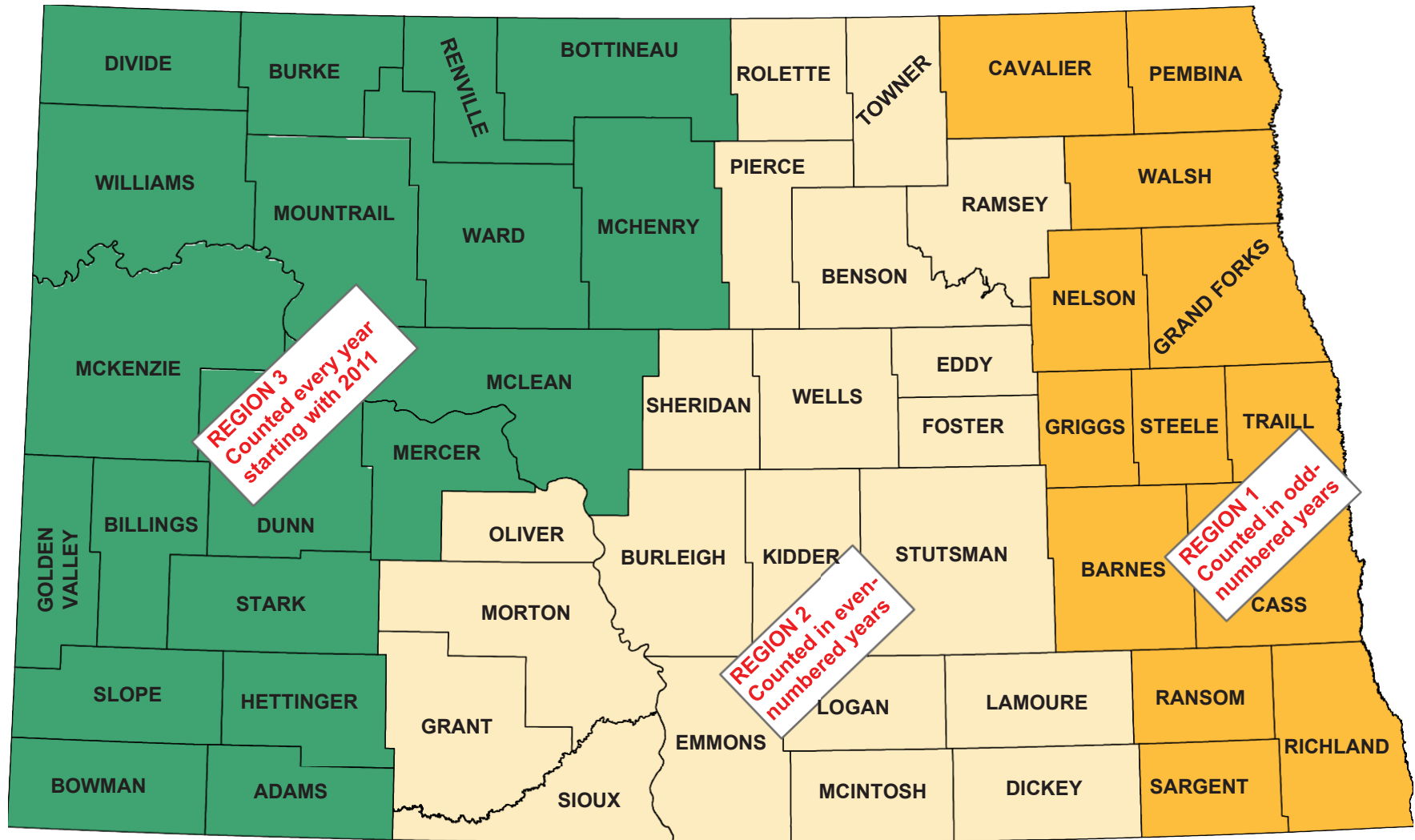
Region 3 and one other region per year were counted from 2012 to 2016.
One region is counted per year starting in 2017. Region 3 is no longer counted every year.



North Dakota Department of Transportation Prior Traffic Counting Cycle 2012-2016



Region 3 is counted every year whereas the other two regions are only counted every two years.
We started counting two regions per year in 2012 and stopped in 2016.



Planning & Asset Management Division
Traffic Data Section
City Traffic Counts

CITY	YEAR COUNTED	YEAR TO COUNT
West Fargo	2021	2024
Fargo	2021	2024
Wahpeton	2021	2024
Valley City	2021	2024
Grand Forks	2021	2024
Watford City	2023	2026
Minot	2023	2026
Dickinson	2023	2026
Williston	2023	2026
Bismarck	2022	2025
Mandan	2022	2025
Devils Lake	2022	2025
Jamestown	2022	2025

**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
ATR LOCATIONS**

WIM Locations are Highlighted in Yellow

STATION	NAME	HIGHWAY	REF POINT	OFF SET	TYPE	LOCATION
URBAN INTERSTATE 94						
7	WEST FARGO	94	347.000	0.5200	Weight	I-94 WEST OF 45 STREET
217	FARGO (U)	94	352.000	0.3327	Class	RED RIVER BRIDGE
283	BISMARCK (U)	94	158.000	0.8538	Class	0.4 MILES WEST OF US 83 INT.
RURAL INTERSTATE 94						
1	BELFIELD	94	34.000	0.7000	Weight	I-94 EB ONLY - 7 MILES WEST OF BELFIELD
14	APPLE CREEK EAST	94	165.000	0.0000	Weight	3.5 MILES EAST OF BISMARCK
15	APPLE CREEK WEST	94	169.000	0.8000	Weight	8.3 MILES EAST OF BISMARCK
207	MEDINA	94	231.000	0.2923	Class	0.9 MILES EAST OF MEDINA
223	NEW SALEM	94	126.000	0.8803	Class	0.8 MILES WEST OF ND 31 INT.
245	TOWER CITY	94	312.000	0.5100	Class	2.3 MILES WEST OF BUFFALO INT.
279	PAINTED CANYON	94	34.000	0.6637	Class	7.8 MILES WEST OF US 85 INT.
URBAN INTERSTATE 29						
235	FARGO (U)	29	66.255	0.5725	Class	NORTH OF 12TH AVE.
RURAL INTERSTATE 29						
4	WAHPETON	29	10.000	0.1000	Weight	HWY 29 - SOUTH OF THE MOORETON SCALE
6	JOLIETTE	29	207.000	0.8700	Weight	I-29 NORTH OF JOLIETTE STATIC SCALE
211	BUXTON	29	112.000	0.8614	Class	4.0 MILES NORTH OF MAYVILLE INT.
243	BOWESMONT	29	196.014	0.5726	Class	0.5 MILES NORTH OF BOWESMONT
265	MOORETON	29	25.000	0.0149	Class	2.5 MILES NORTH OF ND 13
285	DAVENPORT	29	55.000	0.4798	Class	1.3 MILES NORTH OF DAVENPORT INT
RURAL PRINCIPAL ARTERIAL						
2	BOWMAN	85	12.000	0.2000	Weight	HWY 85 - 4 MILES SOUTH OF BOWMAN
3	ELLENDALE	281	1.000	0.2500	Weight	HWY 281 - 2 MILES SOUTH OF ELLENDALE
5	WILLISTON	2	13.000	0.4400	Weight	HWY 2 - WEST OF WILLISTON STATIC SCALE
8	PORTAL	52	3.000	0.3700	Weight	HWY 52 EB LANE ONLY - SOUTH OF PORTAL
9	WASHBURN	83	120.000	0.6600	Weight	US 83 NB/SB 6 MILES SOUTH OF WASHBURN
10	DEVILS LAKE	2	263.000	0.5000	Weight	HWY 2 EB ONLY - WEST OF DEVILS LAKE
11	WATFORD CITY	85	137.000	0.2800	Weight	HWY 85 NB/SB - SOUTH OF WATFORD CITY
12	BUCHANAN	52	248.000	0.6100	Weight	HWY 52 EB/WB LANES - NORTH OF BUCHANAN
13	LANGDON	5	288.000	0.9950	Weight	10 MILES EAST OF LANGDON
16	PANGER	85	176.000	0.7100	Weight	HWY 85
17	SYKESTON	52	212.000	0.3500	Weight	HWY 52, RP 212 @ .35
201	RAY	2	51.000	0.2986	Class	2.1 MILES WEST OF RAY
203	MAX	83	168.000	0.9400	Class	3.3 MILES SOUTH OF ND 53
205	GWINNER	13	337.000	0.2241	Class	2.1 MILES WEST OF ND 32
215	JAMESTOWN	52	259.000	0.5408	Class	2.5 MILES NORTH OF JAMESTOWN
219	MANDAN	6	55.000	0.8718	Class	11.0 MILES SOUTH OF MANDAN
221	FAIRFIELD	85	80.000	0.8850	Class	5.1 MILES NORTH OF I-94
229	COOPERSTOWN	200	344.000	0.2200	Class	3.0 MILES EAST OF COOPERSTOWN
233	FOXHOLM	52	78.000	0.2600	Class	1.5 MILES SOUTHEAST OF FOXHOLM
237	NEKOMA	1	205.000	0.2195	Class	8.5 MILES SOUTH LANGDON
239	NEW TOWN	23	42.000	0.8986	Class	4.7 MILES EAST OF ND 22
241	BOTTINEAU	5	173.000	0.9523	Class	0.2 MILES WEST OF ND 14
251	HAGUE	83	1.000	0.1144	Class	1.1 MILES NORTH OF SOUTH DAKOTA LINE
253	RUGBY	2	207.000	0.3265	Class	3.5 MILES WEST OF ND 3
255	CROSBY	5	28.000	0.7521	Class	6.0 MILES WEST OF CROSBY
257	WILLISTON	2	2.000	0.3979	Class	2.4 MILES EAST OF MONTANA LINE
261	CARRINGTON	281	117.000	0.9013	Class	5.5 MILES NORTH OF JUNCTION WITH HWY 200
271	GOLDEN VALLEY	200	131.000	0.0000	Class	0.7 MILES EAST OF GOLDEN VALLEY
273	NEW LEIPZIG	21	67.000	0.5500	Class	2.1 MILES WEST OF ND 49
281	SAWYER	52	102.000	0.7136	Class	WEST OF SAWYER
297	WILLISTON_NW	85	193.000	0.7000	Class	NW WILLISTON TRUCK RELIEVER ROUTE
299	KILLDEER200W	200	88.000	0.5200	Class	6.7 MILES WEST OF JCT. ND 22 AND ND 200

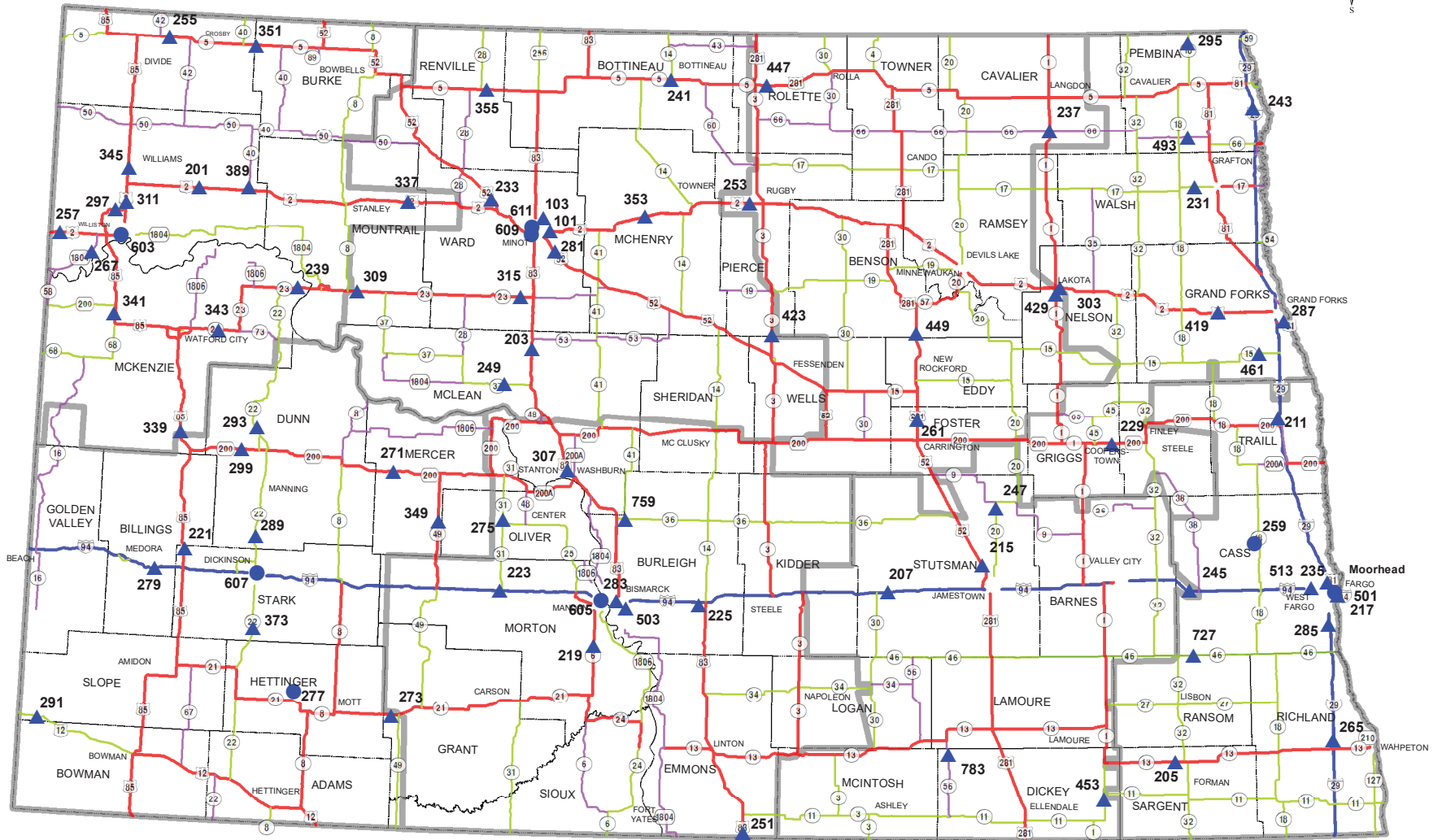
**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
ATR LOCATIONS**

STATION	NAME	HIGHWAY	REF POINT	OFF SET	TYPE	LOCATION
RURAL PRINCIPAL ARTERIAL						
303	MICHIGAN	2	296.000	0.6500	Class	4.0 MILES EAST OF ND 1
307	WASHBURN	83	130.000	0.7300	Class	NORTH OF WASHBURN
309	NEWTOWN_EAST	23	58.000	0.7000	Class	8.4 MILES EAST OF NEW TOWN
311	WILLISTON_2N	2	27.000	0.6300	Class	5.2 MILES NORTH OF WILLISTON
315	RYDER_E23__	23	102.000	0.2000	Class	3.3 MILES WEST OF THE JUNCTION WITH US 83
337	BLAISDELL_E2	2	107.000	0.1000	Class	1.0 MILES EAST OF BLAISDELL
339	GRASSY_BUTTE	85	113.000	0.8500	Class	1.3 MILES NORTH OF GRASSY BUTTE
341	ALEXANDER85W	85	162.000	0.2080	Class	1/2 MILE W OF ALEXANDER
343	WATFORD_E23_	23	10.000	0.7000	Class	9.1 MILES EAST OF WATFORD CITY
345	WILLIAMS_N85	85	205.000	0.4800	Class	15.4 MILES NORTH OF WILLISTON
349	BEULAH_S49__	49	91.000	0.7700	Class	10.5 MILES SOUTH OF BEULAH
351	COLUMBUS_W5	5	52.000	0.2000	Class	3.2 MILES EAST OF NOONAN
353	GRANVILLE_E2	2	177.000	0.7600	Class	8.3 MILES EAST OF GRANVILLE
355	MOHALL_W5__	5	121.000	0.9700	Class	3.6 MILES WEST OF MOHALL
419	EMERADO_W2	2	340.000	0.5000	Class	2.5 MILES WEST OF EMERADO
423	HARVEY_N3__	3	165.000	0.5600	Class	5.6 MILES NORTH OF HARVEY
429	LAKOTA_S1__	1	160.000	0.3800	Class	1.6 MILES SOUTH OF LAKOTA
447	DUNSEITH_E__	281	250.000	0.2700	Class	2.95 MILES EAST OF DUNSEITH
449	SHEYENNE_N__	281	141.000	0.4800	Class	2.5 MILES NORTH OF SHEYENNE
RURAL MINOR ARTERIAL						
231	GRAFTON	17	122.000	0.1293	Class	5.5 MILES WEST OF GRAFTON
247	COURTENAY	20	20.000	0.4196	Class	1.8 MILES SOUTH OF ND 9
249	GARRISON	37	54.000	0.9548	Class	1.0 MILES WEST OF GARRISON
275	HANNOVER	31	97.000	0.0758	Class	1.2 MILES NORTH OF HANNOVER
289	MANNING	22	81.000	0.5055	Class	SOUTH OF MANNING
291	MARMARTH	12	4.000	0.8670	Class	1.0 MILE WEST OF MARMARTH
293	KILLDEER	22	112.000	0.1350	Class	5.9 MILES NORTH OF KILLDEER
295	NECHE	18	239.000	0.3300	Class	1.2 MILES SOUTH OF NECHE
373	DICKINSON22S	22	57.000	0.2400	Class	11.4 MILES SOUTH OF DICKINSON
453	OAKES_S1____	1	13.000	0.3500	Class	3.0 MILES SOUTH OF OAKES
461	THOMPSON_W15	15	129.000	0.0000	Class	3.4 MILES WEST OF THOMPSON
727	ENDERLIN_E46	46	84.000	0.2000	Class	EAST EDGE OF ENDERLIN
759	WILTON_E36__	36	2.000	0.2600	Class	2.3 MILES SE OF WILTON
RURAL MAJOR COLLECTOR-STATE						
267	TRENTON	1804	329.000	0.8846	Class	1.5 MILES NORTHEAST OF TRENTON
389	TIOGA_S40__	40	0.000	0.7000	Class	.70 N OF HWY 2 SOUTH OF TIOGA
493	ST_THOMAS_W_	66	117.000	0.4000	Class	5.7 MILES WEST OF ST. THOMAS
783	KULM_S56____	56	14.000	0.5800	Class	4.7 MILES SOUTH OF KULM
RURAL MAJOR COLLECTOR-COUNTY						
101	MINOT55ST_NE	5145 C	0.000	0.3000	Class	CMC 5145 - 0.3 MILES NORTH OF US2
103	MINOT46AV_NE	5138 C	8.000	0.2000	Class	CMC 5138 - 2.1 MILES EAST OF US 83
225	STERLING	836 C	14.000	0.2100	Class	CMC 0836 - 1.9 MILES WEST OF US 83
259	AYR				Volume	CMC 0918 - 12.0 MILES EAST OF AYR
277	REGENT				Volume	CMC 2117 - 2.0 MILES NORTH OF ND 21
URBAN PRINCIPAL ARTERIAL						
287	GRAND FORKS	81 B	942.000	0.4092	Class	S. WASHINGTON BETWEEN 24 AND 28 AVE. S.
501	FARGO (U)	81 B	925.000	0.3888	Volume	UNIVERSITY AVE. BET 15 AND 15 1/2 AVE.
503	BISMARCK (U)	810	5.000	0.5750	Class	BIS. EXPWY. SOUTH OF E. MAIN STREET
513	WFARGO_MAIN_(U)	10 B	933.000	0.4400	Class	MAIN ST. WEST OF 15TH ST NW
603	WILLISTON (U)	2 B	900.000	0.6627	Volume	2ND ST. WEST OF 14TH AVE. WEST
605	MANDAN (U)	94 B	917.043	0.0939	Volume	EAST MAIN ST. WEST OF TWIN CITY DRIVE
URBAN MINOR ARTERIAL						
607	DICKINSON (U)				Volume	9TH ST. EAST BET. 2ND AVE. & 3RD AVE. EAST

**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
ATR LOCATIONS**

STATION	NAME	HIGHWAY	REF POINT	OFF SET	TYPE	LOCATION
URBAN MINOR ARTERIAL						
611	MINOT (U)				Volume	UNIVERSITY AVE. BET 12TH ST. & 13TH ST. NW.
URBAN COLLECTOR AND LOCAL URBAN						
609	MINOT (U)				Volume	16TH AVE BET. 12TH ST SW. & 17TH AVE. SW.

Automatic Traffic Recorder (ATR) Locations

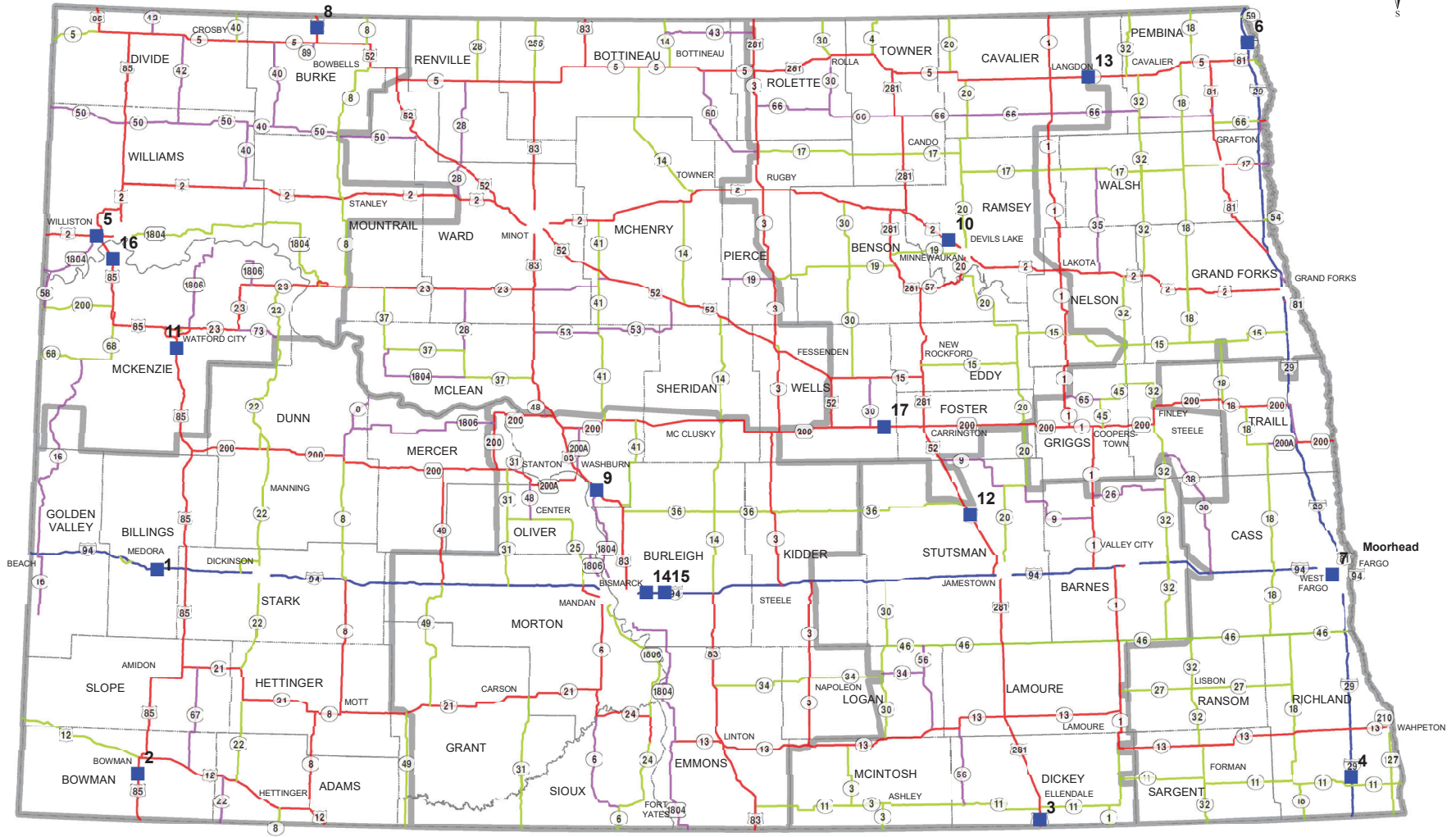
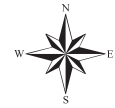


Station Type	Functional Class	Number of ATR Stations
▲ Class	Interstate Rural	8 Rural Interstate
● Volume	Principal Arterial Rural	40 Rural Principal Arterial
	Minor Arterial Rural	13 Rural Minor Arterial
	Major Collector	9 Rural Major Collector
		3 Urban Interstate
		6 Urban Principal Arterial
		2 Urban Minor Arterial
		1 Urban Collector

Planning & Asset Management Division Traffic Data Section
February 2024

File pathway: F:\PLANNING\NREIS\shjeflo\Reports\2023 Monthly Reports\ATR Locations_2023.mxd

Weigh - In - Motion Locations

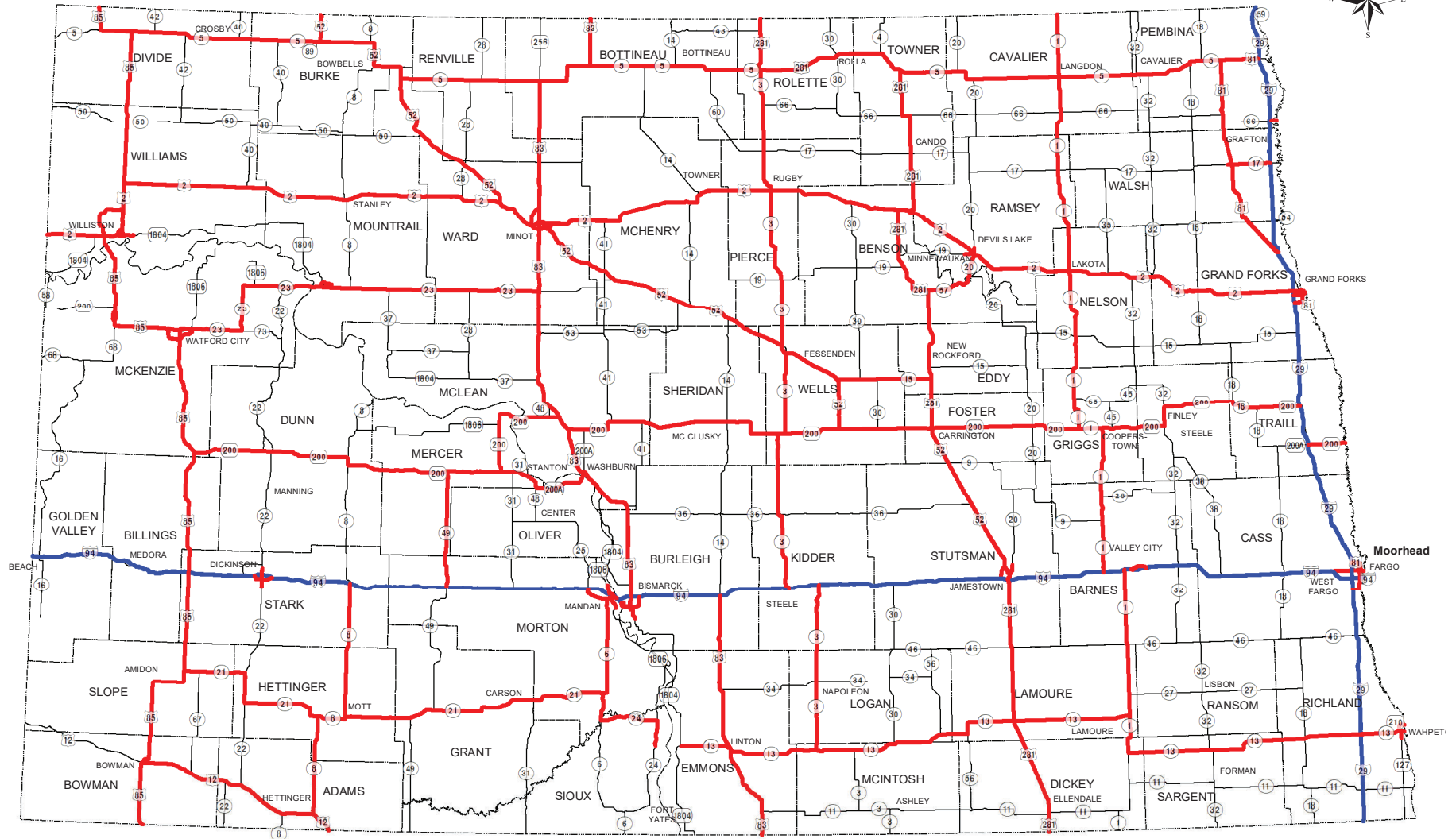


- | | | |
|---------------|-----------------------------|-----------------------|
| 1 - Belfield | ■ WIM Sites | 14 - Apple Creek East |
| 2 - Bowman | 6 - Joliette (NA) | 15 - Apple Creek West |
| 3 - Ellendale | 7 - West Fargo (N/A) | 16 - Panger |
| 4 - Wahpeton | 8 - Portal | 17 - Sykeston |
| 5 - Williston | 9 - Washburn | N/A = NOT ACTIVE |
| | 10 - Devils Lake | |
| | 11 - Watford City (Pending) | |
| | 12 - Buchanan (N/A) | |
| | 13 - Langdon | |

Planning & Asset Management Division
 Traffic Data Section
 February 2023

File path: F:\PLANNING\NREIS\shjeflo\Reports\Annual report 2022\Data\Arcmap\WIM Locations 2022.MXD

National Highway System Mileage

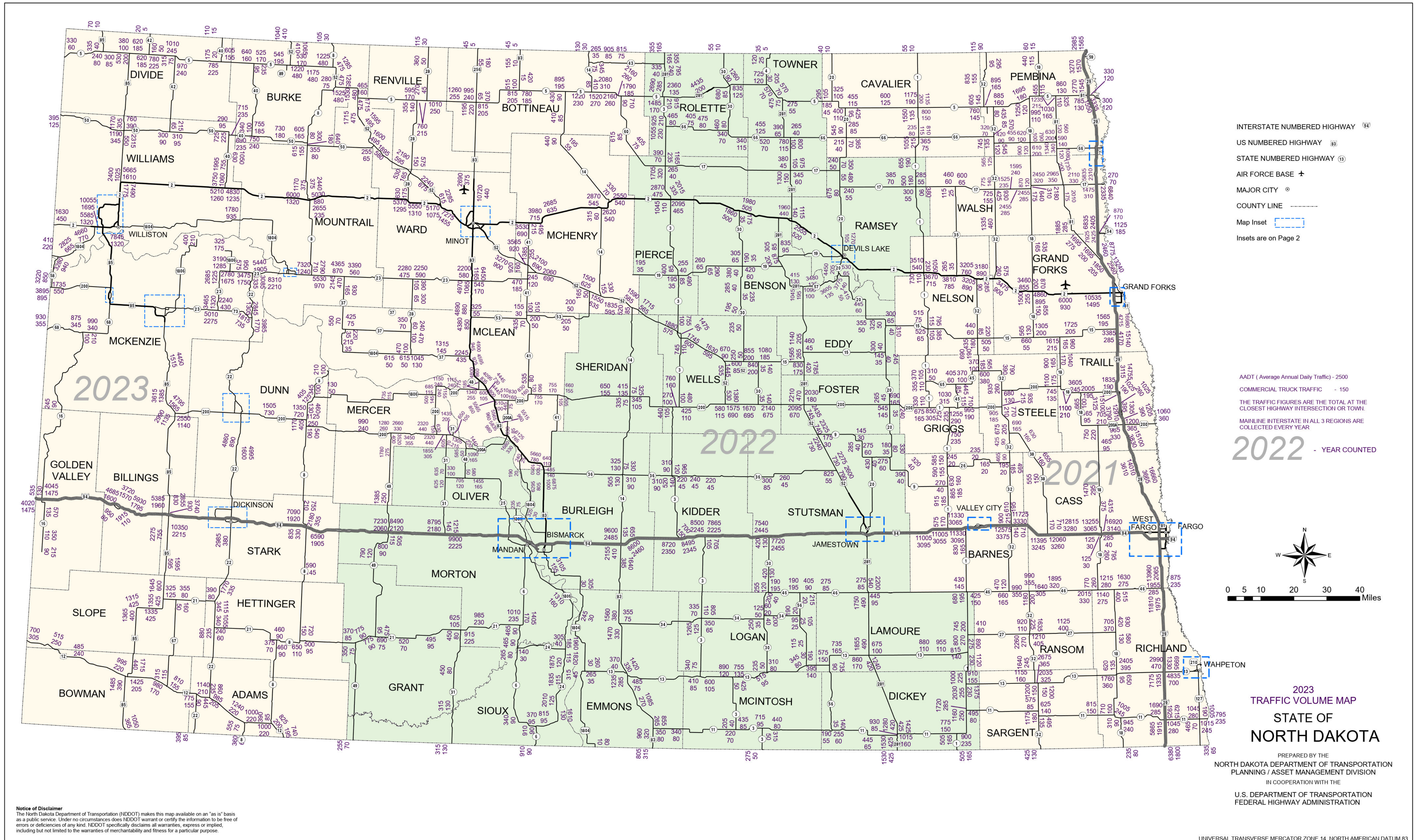


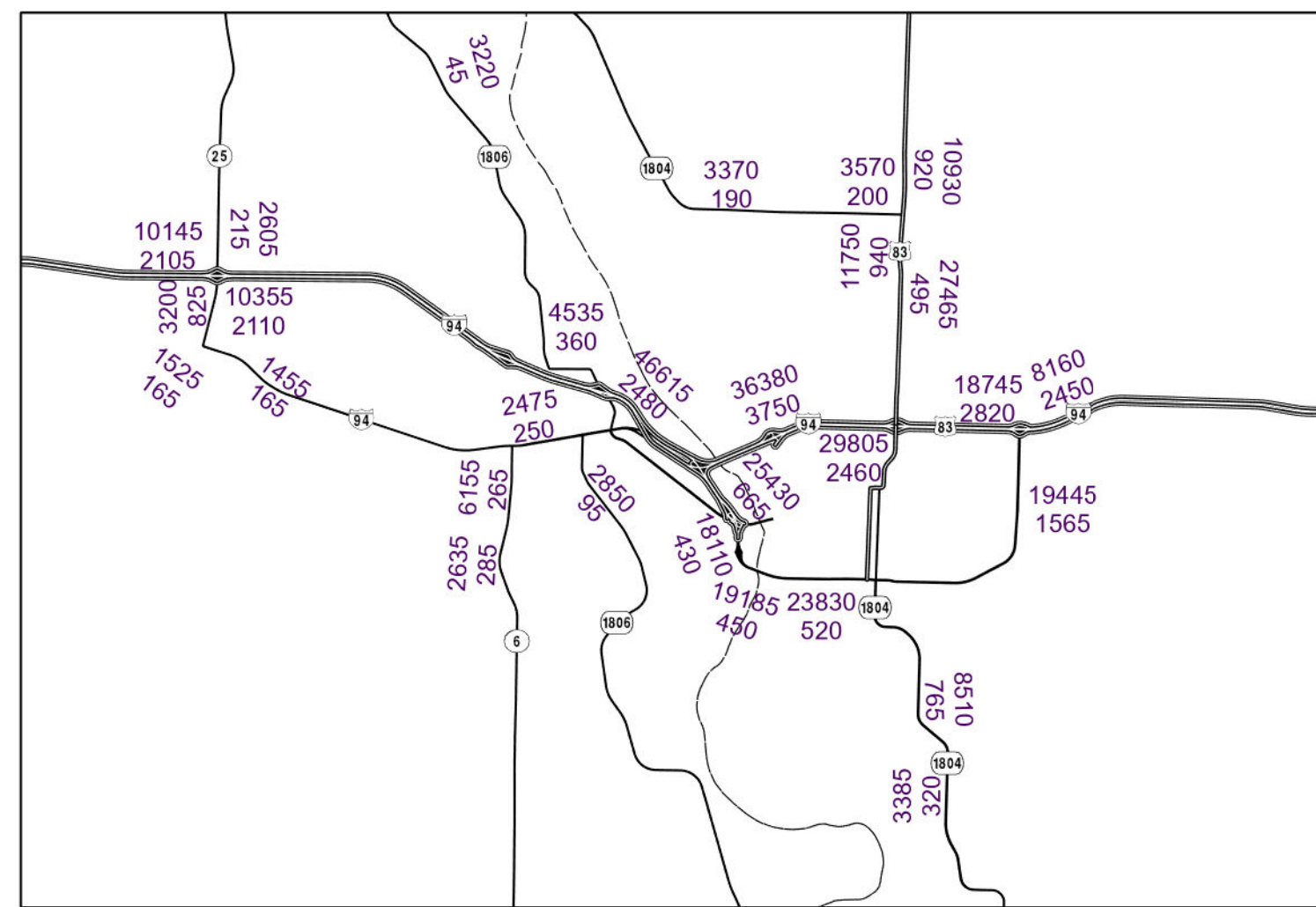
NHS Mileage

	Interstate Rural	509.7		Principal Arterial Rural	2942.0
	Interstate Urban	61.2		Principal Arterial Urban	161.0
	Total	570.9		Total	3103.0

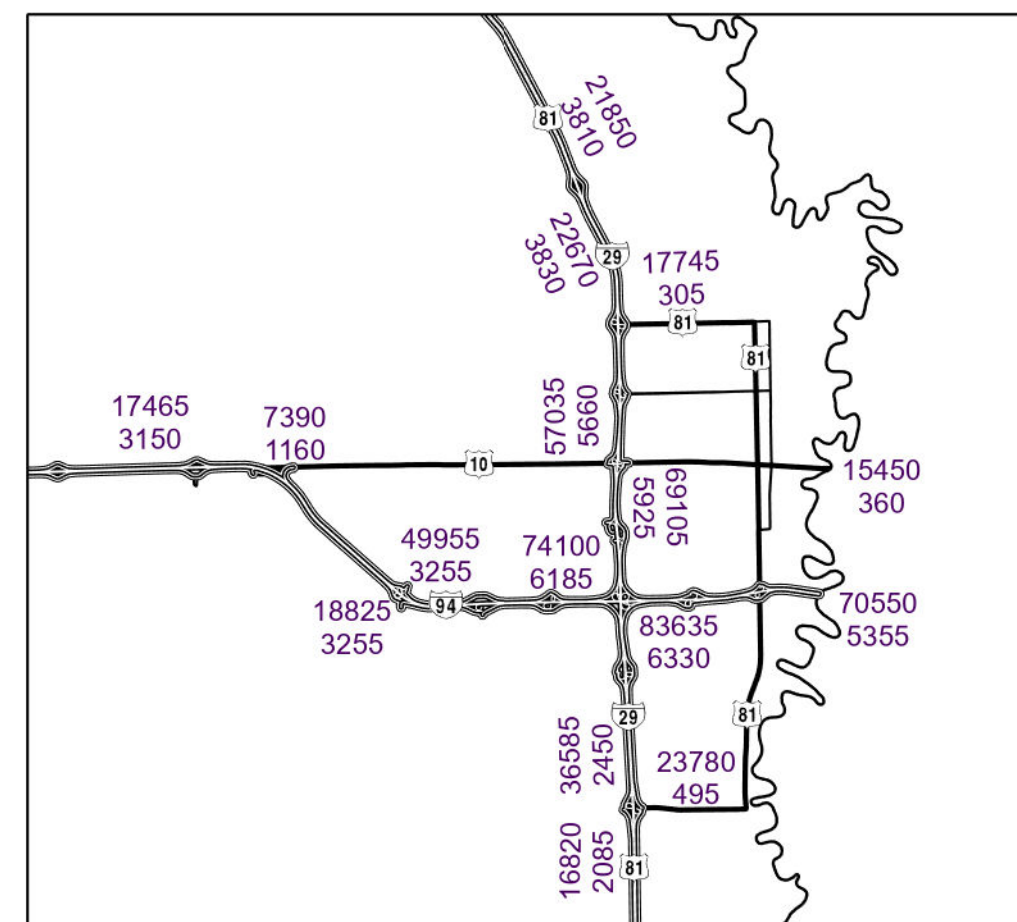
Total NHS 3721.5

Planning & Asset Management Division
Traffic Data Section
July 2024

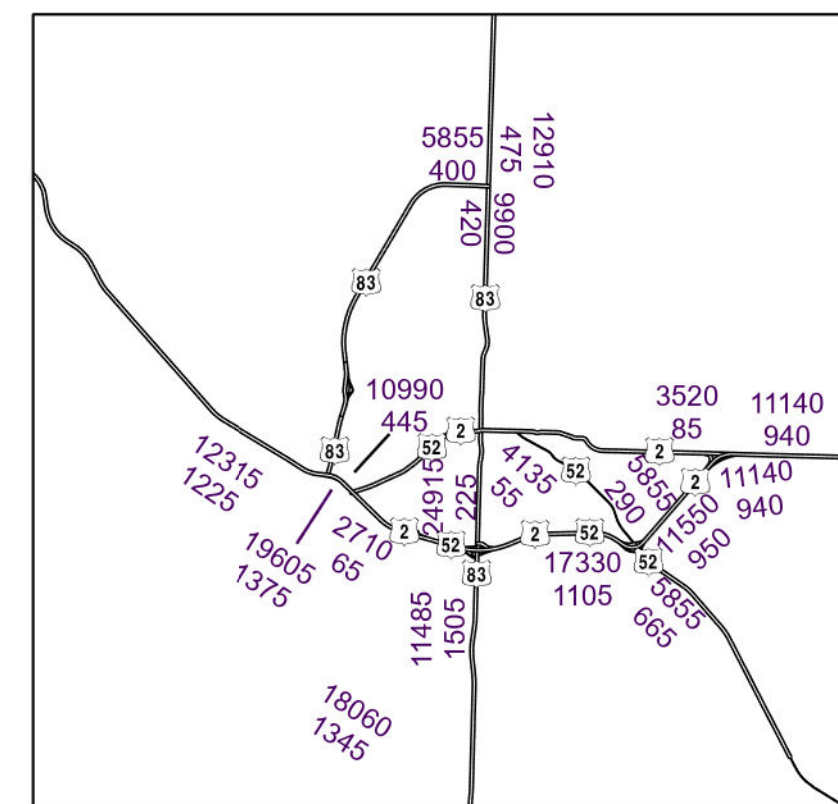




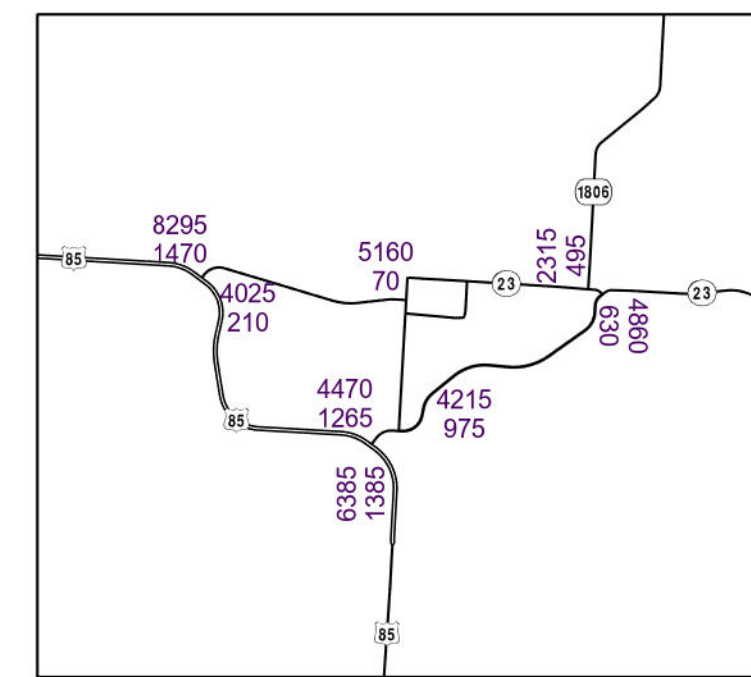
MANDAN and BISMARCK






WEST FARGO and FARGO

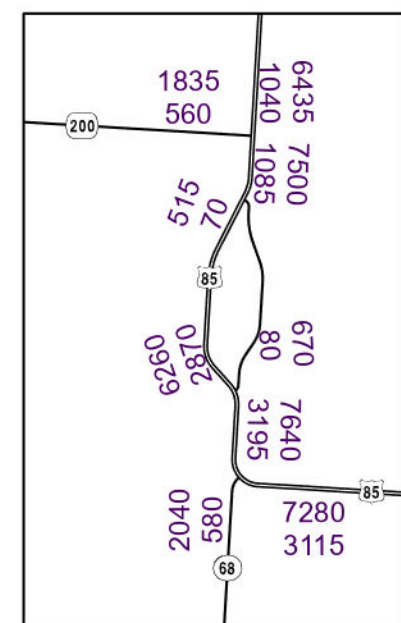


MINOT

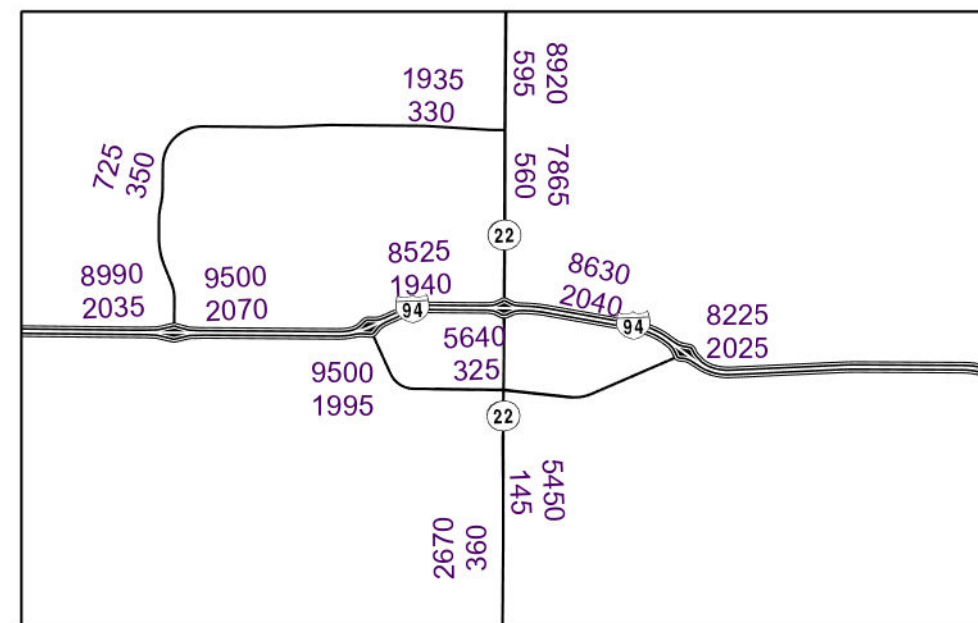


WATFORD CITY

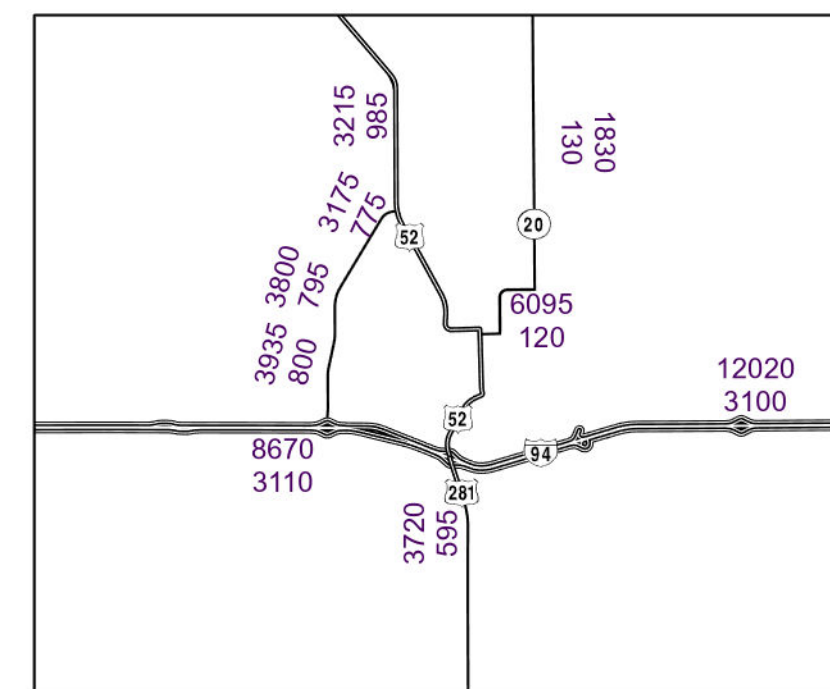
INTERSTATE NUMBERED HIGHWAY 
 US NUMBERED HIGHWAY 
 STATE NUMBERED HIGHWAY 
 COUNTY LINE - - - - -
 STATE LINE ———



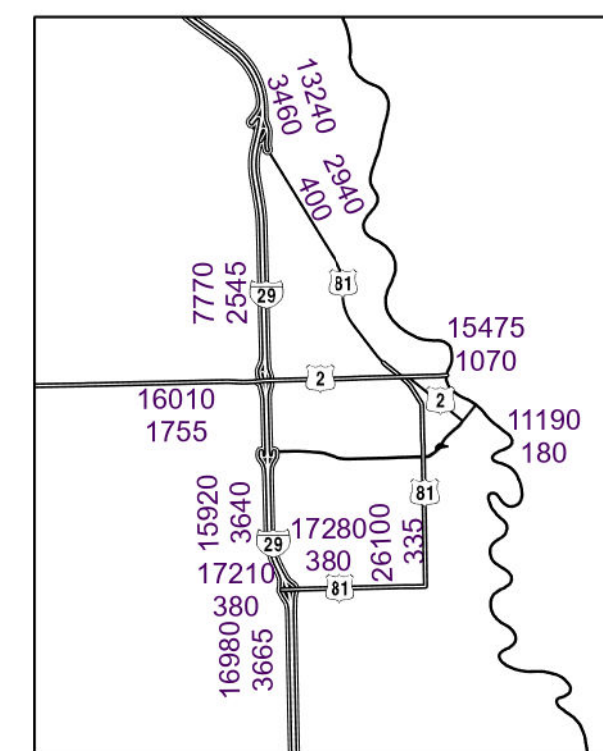
ALEXANDER



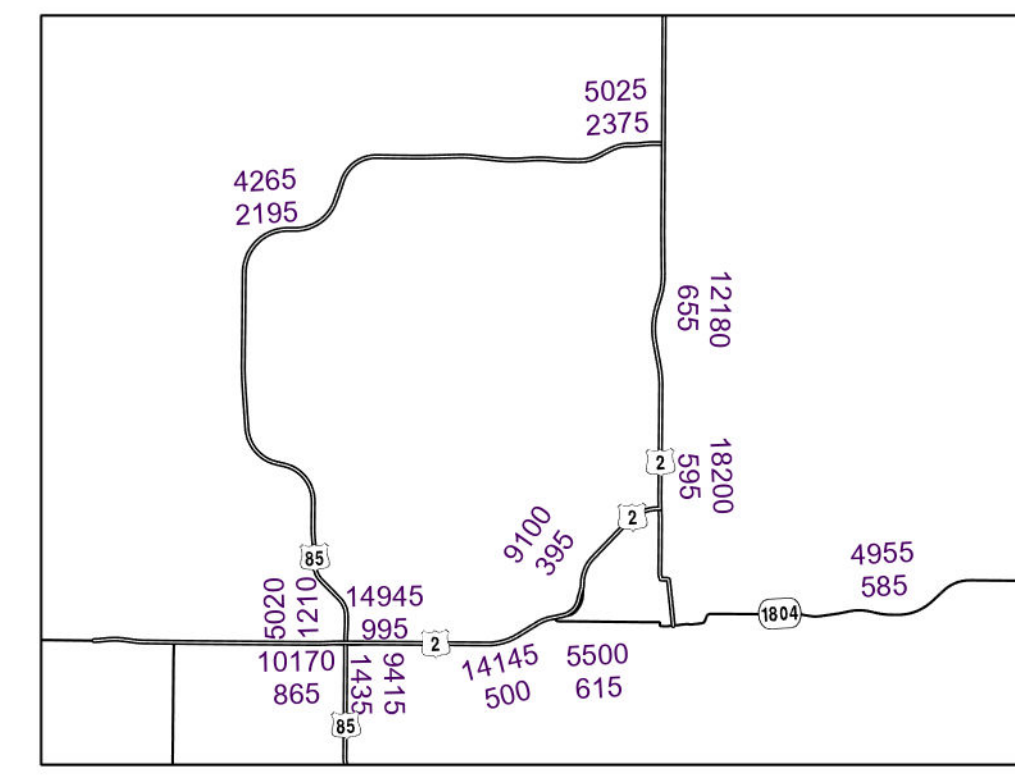
DICKINSON



JAMESTOWN



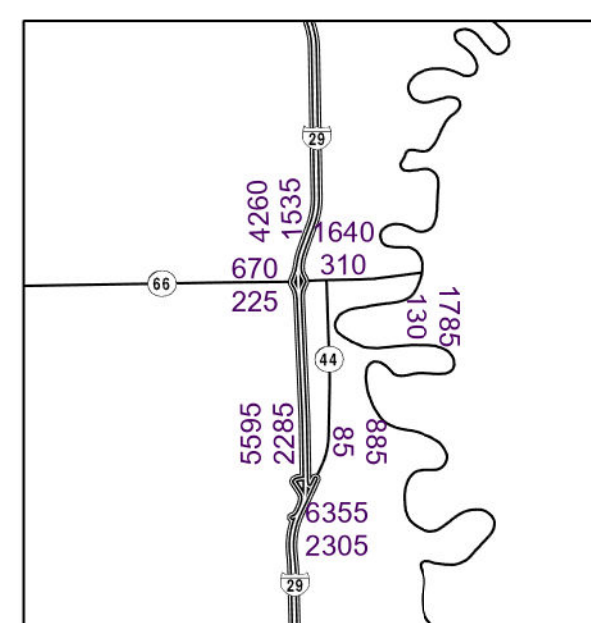
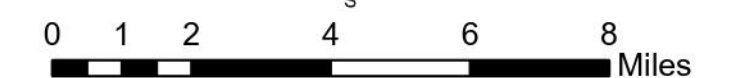
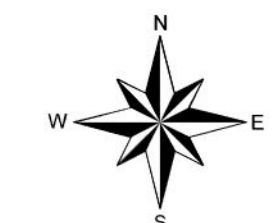
GRAND FORKS



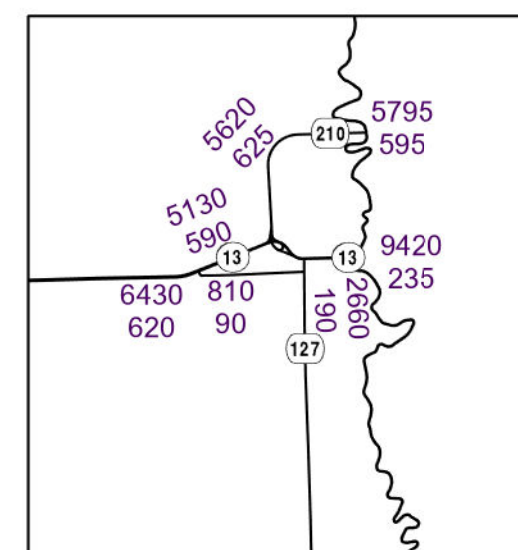
WILLISTON

AADT (Average Annual Daily Traffic) - 2500
 COMMERCIAL TRUCK TRAFFIC - 150
 THE TRAFFIC FIGURES ARE THE TOTAL AT THE CLOSEST HIGHWAY INTERSECTION OR TOWN.
 MAINLINE INTERSTATE IN ALL 3 REGIONS ARE COLLECTED EVERY YEAR

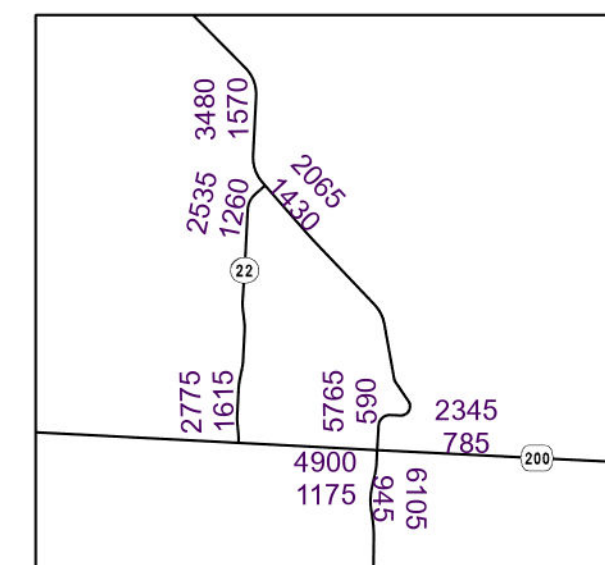
2022 - YEAR COUNTED



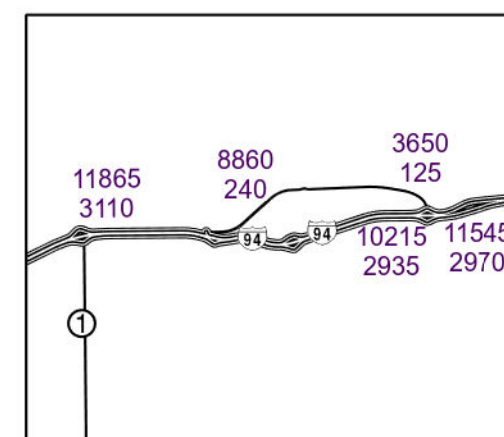
DRAYTON



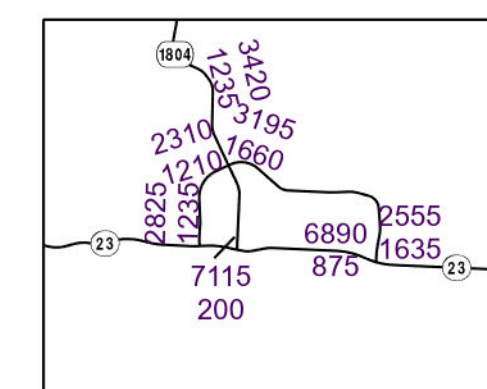
WAHPETON



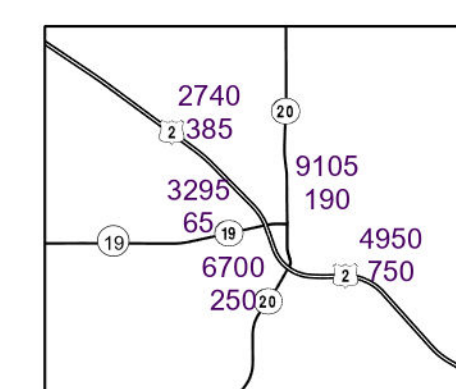
KILLDEER



VALLEY CITY



NEW TOWN



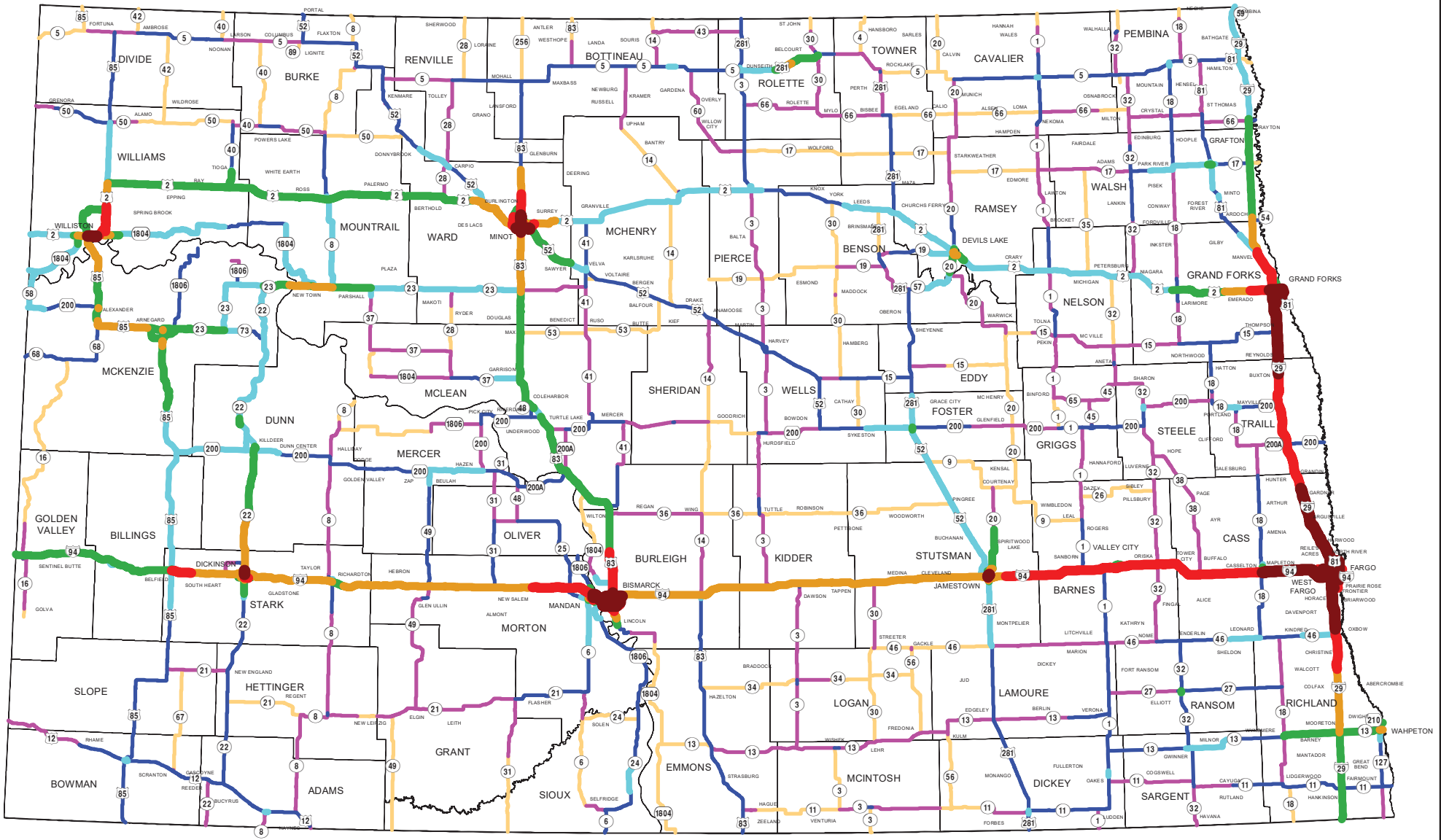
DEVILS LAKE

2023
 TRAFFIC VOLUME MAP
 STATE OF
 NORTH DAKOTA

PREPARED BY THE
 NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
 PLANNING / ASSET MANAGEMENT DIVISION
 IN COOPERATION WITH THE
 U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

Notice of Disclaimer
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Annual Average Daily Traffic (2023)

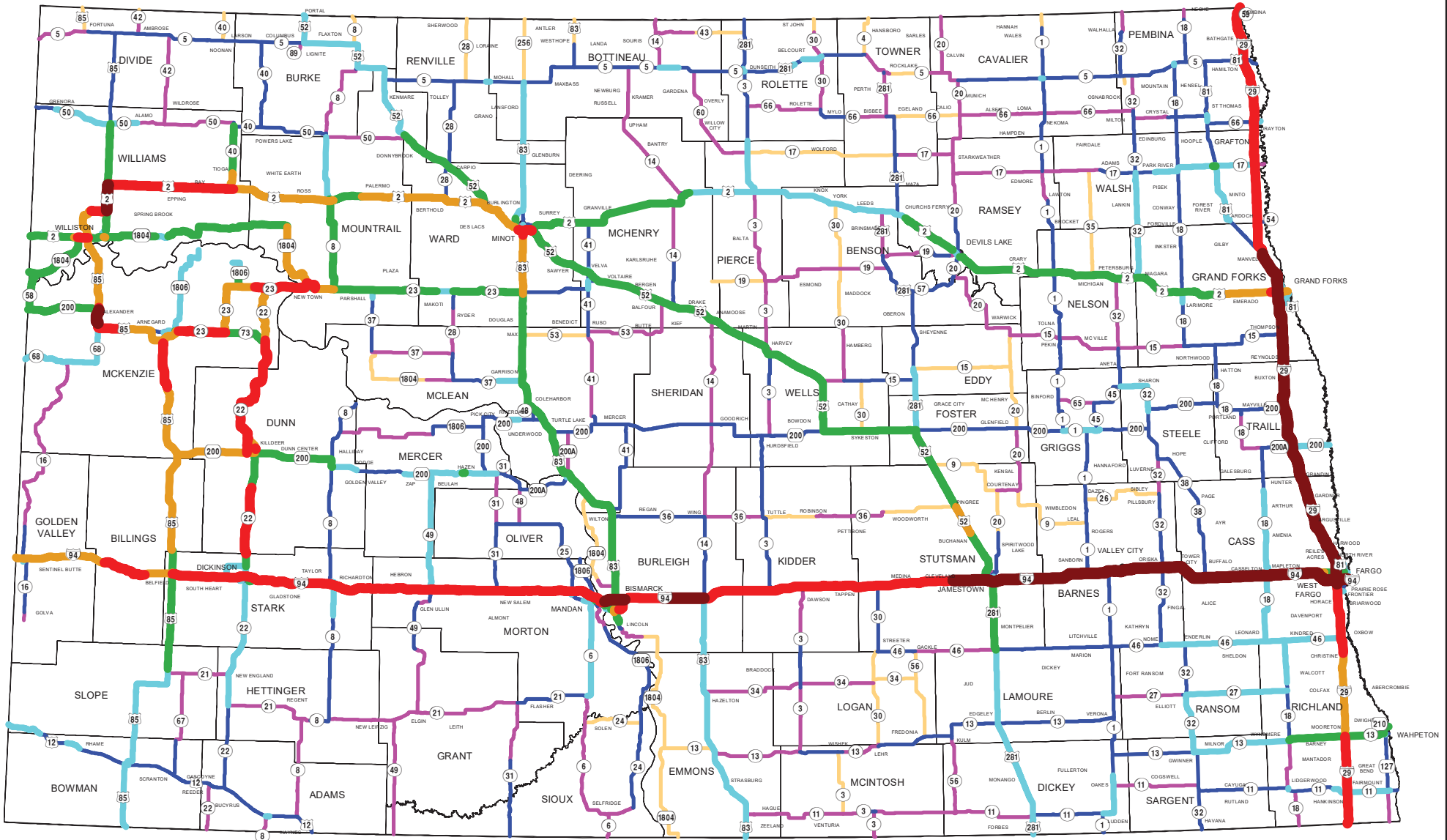


Notes: - Data from 2023 highway components segments.
 - The AADT for longer sections are an average of the traffic segments.
 - Data for the four lane roadways is combined for both directions (either north and south or east and west).

Annual Average Daily Traffic	
1 - 349	4000-6999
350 - 749	7000-9999
750 - 1999	10000-14999
2000-3999	15000 and greater

Planning & Asset Management Division
 Traffic Data Section
 May 2024

Truck Annual Average Daily Traffic (2023)



Notes: - Data from 2023 highway components segments.
 - The TAADT for longer sections are an average of the traffic segments.
 - Data for the four lane roadways is combined for both directions (either north and south or east and west).

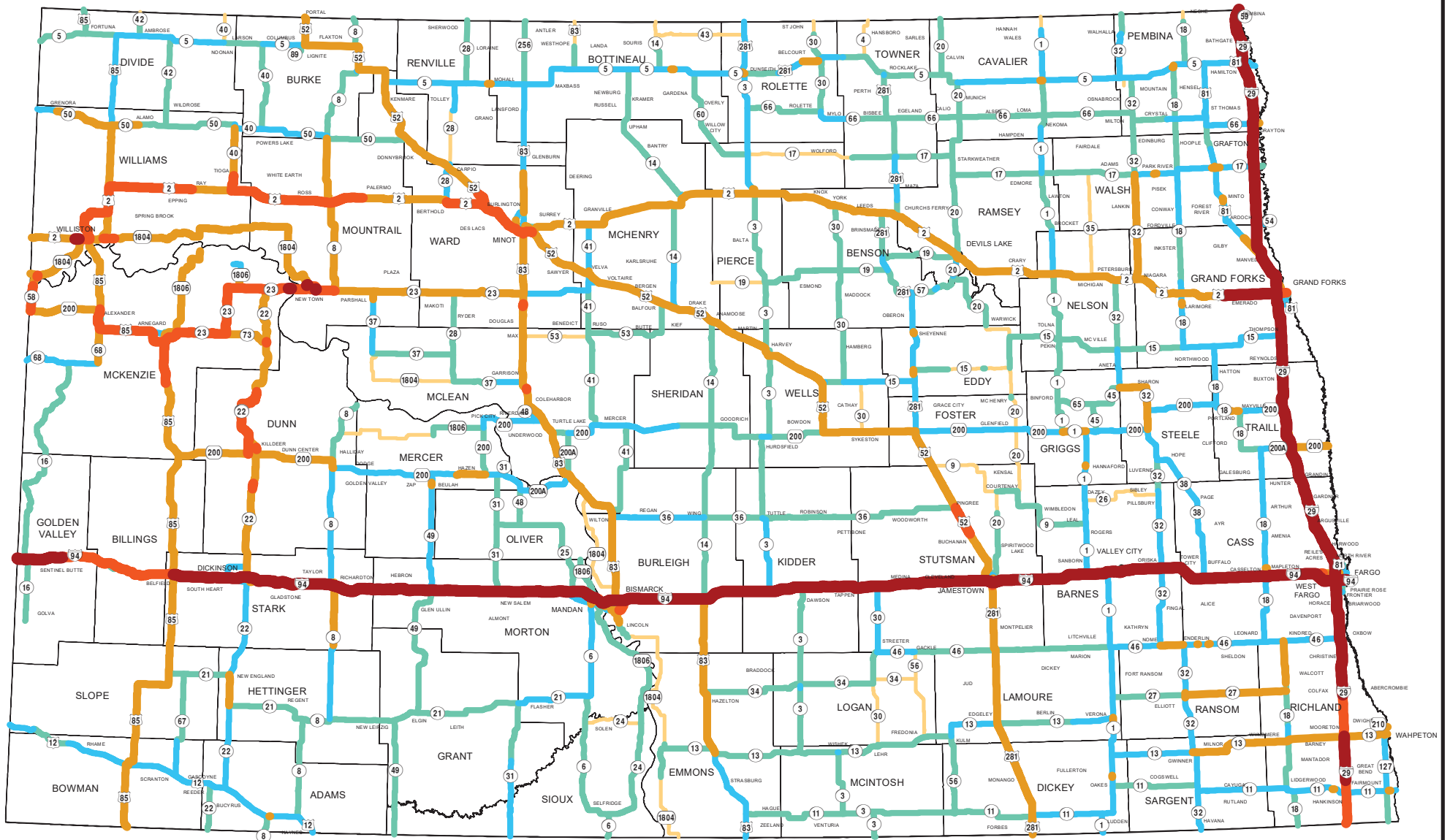
Truck Annual Average Daily Traffic



Planning & Asset Management Division
 Traffic Data Section
 May 2024



Equivalent Single Axle Loads (ESALs) 2023



Notes: - Data from 2023 highway components segments.
 - The ESALs for longer sections are an average of the traffic segments.
 - Data for the four lane roadways is combined for both directions (either north and south or east and west).

ESALs

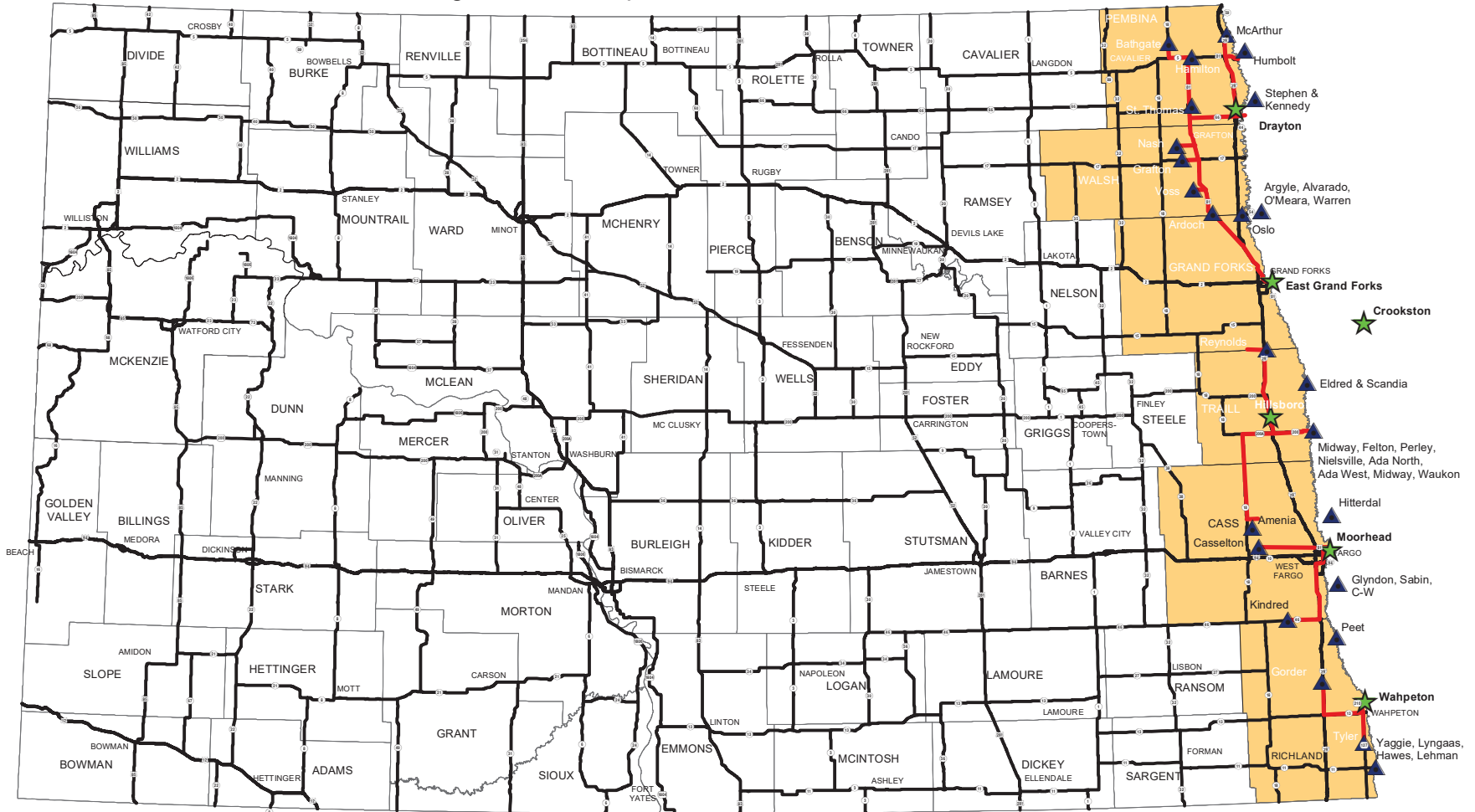


Planning & Asset Management Division
 Traffic Data Section
 May 2024



Statewide Sugar Beet Production

Sugar Beet Stockpiles , Plants ,Truck Routes



In 2022 the Sidney Sugar Beet plant was closed down. There was no Sugar Beet harvest in western ND in 2023

- ▲ Sugar Beet Stockpiles
- ★ Sugar Beet Plants
- Sugar Beet Truck Routes
- Sugar Beet Producing Counties

Data is from the USDA, National Agricultural Statistics Service. Starting in 2019, the USDA only provides state production number's It is no longer broke down by county Total production for the state of North Dakota in 2023 was 6,110,000.



Planning & Asset Management Division
Traffic Data Section
March 2023

PERMANENT STATION COMPARISON OF AADT BY YEAR

STATION NUMBER	LOCATION	2003	2005	2007	2009	2011	2013	2015	2017	2019	2020	2021	2022	2023	% CHANGE 2023/2022	% CHANGE 2023/2013	% CHANGE 2023/2003
URBAN INTERSTATE 94																	
217	FARGO (U)	56852	61012	63051	64436	66026	65677	73191	73505	75438	64735	71995	69496	70548	1.5%	7.4%	24.1%
283	BISMARCK (U)	17590	20144	24770	23589	24611	26937	28891	25986	26186	25105	28557	27296	26945	-1.3%	0.0%	53.2%
	MEAN	37221	40578	43911	44013	45319	46307	51041	49746	50812	44920	50276	48396	48747	0.1%	3.7%	38.6%
RURAL INTERSTATE 94																	
207	MEDINA	7210	6778	6941	7048	8512	8593	8825	8551	8176	7186	8514	8010	8274	3.3%	-3.7%	14.8%
223	NEW SALEM	5950	6034	6252	6595	7655	8731	9831	8456	8373	7664	8767	8172	8416	3.0%	-3.6%	41.4%
245	TOWER CITY	8974	9146	9440	9948	10940	11671	12132	11829	11306	9692	11483	10790	11058	2.5%	-5.3%	23.2%
279	PAINTED CANYON	3688	3608	4086	3654	4395	4851	5760	4487	4378	4119	4923	4513	4694	4.0%	-3.2%	27.3%
	MEAN	6456	6392	6680	6811	7876	8462	9137	8331	8058	7165	8422	7871	8111	3.2%	-4.0%	26.7%
URBAN INTERSTATE 29																	
235	FARGO (U)	24536	25772	26642	31746	31347	31522	32532	34215	35909	29242	33607	33463	35194	5.2%	11.6%	43.4%
	MEAN	24536	25772	26642	31746	31347	31522	32532	34215	35909	29242	33607	33463	35194	5.2%	11.6%	43.4%
RURAL INTERSTATE 29																	
211	BUXTON	10198	10426	10951	10980	11280	11760	12239	12500	12258	10032	11582	11622	12499	7.5%	6.3%	22.6%
243	BOWESMONT	2896	3074	3662	3442	3582	3759	3332	3338	3162	2229	2341	2850	3304	15.9%	-12.1%	14.1%
265	MOORETON	5636	5962	6059	6078	6414	6572	7002	7181	6838	6024	7018	6715	6992	4.1%	6.4%	24.1%
285	DAVENPORT	9670	10254	10221	10447	10778	11118	11567	12377	12341	10891	11987	11587	12043	3.9%	8.3%	24.5%
	MEAN	7100	7429	7723	7737	8014	8302	8535	8849	8650	7294	8232	8194	8710	7.9%	2.2%	21.3%
RURAL PRINCIPAL ARTERIAL																	
201	RAY	1656	1748	2115	2963	7236	7863	6980	5205	5917	4791	4565	4678	5263	12.5%	-33.1%	217.8%
203	MAX	3562	3530	3653	4107	5200	5402	5345	5035	4693	4305	4773	4606	4885	6.1%	-9.6%	37.1%
205	GWINNER	1124	1266	1200	1066	1193	1096	1227	1178	1155	1082	1159	1107	1103	-0.4%	0.6%	-1.9%
215	JAMESTOWN	2778	2702	2859	2992	3346	3543	3636	3512	3339	3060	3289	3123	3217	3.0%	-9.2%	15.8%
219	MANDAN	1498	1490	1488	1546	1565	1620	1799	2142	1751	1725	1884	1754	1817	3.6%	12.2%	21.3%
221	FAIRFIELD	1418	1468	1754	1820	3604	4747	4183	3262	3448	2768	2741	2779	2856	2.8%	-39.8%	101.4%
229	COOPERSTOWN	902	846	819	924	902	884	872	829	748	766	860	857	890	3.9%	0.7%	-1.3%
233	FOXHOLM	1914	1888	2100	2158	2698	2992	2596	2390	2253	1943	2107	2212	2323	5.0%	-22.4%	21.4%
237	NEKOMA	780	714	886	781	777	822	871	878	859	797	837	809	824	1.9%	0.2%	5.6%
239	NEW TOWN	1630	1618	1726	2680	5820	6896	6542	5836	6820	4982	4844	4616	5046	9.3%	-26.8%	209.6%
241	BOTTINEAU	1000	978	1007	1145	1159	1296	1352	1302	1226	1179	1221	1192	1309	9.8%	1.0%	30.9%
251	HAGUE	734	704	729	782	747	985	912	865	868	789	834	814	867	6.5%	-12.0%	18.1%
253	RUGBY	2600	2556	2510	2666	2922	3140	3145	2961	2854	2412	2705	2609	2864	9.8%	-8.8%	10.2%
255	CROSBY	558	540	581	632	1212	1744	1337	872	861	710	750	725	800	10.3%	-54.1%	43.4%
257	WILLISTON	1192	1204	1265	1206	2586	2991	2478	2140	2338	1757	1765	1753	1818	3.7%	-39.2%	52.5%
261	CARRINGTON				1661	1735	1805	1798	1846	1676	1521	1687	1747	1697	-2.9%	-6.0%	--
271	GOLDEN VALLEY	660	690	713	784	1286	1422	1230	1173	1150	1116	1122	972	976	0.4%	-31.4%	47.9%
273	NEW LEIPZIG	366	352	335	346	360	376	407	365	367	354	364	340	386	13.5%	2.7%	5.5%
281	SAWYER	3754	3890	4004	4112	4825	5224	5040	4738	4651	4391	4754	4541	4344	-4.3%	-16.8%	15.7%
297	WILLISTON_NW					1514	1936	3907	5501	3990	3403	3728	4265		14.4%	181.7%	--
299	KILLDEER200W								1989	1394	1482	1679	2247		33.8%	--	--
303	MICHIGAN	3522	3436	3384	3612	4027	4265	4719	4053	3794	3292	3668	3517	3846	9.4%	-9.8%	9.2%
307	WASHBURN	3912	4016	4363	5146	5767	6050	6069	5708	5569	4905	5304	5037	5494	9.1%	-9.2%	40.4%
309	NEWTOWN_EAST							5331	4398	4638	3925	4031	3899	4264	9.4%	--	--
311	WILLISTON_2N					12090	11018	8550	10004	7857	7378	7684	8716		13.4%	-27.9%	--
315	RYDER_E23__							2030	2382	2097	2148	2101	2275		8.3%	--	--
337	BLAISDELL_E2							4589	4837	3974	3917	3832	4295		12.1%	--	--
339	GRASSY_BUTTE							4402	3350	3818	2775	2834	3127	3614	15.6%	--	--
341	ALEXANDER85W							8888	6172	7202	5147	4883	5351	6260	17.0%	--	--
343	WATFORD_E23_								5518	5976	3870	3724	3973	4256	7.1%	--	--
345	WILLIAMS_N85								2038	2199	1815	1919	2081	2412	15.9%	--	--
349	BEULAH_S49__								1420	1459	1385	1529	1450	1505	3.8%	--	--
351	COLUMBUS_W5								592	550	513	515	468	486	3.8%	--	--
353	GRANVILLE_E2									2795	2387	2688	2562	2868	11.9%	--	--
355	MOHALL_W5__									754	705	713	709	792	11.7%	--	--
419	EMERADO_W2							6788	6792	6187	5382	5998	5727	6122	6.9%	--	--

PERMANENT STATION COMPARISON OF AADT BY YEAR

STATION NUMBER	LOCATION	2003	2005	2007	2009	2011	2013	2015	2017	2019	2020	2021	2022	2023	% CHANGE 2023/2022	% CHANGE 2023/2013	% CHANGE 2023/2003
RURAL PRINCIPAL ARTERIAL																	
423	HARVEY_N3__							672	621	602	584	588	554	556	0.4%	--	--
429	LAKOTA_S1__							608	598	582	559	610	546	554	1.5%	--	--
447	DUNSEITH_E__							2605	2602	2715	2605	2794	2536	2609	2.9%	--	--
449	SHEYENNE_N__								1145	1016	798	1044	885	1013	14.5%	--	--
	MEAN	1778	1782	1875	2054	2808	3425	3493	2990	3039	2510	2586	2567	2793	7.9%	-6.8%	45.0%
RURAL MINOR ARTERIAL																	
231	GRAFTON	2654	2670	2469	2541	2507	2523	2561	2461	2447	2319	2448	2253	2378	5.5%	-5.7%	-10.4%
247	COURTENAY	476	470	456	463	485	457	473	446	444	426	464	428	424	-0.9%	-7.2%	-10.9%
249	GARRISON	1208	1168	1177	1254	1473	1702	1812	1670	1600	1626	1721	1582	1677	6.0%	-1.5%	38.8%
275	HANNOVER	504	502	530	603	604	649	746	916	643	632	688	607	632	4.1%	-2.6%	25.4%
289	MANNING	1632	1604	1901	2591	4178	5719	5540	4588	5170	4046	4069	4169	4708	12.9%	-17.7%	188.5%
291	MARMARTH						803	793	633	657	569	673	632	696	10.1%	-13.3%	--
293	KILLDEER						3861	4231	3612	4326	3273	3051	3150	3481	10.5%	-9.8%	--
295	NECHE						449	426	402	316	300	326	338	361	6.8%	-19.6%	--
373	DICKINSON22S							1669	1821	1538	1724	1622	1764		8.8%	--	--
453	OAKES_S1____								1211	1183	1136	1244	1161	1210	4.2%	--	--
461	THOMPSON_W15						1587	1600	1559	1477	1615	1497	1552		3.7%	--	--
727	ENDERLIN_E46						1893	1875	1944	1777	1927	1869	1893		1.3%	--	--
759	WILTON_E36__							576	578	554	579	608	573	617	7.7%	--	--
	MEAN	1295	1283	1307	1490	1849	2020	1876	1666	1743	1515	1581	1529	1646	6.2%	-9.7%	46.3%
RURAL MAJOR COLLECTOR - STATE																	
267	TRENTON				2530	4526	5183	5067	3620	4697	3615	3748	3963	4105	3.6%	-20.8%	--
389	TIOGA_S40__												3942		--	--	--
493	ST_THOMAS_W_							644	604	592	574	611	616	558	-9.4%	--	--
783	KULM_S56____							163	169	280	289	197	194	192	-1.0%	--	--
	MEAN				2530	4526	5183	1958	1464	1856	1493	1519	1591	2199	-2.3%	-20.8%	--
RURAL MAJOR COLLECTOR - COUNTY																	
101	MINOT55ST_NE							2655	2634	2602	2406	2651	2366	2222	-6.1%	--	--
103	MINOT46AV_NE							1124	1084	1247	1161	1218	1183	1380	16.7%	--	--
225	STERLING	520	484	558	582	587	656	834	867	869	843	862	813	823	1.2%	25.5%	58.3%
259	AYR	372	360	350	363	343	329	341	352	353	342	370	367	402	9.5%	22.2%	8.1%
277	REGENT	294	298	309	317	325	343	362	310	310	337	314	307	318	3.6%	-7.3%	8.2%
	MEAN	395	381	406	421	418	443	1063	1049	1076	1018	1083	1007	1029	5.0%	13.5%	24.8%
URBAN PRINCIPAL ARTERIAL																	
287	GRAND FORKS	19270	19248	19947	19719	20413	21396	21197	22837	22186	19770	22092	21488	21734	1.1%	1.6%	12.8%
501	FARGO (U)	25892	26264	24533	25283	24421	24073	25518	26353	23971	21889	24175	24230	24742	2.1%	2.8%	-4.4%
503	BISMARCK (U)						12859	14093	13876	13505	12746	13513	13379	13910	4.0%	8.2%	--
513	WFARGO_MAIN_ (U)								6874	6633	5782	6359	6088	5729	-5.9%	--	--
601	BISMARCK (U)	11855	11828	12174	11605										--	--	--
603	WILLISTON (U)	4160	4316	4623	5108	9070	10990	9594	6662	7580	6059	6143	6483	6916	6.7%	-37.1%	66.3%
605	MANDAN (U)	20152	20240	20530	19813	19749	20891	20615	19203	18164	17755	18712	17932	18271	1.9%	-12.5%	-9.3%
	MEAN	16266	16379	16361	16306	18413	18042	18203	15968	15340	14000	15166	14933	15217	1.6%	-7.4%	16.3%
URBAN MINOR ARTERIAL																	
607	DICKINSON (U)	3034	3090	2967	2925	3142	3329	3297	3234	2804	2709	3116	2905	2954	1.7%	-11.3%	-2.6%
611	MINOT (U)	2638	2626	2340	2736	3426	2974	2770	2559	2515	2047	2080	1987	2225	12.0%	-25.2%	-15.7%
	MEAN	2836	2858	2654	2831	3284	3152	3034	2897	2660	2378	2598	2446	2590	6.8%	-18.2%	-9.1%
URBAN COLLECTOR & LOCAL URBAN																	
609	MINOT (U)	2342	2328	2191	2358	2782	2802	2924	2643	2573	2349	2524	2302	2335	1.4%	-16.7%	-0.3%
	MEAN	2342	2328	2191	2358	2782	2802	2924	2643	2573	2349	2524	2302	2335	1.4%	-16.7%	-0.3%

Missing data is the result of years when recording stations were out of service, or not yet installed

PERMANENT STATION COMPARISON OF TRUCK AADT BY YEAR

STATION NUMBER	LOCATION	2003	2005	2007	2009	2011	2013	2015	2017	2019	2020	2021	2022	2023	% CHANGE 2023/2022	% CHANGE 2023/2013	% CHANGE 2023/2003
URBAN INTERSTATE																	
217	FARGO (U)	4436	4988	4774	4625	4907	5100	5476	5022	5076	5052	5520	5348	5396	0.9%	5.8%	21.6%
235	FARGO (U)	2614	2720	2960	2994	3467	3305	3452	3585	3629	3640	3994	3956	4254	7.5%	28.7%	62.7%
283	BISMARCK (U)	1878	2162	2663	2006	2297	2831	2918	2445	3111	3188	3542	3337	3353	0.5%	18.4%	78.5%
	MEAN	2976	3290	3466	3208	3557	3745	3949	3684	3939	3960	4352	4214	4334	3.0%	17.7%	54.3%
RURAL INTERSTATE																	
207	MEDINA	1578	1646	1756	1674	2052	2132	2136	2355	2295	2372	2580	2425	2477	2.1%	16.2%	57.0%
211	BUXTON	2374	2516	2832	2378	2755	2998	2949	2591	2606	2544	2772	2859	3068	7.3%	2.3%	29.2%
223	NEW SALEM	1162	1290	1462	1439	1728	1903	2127	2170	2207	2170	2410	2245	2275	1.3%	19.5%	95.8%
243	BOWESMONT	1176	1156	1411	1170	1288	1270	1286	1322	1256	1262	1373	1398	1520	8.7%	19.7%	29.3%
245	TOWER CITY	1796	1974	2156	2144	2549	2759	2944	2899	2851	2814	3207	3066	3285	7.1%	19.1%	82.9%
265	MOORETON	854	976	1061	1027	1112	1268	1244	1227	1211	1242	1326	1318	1332	1.1%	5.0%	56.0%
279	PAINTED CANYON	1040	1036	1405	1097	1351	1711	1632	1552	1533	1517	1786	1638	1667	1.8%	-2.6%	60.3%
285	DAVENPORT	1136	1252	1313	1243	1357	1541	1583	1734	1758	1759	1884	1844	1998	8.4%	29.7%	75.9%
	MEAN	1390	1481	1675	1522	1774	1948	1988	1981	1965	1960	2167	2099	2203	4.7%	13.6%	60.8%
RURAL PRINCIPAL ARTERIAL																	
201	RAY	256	310	466	783	2698	2818	2342	1578	1955	1418	1410	1476	1904	29.0%	-32.4%	643.8%
203	MAX	558	512	559	691	925	1026	840	716	1060	899	878	876	938	7.1%	-8.6%	68.1%
205	GWINNER	154	148	132	105	131	117	156	177	176	164	164	160	186	16.3%	59.0%	20.8%
215	JAMESTOWN	474	558	682	689	851	957	1052	982	926	937	991	953	984	3.3%	2.8%	107.6%
219	MANDAN	148	142	138	147	143	187	201	230	232	238	252	247	269	8.9%	43.9%	81.8%
221	FAIRFIELD	270	294	475	505	1100	1455	1354	968	1057	804	738	778	835	7.3%	-42.6%	209.3%
229	COOPERSTOWN								182	167	175	186	189	186	-1.6%	--	--
233	FOXHOLM	438	440	531	518	689	755	585	608	658	592	668	676	685	1.3%	-9.3%	56.4%
237	NEKOMA	130	116	150	102	144	138	159	155	149	133	118	122	128	4.9%	-7.2%	-1.5%
239	NEW TOWN		140	230	678	2458	2958	2607	2058	2710	1788	1678	1682	1873	11.4%	-36.7%	--
241	BOTTINEAU	126	118	142	151	160	184	205	224	201	240	224	217	241	11.1%	31.0%	91.3%
251	HAGUE						316	330	296	305	288	273	284	316	11.3%	0.0%	--
253	RUGBY	432	418	426	364	466	496	496	480	470	453	448	444	472	6.3%	-4.8%	9.3%
255	CROSBY	128	96	130	149	432	795	543	293	256	279	329	266	226	-15.0%	-71.6%	76.6%
257	WILLISTON	130	158	175	146	657	941	596	552	663	388	361	398	472	18.6%	-49.8%	263.1%
261	CARRINGTON				249	275	306	282	272	253	248	302	416	414	-0.5%	35.3%	--
271	GOLDEN VALLEY			75	95	276	427	285	212	218	212	190	185	240	29.7%	-43.8%	--
273	NEW LEIPZIG	66	44	45	54	51	62	62	68	79	76	74	69	87	26.1%	40.3%	31.8%
281	SAWYER	412	486	538	582	838	1021	782	945	911	933	1013	1011	976	-3.5%	-4.4%	136.9%
297	WILLISTON_NW					877	1016	2292	3017	1964	1641	1907	2210		15.9%	152.0%	--
299	KILLDEER200W								1080	674	717	844	1170		38.6%	--	--
303	MICHIGAN	570	538	529	535	619	617	684	713	654	659	679	645	727	12.7%	17.8%	27.5%
307	WASHBURN	548	548	622	698	907	987	1024	918	936	886	841	867	966	11.4%	-2.1%	76.3%
309	NEWTOWN_EAST							1334	895	903	760	764	706	869	23.1%	--	--
311	WILLISTON_2N					5068	4130	2118	3680	2579	2339	2729	3185		16.7%	-37.2%	--
315	RYDER_E23__							486	613	563	553	523	598		14.3%	--	--
337	BLAISDELL_E2								1211	1324	1121	1033	1112	1235	11.1%	--	--
339	GRASSY_BUTTE							1694	1204	1385	964	983	1149	1391	21.1%	--	--
341	ALEXANDER85W							4528	2981	3306	2272	2103	2393	2890	20.8%	--	--
343	WATFORD_E23__								2792	3201	1878	1797	1917	2081	8.6%	--	--
345	WILLIAMS_N85								791	871	643	716	845	1032	22.1%	--	--
349	BEULAH_S49__								259	259	249	256	251	260	3.6%	--	--
351	COLUMBUS_W5								192	168	154	155	130	142	9.2%	--	--
353	GRANVILLE_E2									536	523	545	523	647	23.7%	--	--
355	MOHALL_W5__									225	228	226	211	230	9.0%	--	--
419	EMERADO_W2							1007	920	791	766	764	837	946	13.0%	--	--
423	HARVEY_N3__							104	107	107	110	94	94	90	-4.3%	--	--
429	LAKOTA_S1__							117	115	108	121	115	102	106	3.9%	--	--
447	DUNSEITH_E__							162	117	119	152	144	151	145	-4.0%	--	--
449	SHEYENNE_N__								198	182	184	168	154	197	27.9%	--	--
	MEAN	303	298	336	381	727	1023	989	792	898	693	673	713	814	11.8%	1.4%	118.7%

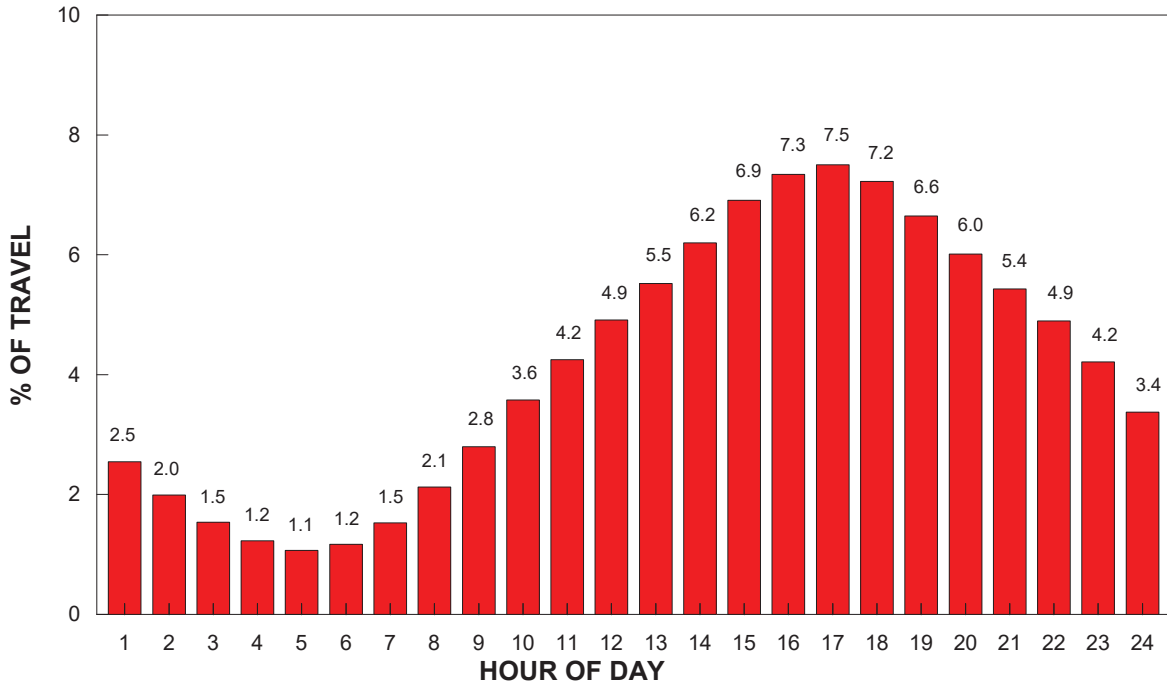
PERMANENT STATION COMPARISON OF TRUCK AADT BY YEAR

STATION NUMBER	LOCATION	2003	2005	2007	2009	2011	2013	2015	2017	2019	2020	2021	2022	2023	% CHANGE 2023/2022	% CHANGE 2023/2013	% CHANGE 2023/2003
RURAL MINOR ARTERIAL																	
231	GRAFTON	232	274	228	243	237	225	266	277	290	301	299	319	340	6.6%	51.1%	46.6%
247	COURTENAY	36	40	35	34	44	40	39	34	32	38	42	42	44	4.8%	10.0%	22.2%
249	GARRISON	104	104	113	134	158	222	267	174	178	195	174	136	161	18.4%	-27.5%	54.8%
275	HANNOVER	62	66	58	78	89	111	109	116	94	86	90	70	70	0.0%	-36.9%	12.9%
289	MANNING	144	132	283	539	1281	1937	1706	1309	1591	1194	1186	1283	1560	21.6%	-19.5%	983.3%
291	MARMARTH						211	194	171	187	175	245	278	313	12.6%	48.3%	--
293	KILLDEER						1766	1800	1516	1704	1060	1144	1306	1580	21.0%	-10.5%	--
295	NECHE						116	84	120	125	125	167	106	112	5.7%	-3.4%	--
373	DICKINSON22S								308	330	298	319	284	338	19.0%	--	--
453	OAKES_S1___								283	256	253	281	255	281	10.2%	--	--
461	THOMPSON_W15							192	184	179	182	204	196	210	7.1%	--	--
727	ENDERLIN_E46							318	351	346	331	360	321	323	0.6%	--	--
759	WILTON_E36__							126	125	124	155	170	150	144	-4.0%	--	--
	MEAN	116	123	143	206	362	579	464	382	418	338	360	365	421	9.5%	1.4%	224.0%
RURAL MAJOR COLLECTOR - STATE																	
267	TRENTON				369	1284	1501	1310	675	1160	788	729	874	740	-15.3%	-50.7%	--
389	TIOGA_S40___												1083		--	--	--
493	ST_THOMAS_W_							208	192	146	201	201	219	188	-14.2%	--	--
783	KULM_S56___							36	39	67	67	41	42	52	23.8%	--	--
	MEAN				369	1284	1501	518	302	458	352	324	378	516	-1.9%	-50.7%	--
RURAL MAJOR COLLECTOR - COUNTY																	
101	MINOT55ST_NE							587	437	391	387	395	374	376	0.5%	--	--
103	MINOT46AV_NE							231	182	222	175	180	164	185	12.8%	--	--
225	STERLING		40	54	63	80	70	115	141	160	152	176	163	161	-1.2%	130.0%	--
	MEAN		40	54	63	80	70	311	253	258	238	250	234	241	4.0%	130.0%	--
URBAN PRINCIPAL ARTERIAL																	
287	GRAND FORKS							420	421	411	435	469	464	502	8.2%	--	--
503	BISMARCK (U)						1706	1832	1748	1679	1674	1724	1776	1962	10.5%	15.0%	--
513	WFARGO_MAIN_ (U)								1205	1143	1087	1121	1071	980	-8.5%	--	--
	MEAN						1706	1126	1125	1078	1065	1105	1104	1148	3.4%	15.0%	--

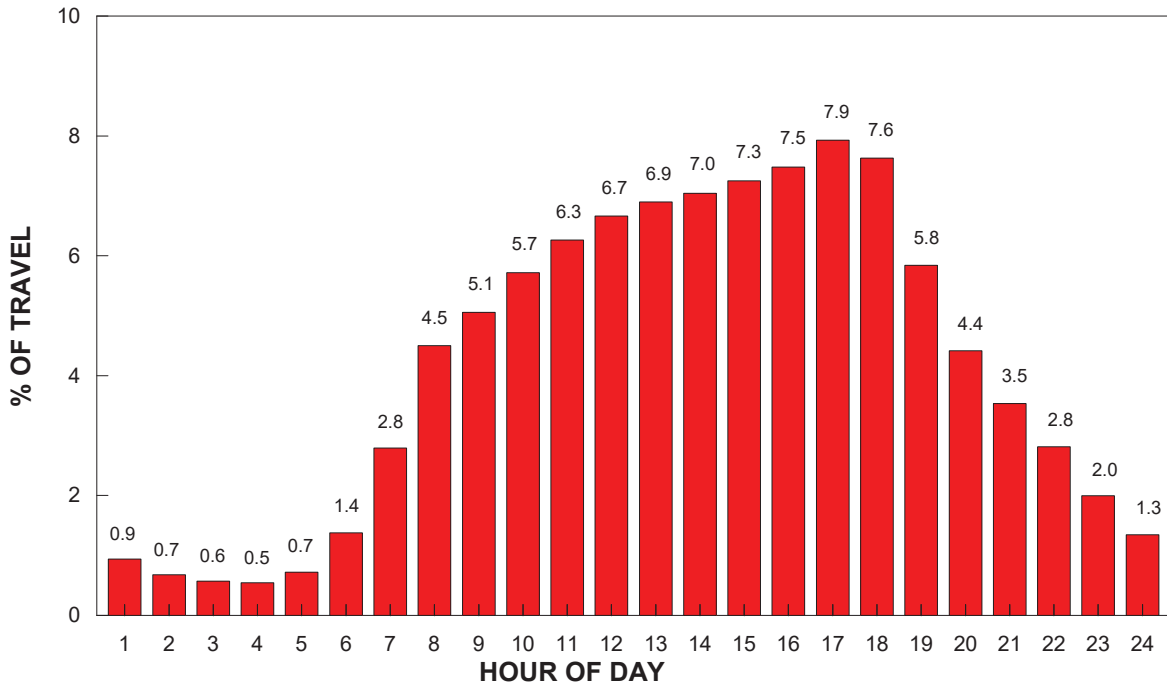
Missing data is the result of years when recording stations were out of service, or not yet installed

HOURLY DISTRIBUTION OF TRAVEL

RURAL INTERSTATE 94

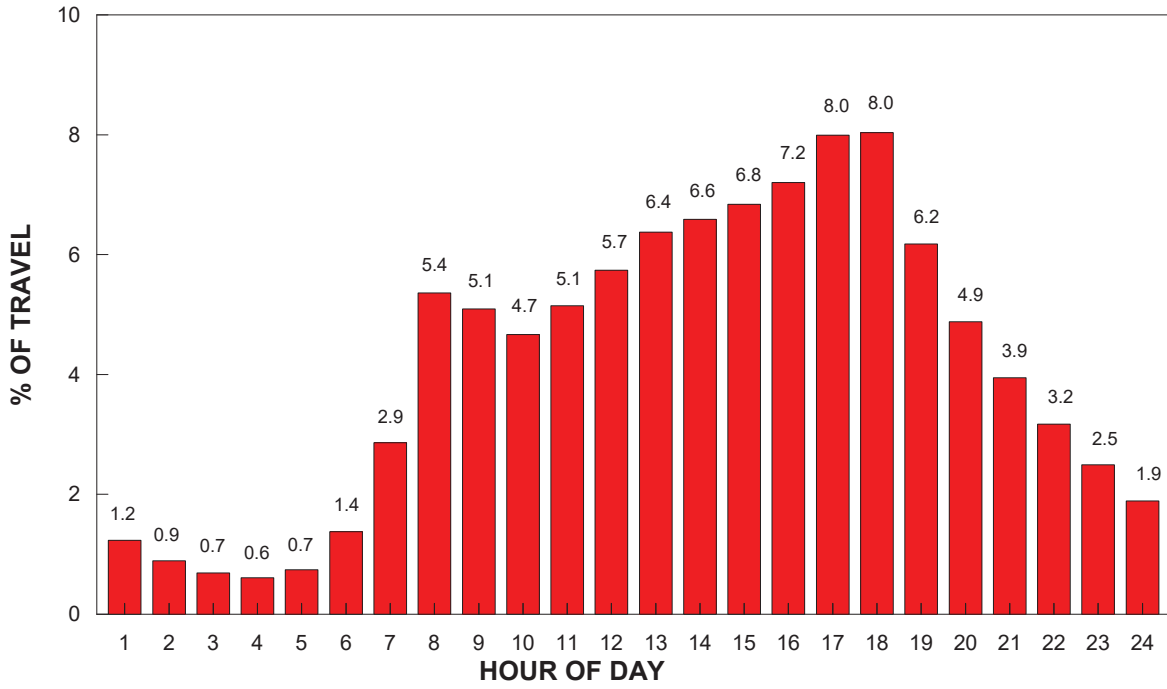


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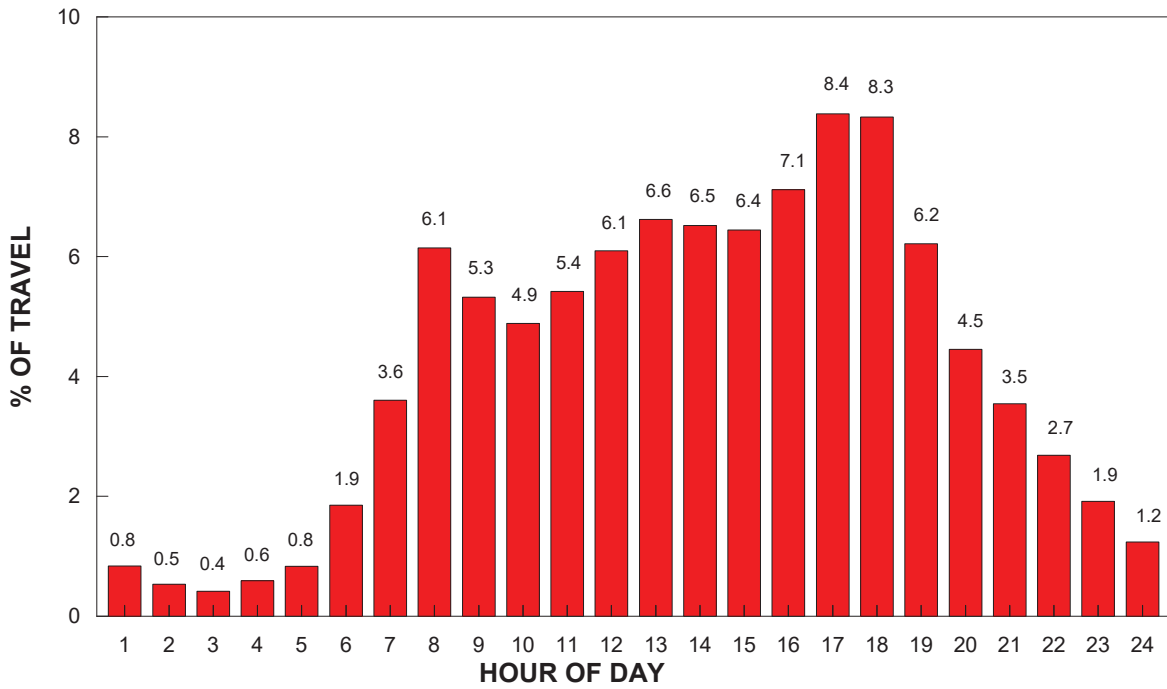


HOURLY DISTRIBUTION OF TRAVEL

URBAN INTERSTATE 94

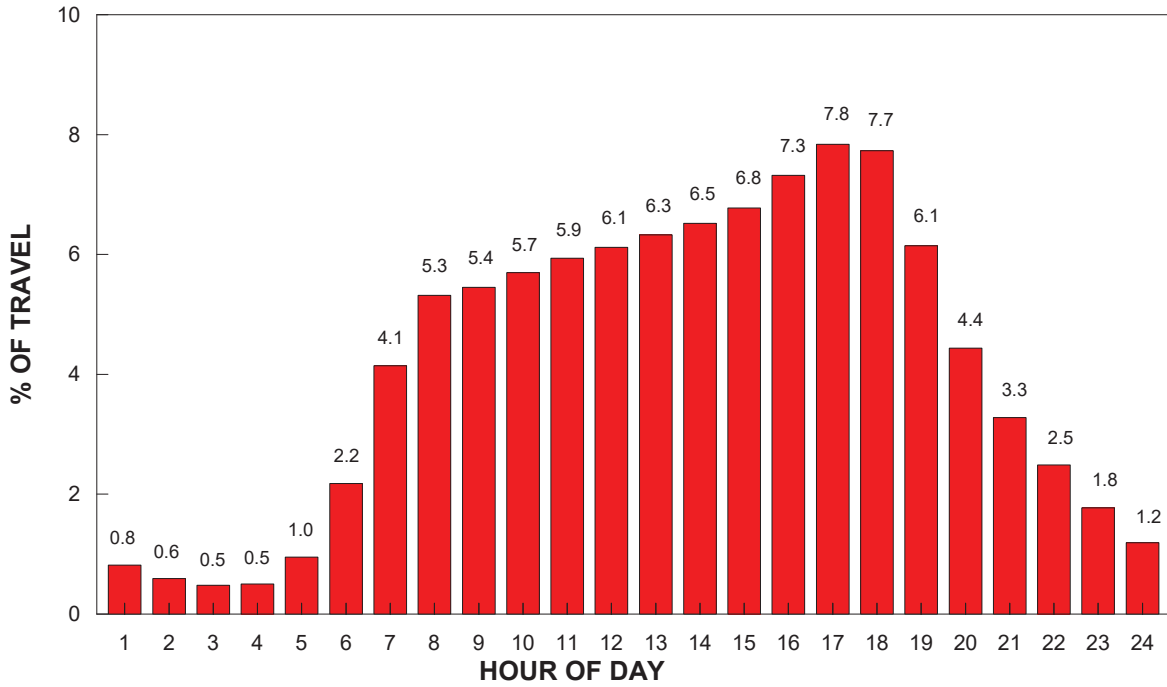


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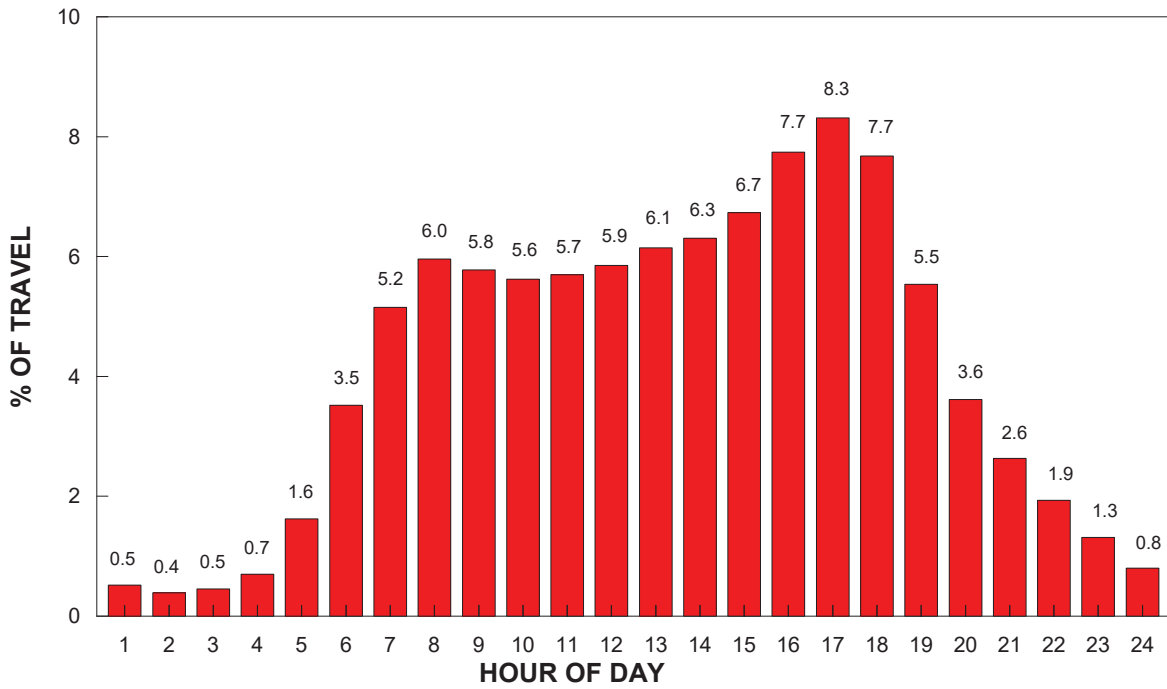


HOURLY DISTRIBUTION OF TRAVEL

RURAL PRINCIPAL ARTERIAL

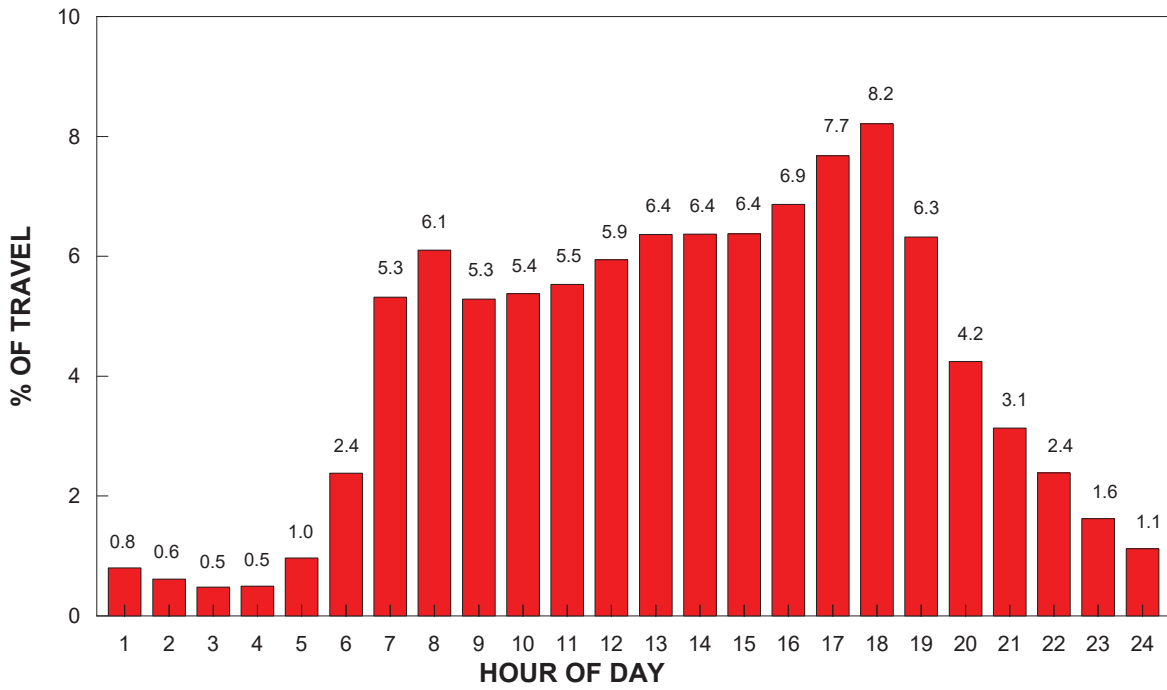


RURAL MINOR ARTERIAL

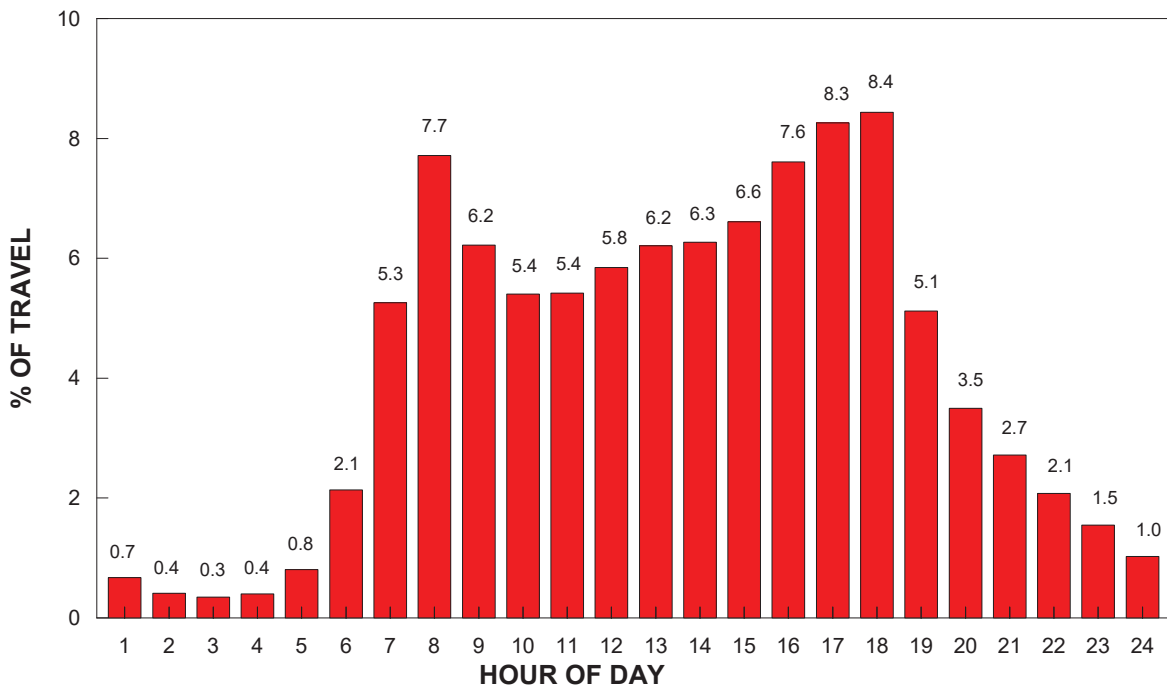


HOURLY DISTRIBUTION OF TRAVEL

RURAL MAJOR COLLECTOR - STATE

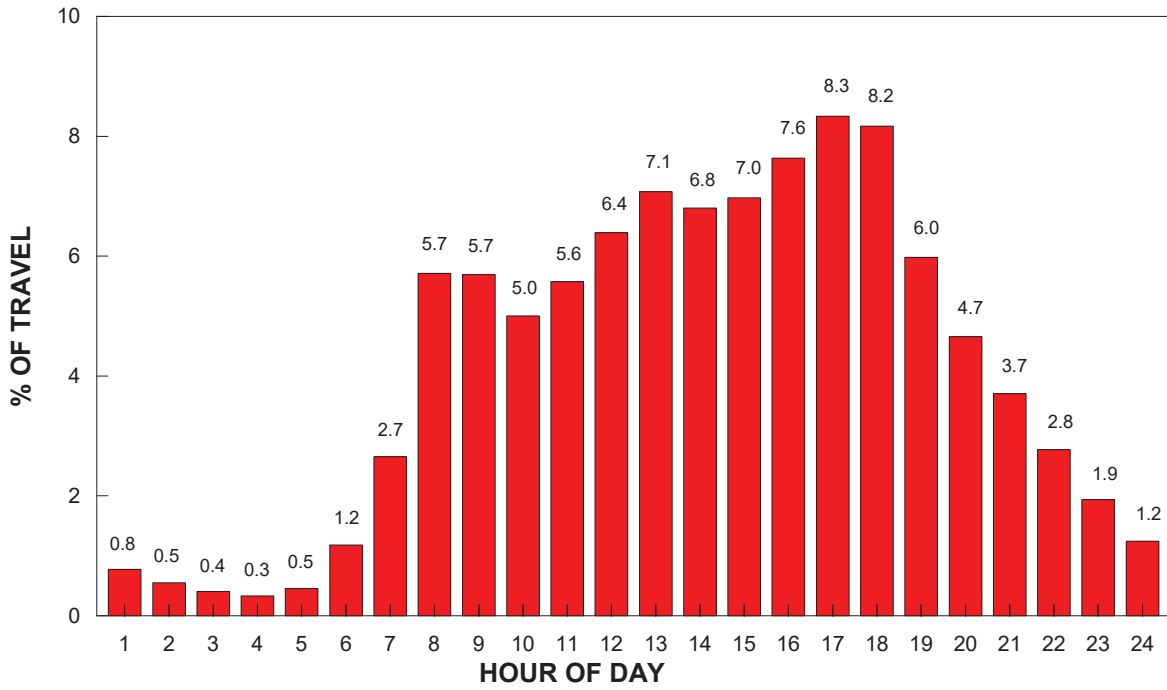


RURAL MAJOR COLLECTOR - COUNTY

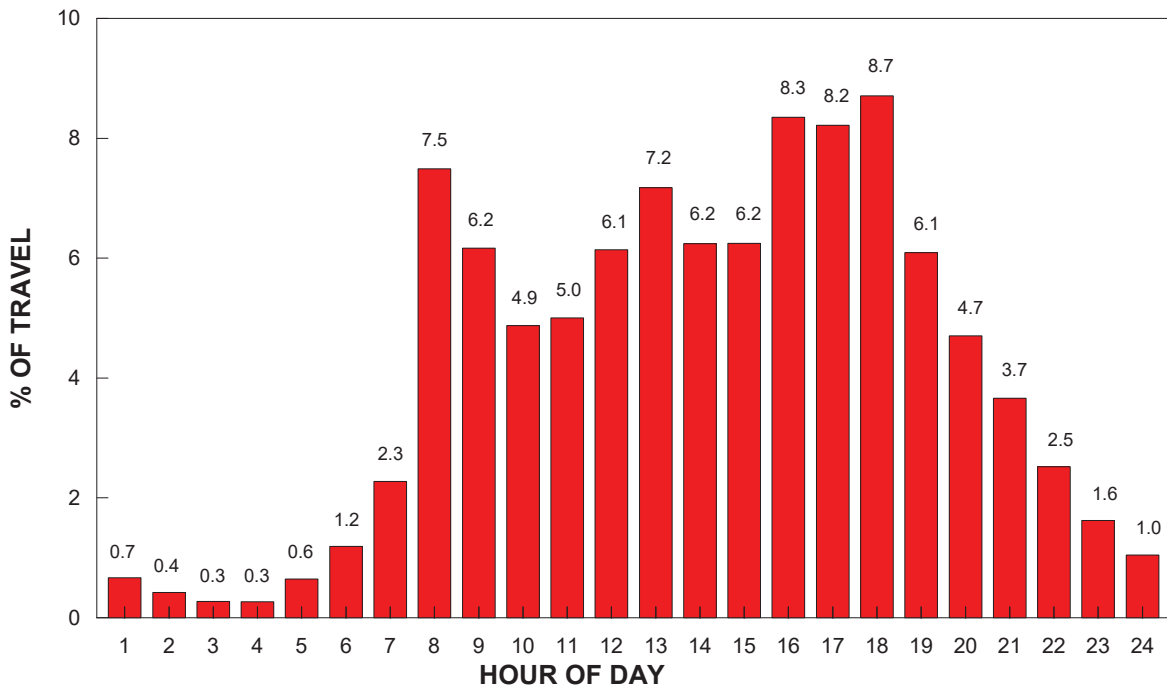


HOURLY DISTRIBUTION OF TRAVEL

URBAN PRINCIPAL ARTERIAL

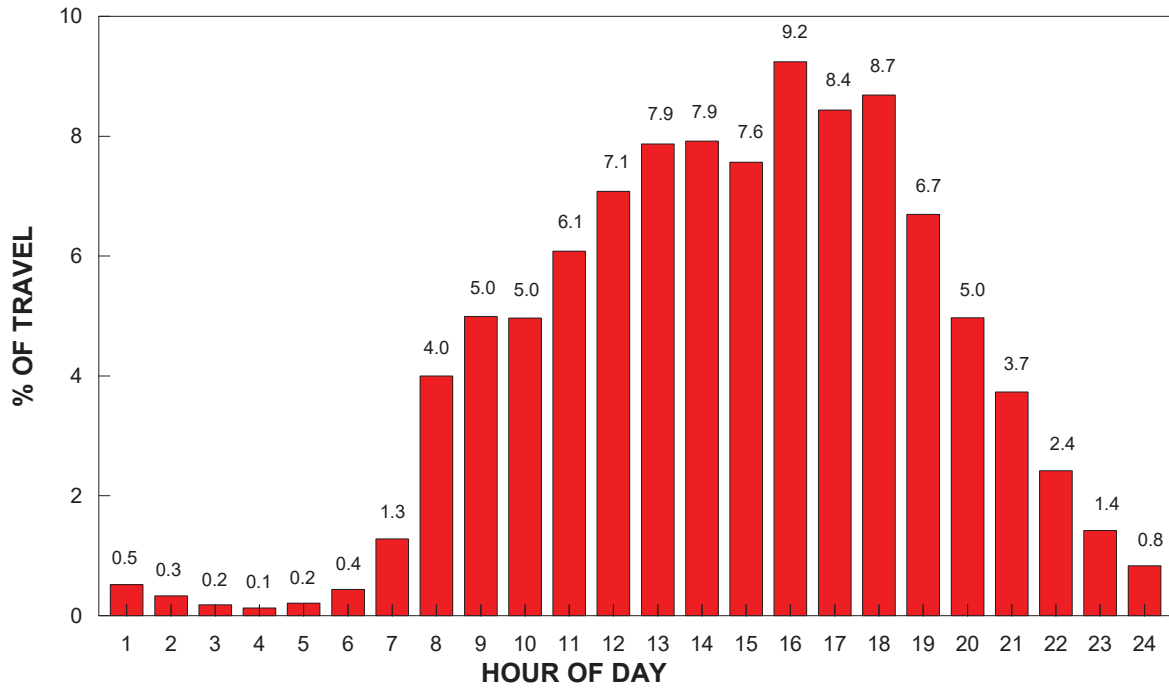


URBAN MINOR ARTERIAL



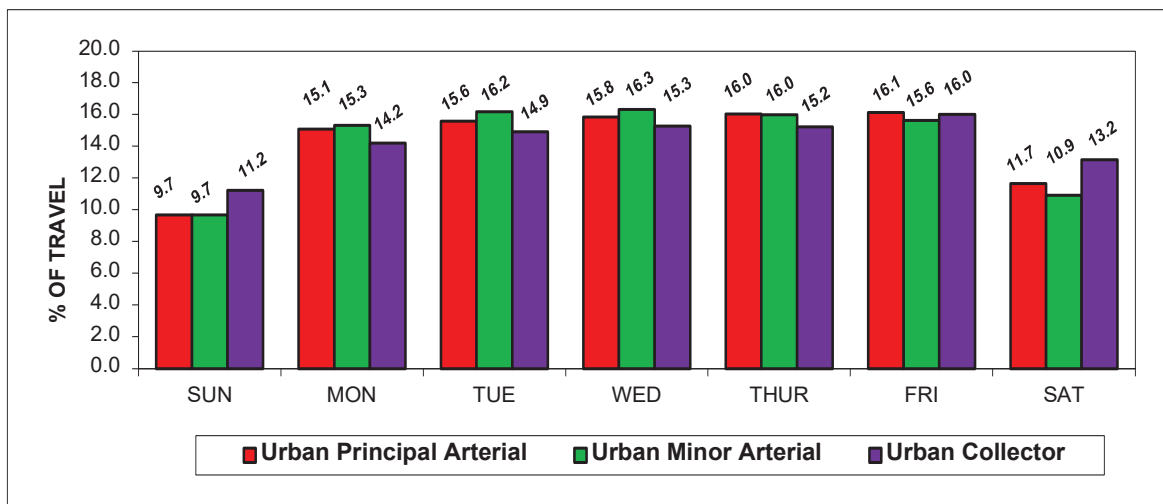
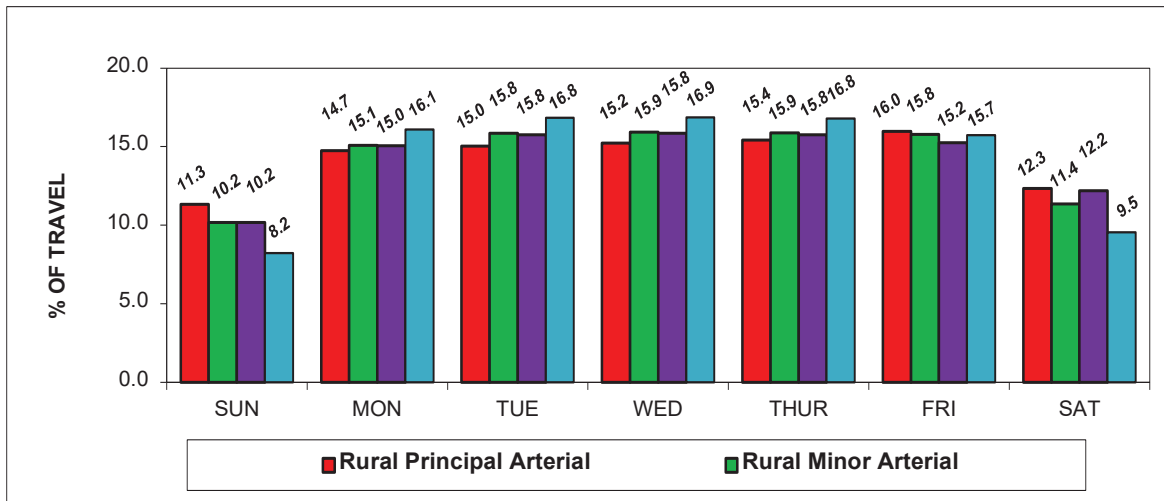
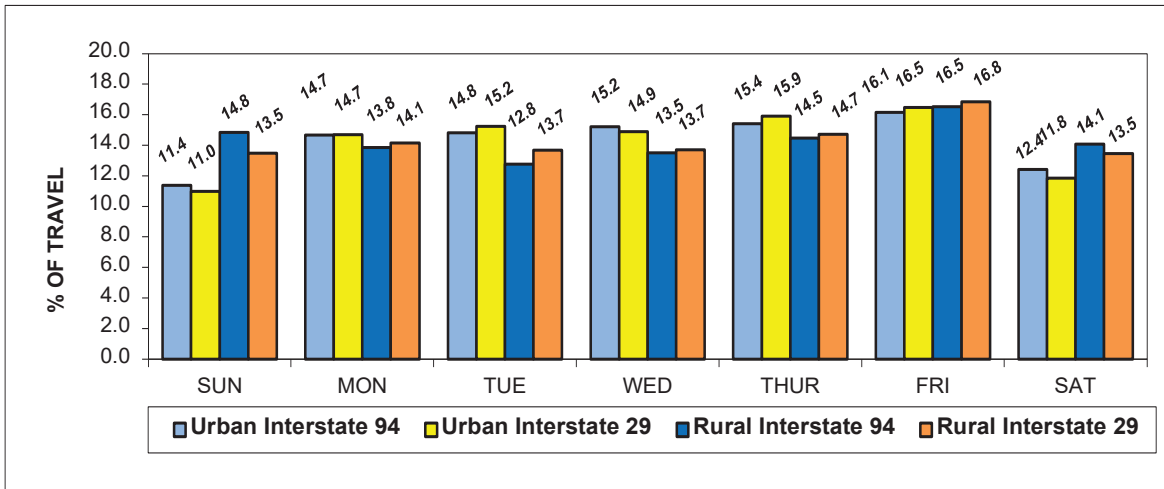
HOURLY DISTRIBUTION OF TRAVEL

URBAN COLLECTOR

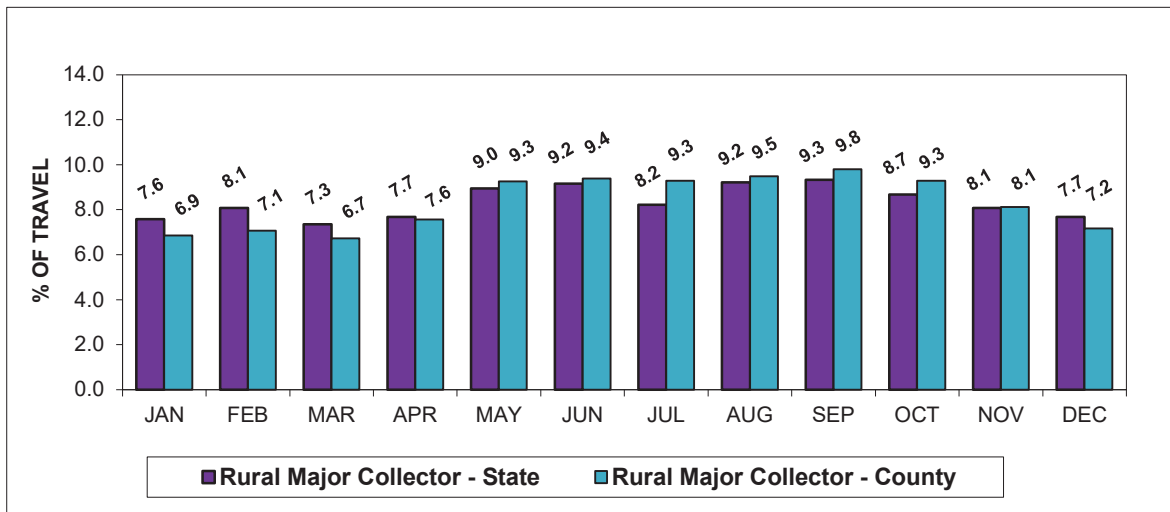
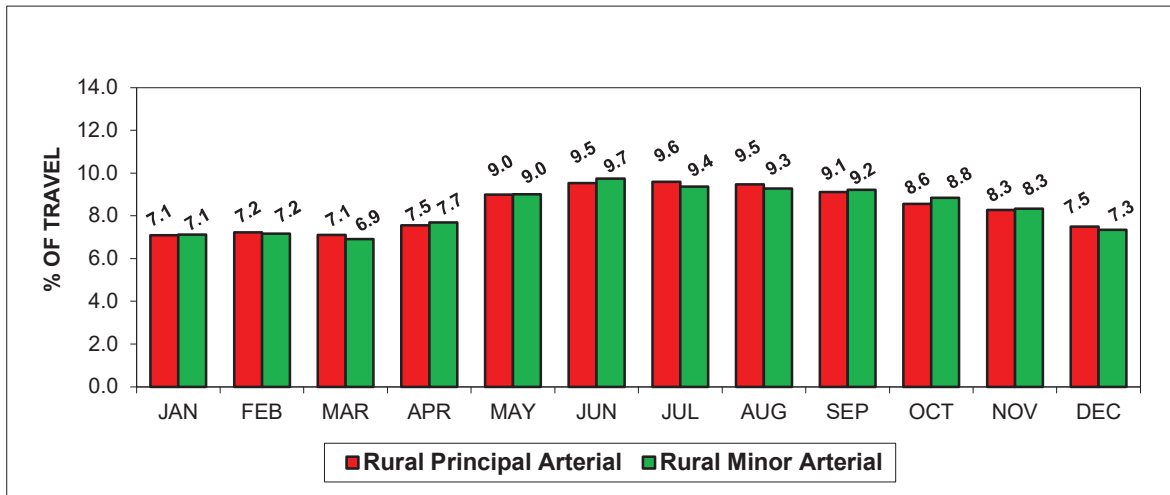
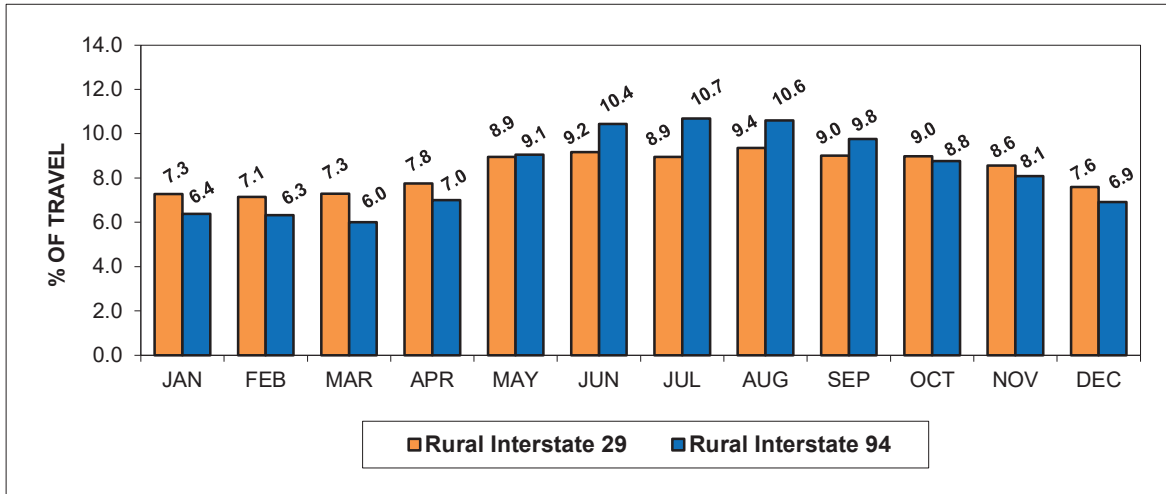


DAILY DISTRIBUTION OF TRAVEL

TOTAL VEHICLES

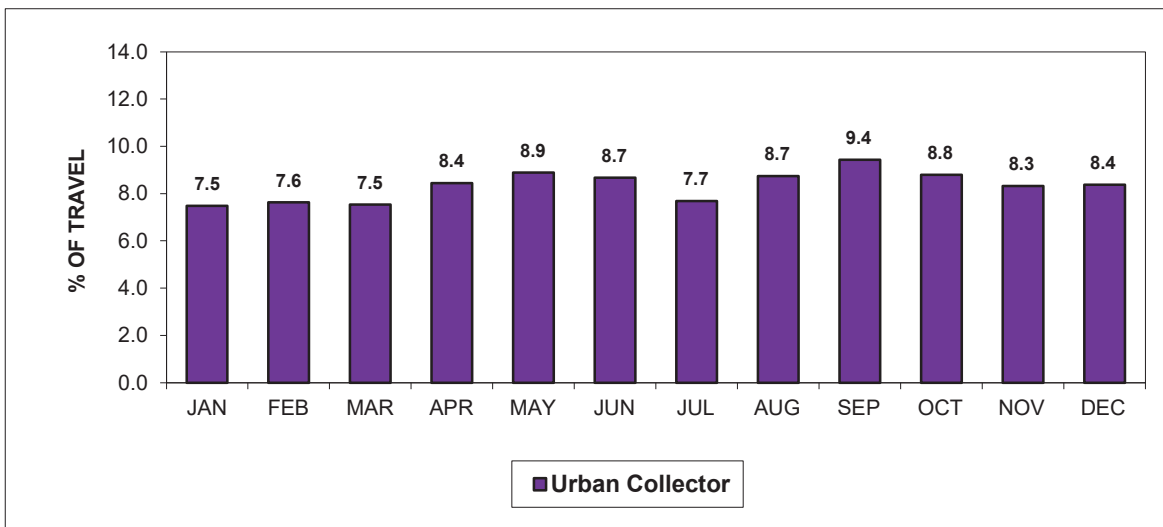
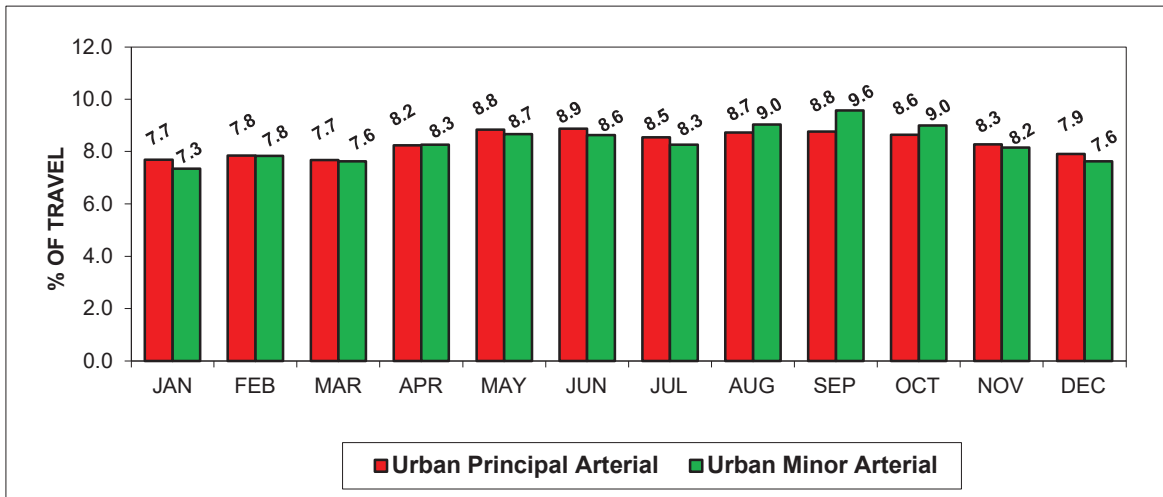
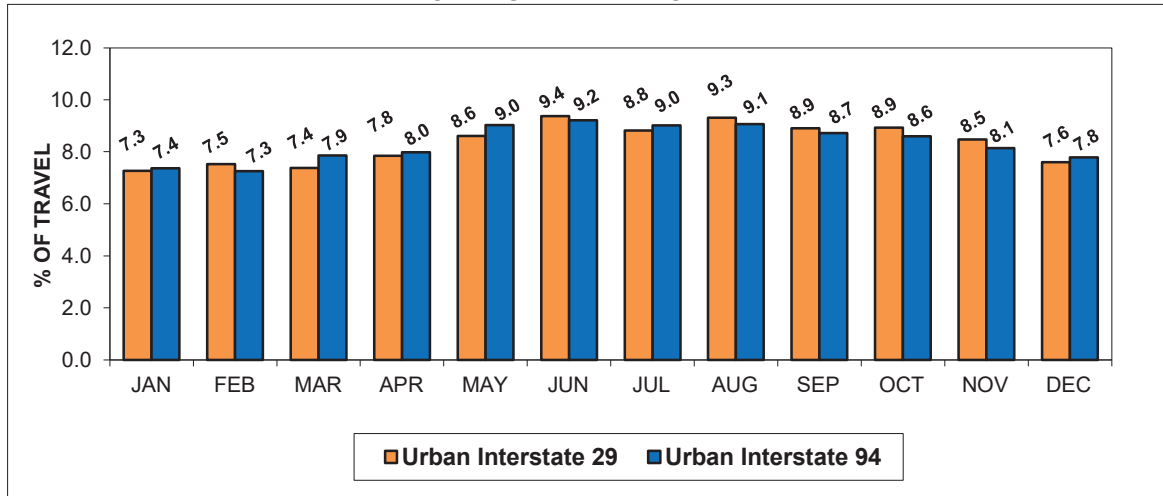


MONTHLY DISTRIBUTION OF ANNUAL TRAFFIC TOTAL RURAL VEHICLES

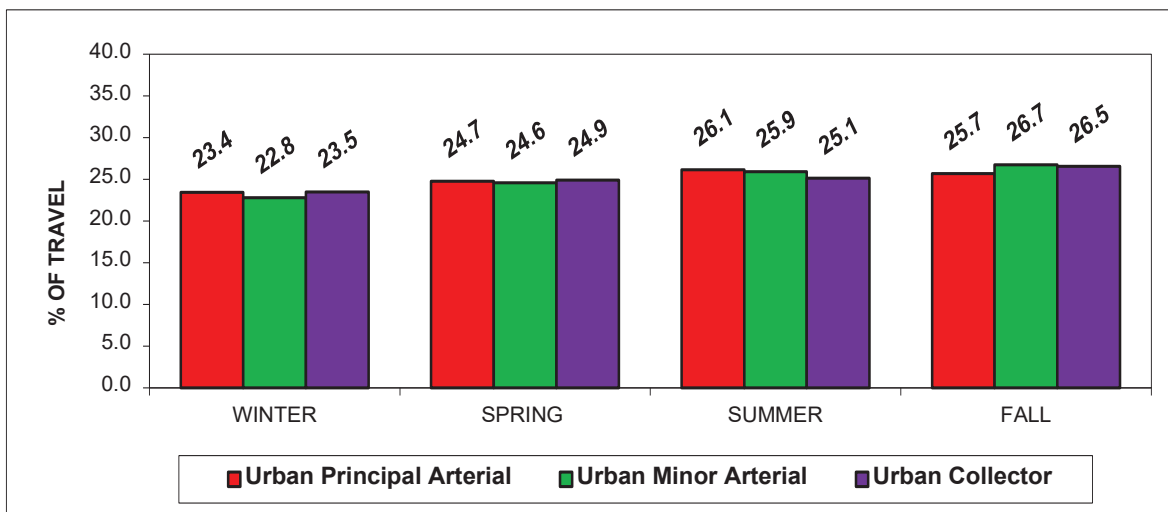
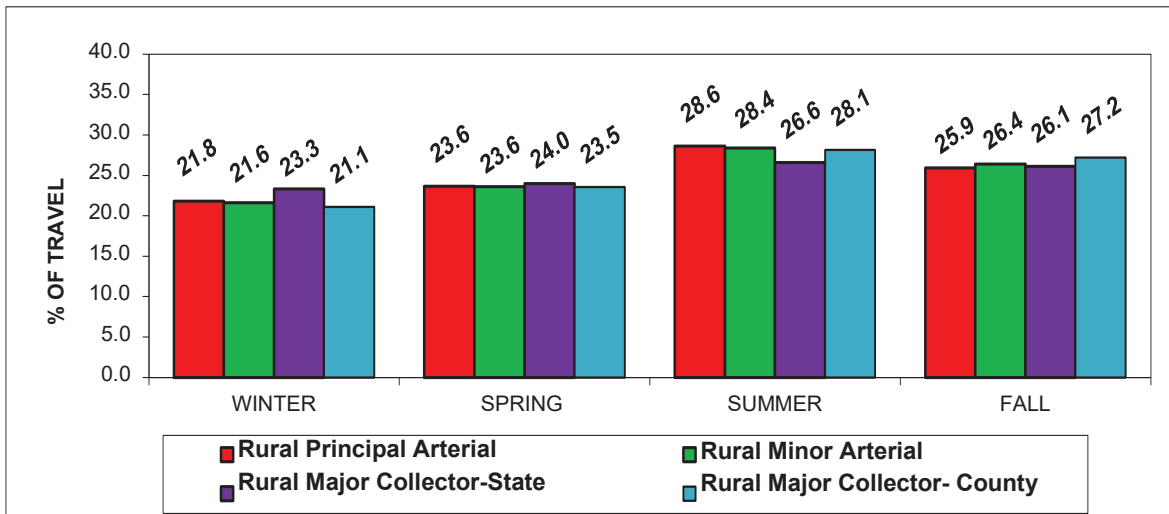
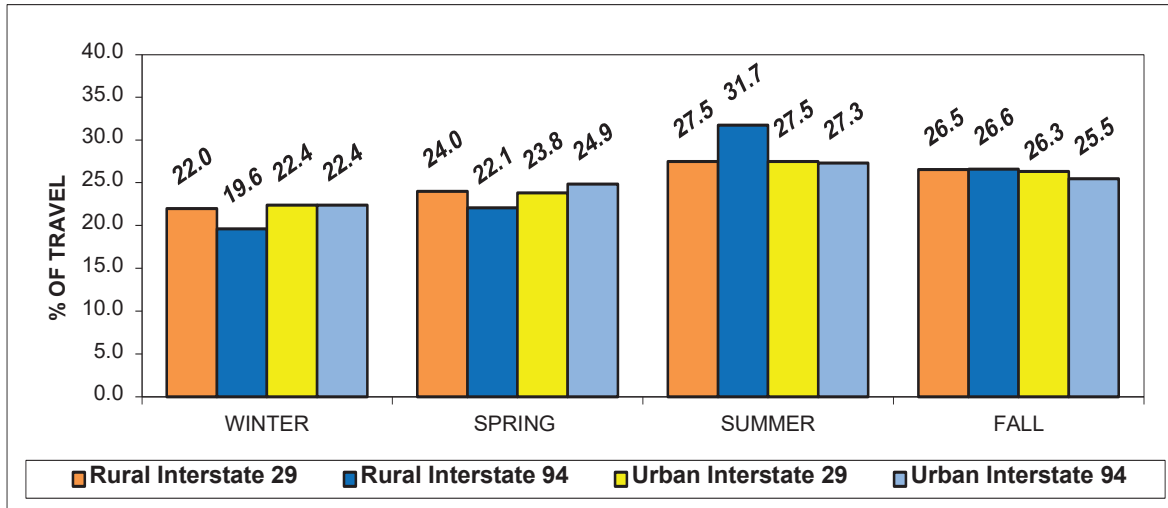


MONTHLY DISTRIBUTION OF ANNUAL TRAFFIC

TOTAL URBAN VEHICLES

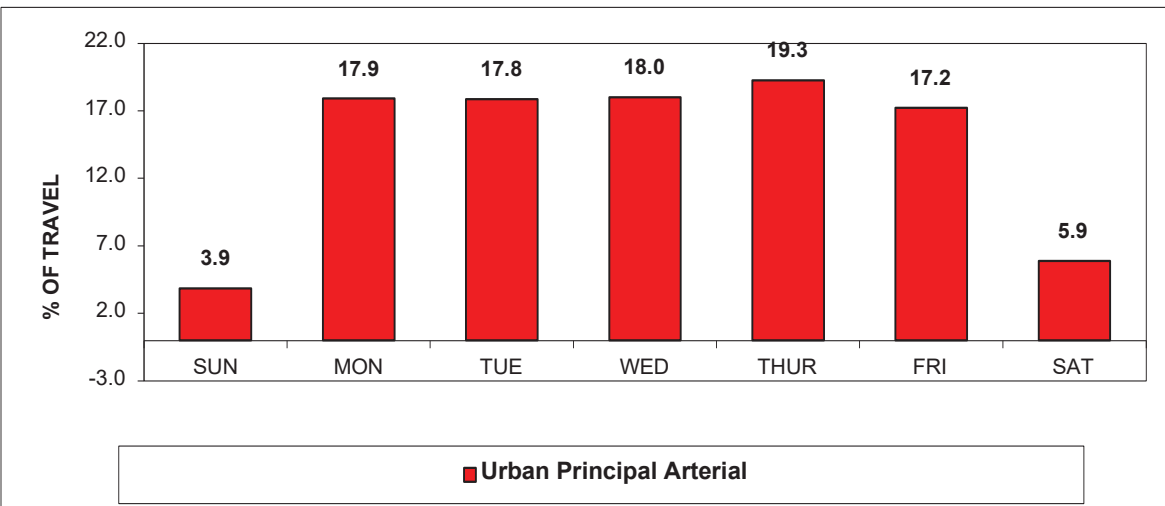
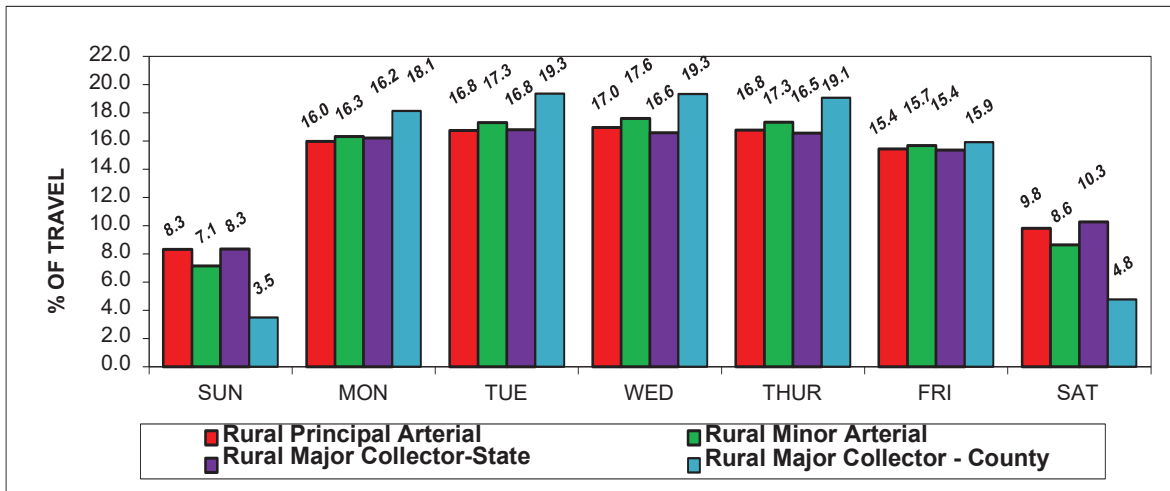
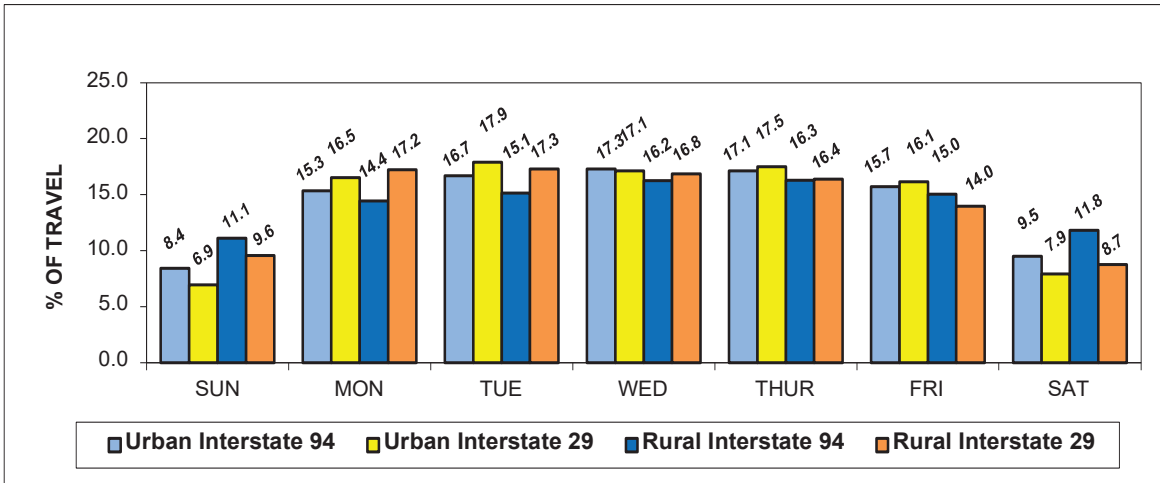


SEASONAL DISTRIBUTION OF TRAVEL TOTAL VEHICLES

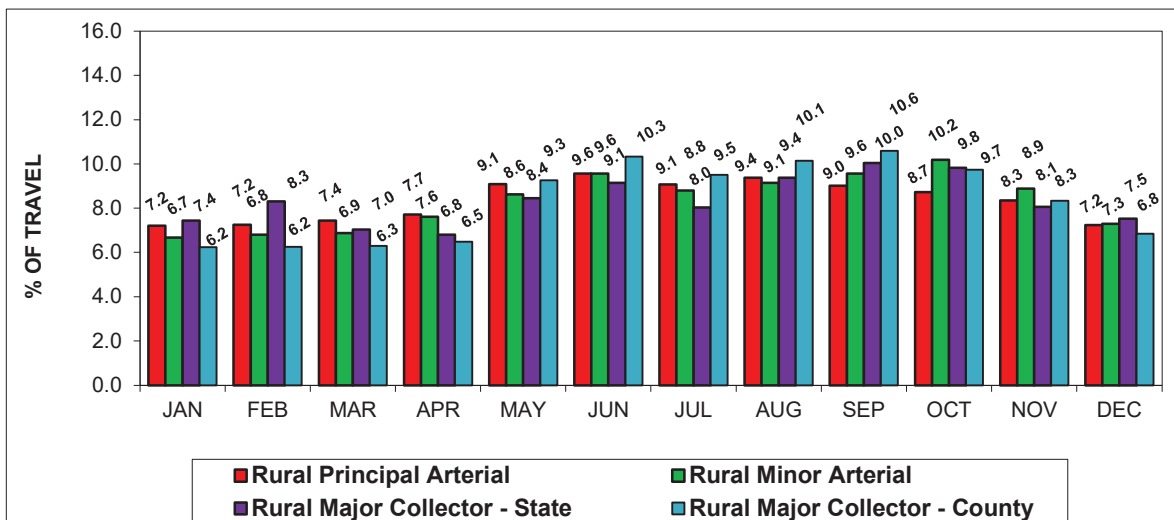
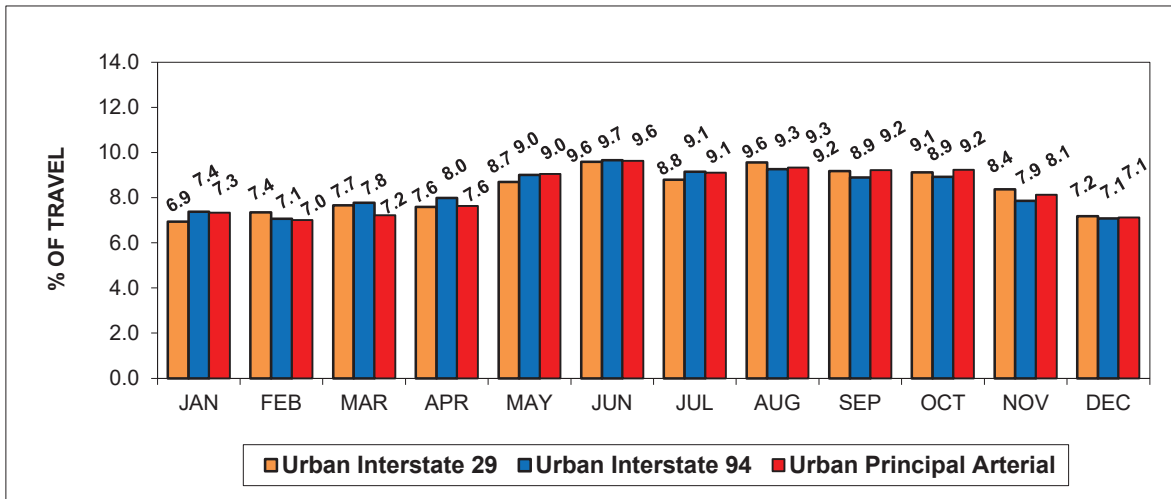
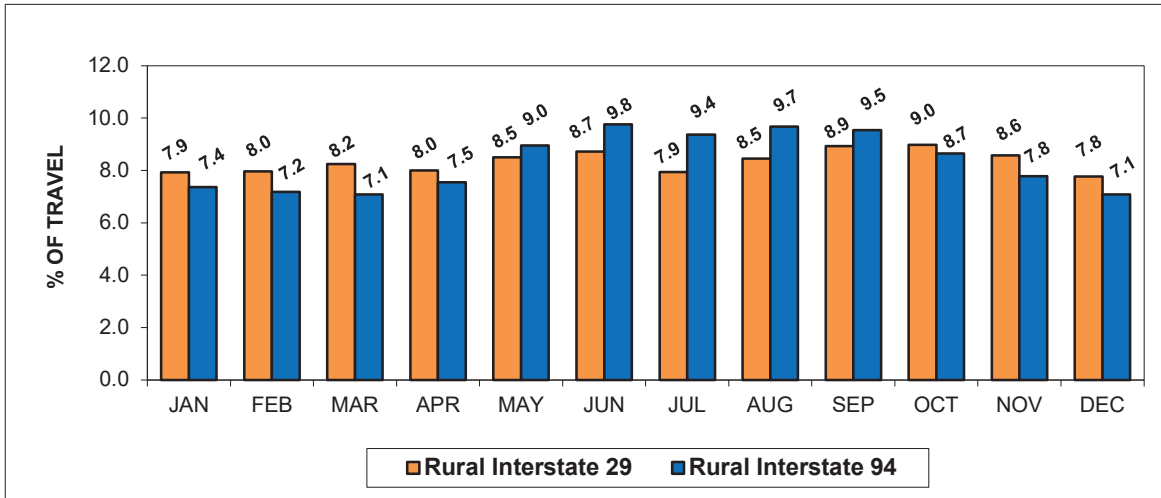


DAILY DISTRIBUTION OF TRAVEL

TOTAL TRUCKS

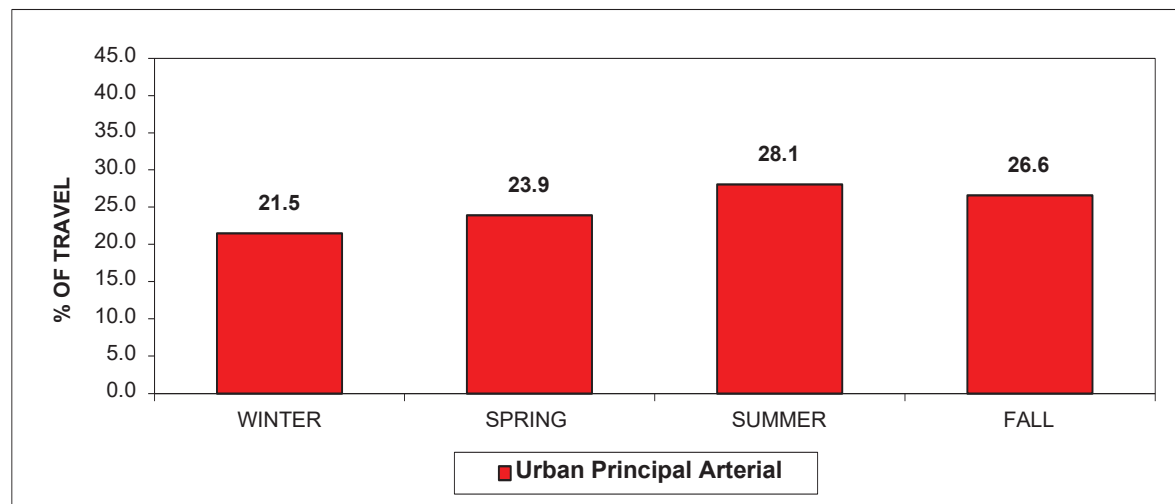
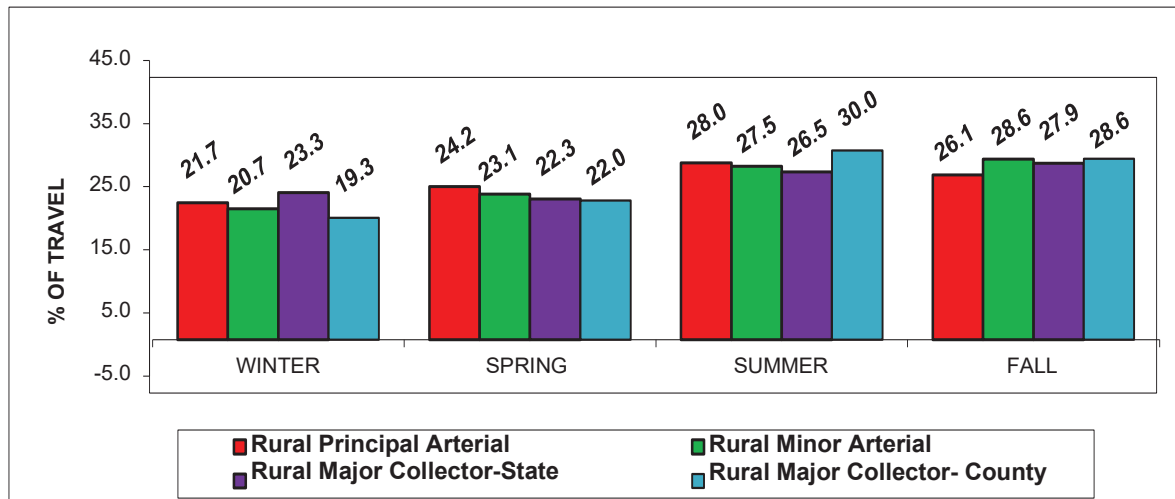
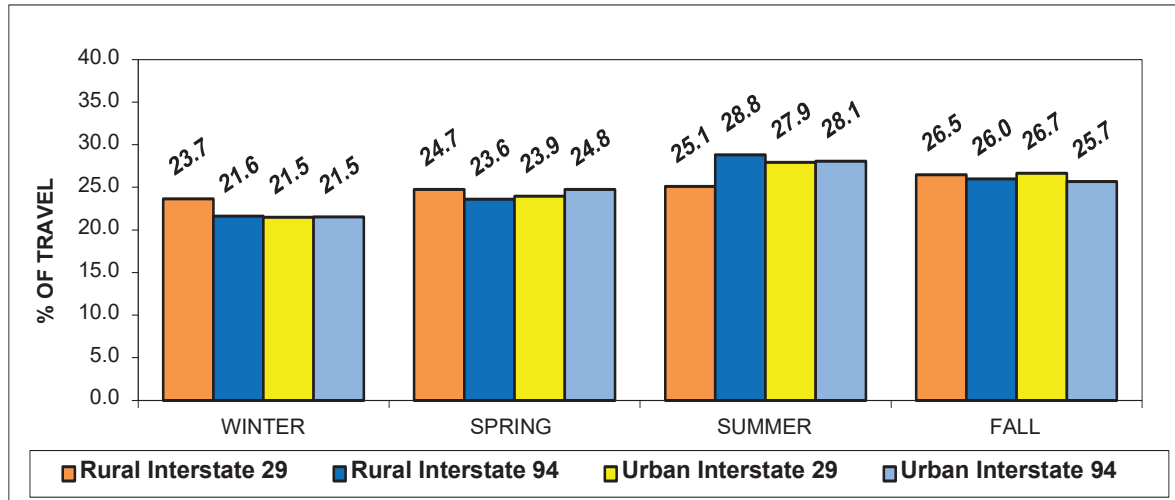


MONTHLY DISTRIBUTION OF ANNUAL TRAFFIC TOTAL TRUCKS



SEASONAL DISTRIBUTION OF TRAVEL

TOTAL TRUCKS



**PERMANENT STATION
PEAK HOUR & DESIGN HOUR
STATISTICS FOR 2023**

STATION NUMBER	STATION NAME	DIRECTION	ANNUAL AVERAGE DAILY TRAFFIC (AADT)	----- PEAK HOUR -----		----- DESIGN HOUR -----			
				VOLUME	% OF AADT	VOLUME	% OF AADT	VOLUME OPPOSITE DIR	DIRECTIONAL DISTRIBUTION
INTERSTATE RURAL - I-94									
207	MEDINA	EAST	4183	790	18.9%	580	13.9%	546	52-48
		WEST	4091	784	19.2%	585	14.3%	529	53-47
		EAST & WEST	8274	1,431	17.3%	1126	13.6%		
223	NEW SALEM	EAST	4239	556	13.1%	499	11.8%	532	48-52
		WEST	4177	578	13.8%	496	11.9%	436	53-47
		EAST & WEST	8416	1,038	12.3%	953	11.3%		
245	TOWER CITY	EAST	5550	898	16.2%	682	12.3%	629	52-48
		WEST	5508	814	14.8%	695	12.6%	764	48-52
		EAST & WEST	11058	1,581	14.3%	1353	12.2%		
279	PAINTED CANYON	EAST	2374	474	20.0%	326	13.7%	347	48-52
		WEST	2320	475	20.5%	366	15.8%	278	57-43
		EAST & WEST	4694	768	16.4%	663	14.1%		
INTERSTATE RURAL - I-29									
211	BUXTON	NORTH	6254	938	15.0%	780	12.5%	772	50-50
		SOUTH	6245	926	14.8%	739	11.8%	596	55-45
		NORTH & SOUTH	12499	1,652	13.2%	1435	11.5%		
243	BOWESMONT	SOUTH	1652	267	16.2%	226	13.7%		-
265	MOORETON	NORTH	3487	512	14.7%	376	10.8%	330	53-47
		SOUTH	3505	483	13.8%	385	11.0%	285	57-43
		NORTH & SOUTH	6992	900	12.9%	737	10.5%		
285	DAVENPORT	NORTH	5977	690	11.5%	636	10.6%	374	63-37
		SOUTH	6066	895	14.8%	749	12.3%	521	59-41
		NORTH & SOUTH	12043	1,486	12.3%	1301	10.8%		
INTERSTATE URBAN - I-94									
217	FARGO (U)	EAST	34493	4,216	12.2%	4011	11.6%	3124	56-44
		WEST	36055	4,090	11.3%	3881	10.8%	2228	64-36
		EAST & WEST	70548	7,482	10.6%	7151	10.1%		
283	BISMARCK (U)	EAST	13553	1,610	11.9%	1453	10.7%	1503	49-51
		WEST	13392	1,675	12.5%	1516	11.3%	1347	53-47
		EAST & WEST	26945	3,151	11.7%	2926	10.9%		
INTERSTATE URBAN - I-29									
235	FARGO (U)	NORTH	18071	2,209	12.2%	1975	10.9%	1805	52-48
		SOUTH	17123	2,157	12.6%	1953	11.4%	1654	54-46
		NORTH & SOUTH	35194	4,101	11.7%	3797	10.8%		
PRINCIPAL ARTERIAL RURAL									
201	RAY	EAST	2632	356	13.5%	261	9.9%	164	61-39
		WEST	2631	346	13.2%	294	11.2%	206	59-41
		EAST & WEST	5263	582	11.1%	532	10.1%		
203	MAX	NORTH	2458	560	22.8%	361	14.7%	290	55-45
		SOUTH	2427	434	17.9%	334	13.8%	339	50-50

**PERMANENT STATION
PEAK HOUR & DESIGN HOUR
STATISTICS FOR 2023**

STATION NUMBER	STATION NAME	DIRECTION	ANNUAL AVERAGE DAILY TRAFFIC (AADT)	---- PEAK HOUR ----		----- DESIGN HOUR -----			
				VOLUME	% OF AADT	VOLUME	% OF AADT	VOLUME OPPOSITE DIR	DIRECTIONAL DISTRIBUTION
PRINCIPAL ARTERIAL RURAL									
203	MAX	NORTH & SOUTH	4885	822	16.8%	636	13.0%		
205	GWINNER	EAST	544	118	21.7%	109	20.0%	11	91-9
		WEST	559	158	28.3%	124	22.2%	21	86-14
		EAST & WEST	1103	205	18.6%	160	14.5%		
215	JAMESTOWN	EAST	1616	296	18.3%	191	11.8%	154	55-45
		WEST	1601	327	20.4%	174	10.9%	147	54-46
		EAST & WEST	3217	430	13.4%	342	10.6%		
219	MANDAN	NORTH	909	176	19.4%	112	12.3%	105	52-48
		SOUTH	908	179	19.7%	122	13.4%	96	56-44
		NORTH & SOUTH	1817	260	14.3%	211	11.6%		
221	FAIRFIELD	NORTH	1420	172	12.1%	150	10.6%	113	57-43
		SOUTH	1436	225	15.7%	187	13.0%	96	66-34
		NORTH & SOUTH	2856	343	12.0%	304	10.6%		
229	COOPERSTOWN	EAST	445	73	16.4%	56	12.6%		-
233	FOXHOLM	EAST	1153	243	21.1%	150	13.0%	83	64-36
		WEST	1170	167	14.3%	128	10.9%	100	56-44
		EAST & WEST	2323	271	11.7%	237	10.2%		
237	NEKOMA	NORTH	409	80	19.6%	58	14.2%	50	54-46
		SOUTH	415	82	19.8%	60	14.5%	46	57-43
		NORTH & SOUTH	824	137	16.6%	106	12.9%		
239	NEW TOWN	EAST	2496	292	11.7%	256	10.3%	237	52-48
		WEST	2550	324	12.7%	262	10.3%	240	52-48
		EAST & WEST	5046	552	10.9%	507	10.0%		
241	BOTTINEAU	EAST	643	154	24.0%	104	16.2%	55	65-35
		WEST	666	136	20.4%	93	14.0%	43	68-32
		EAST & WEST	1309	218	16.7%	164	12.5%		
251	HAGUE	NORTH	434	82	18.9%	58	13.4%	54	52-48
		SOUTH	433	79	18.2%	57	13.2%	39	59-41
		NORTH & SOUTH	867	127	14.6%	105	12.1%		
253	RUGBY	EAST	1432	208	14.5%	181	12.6%	138	57-43
		WEST	1432	277	19.3%	199	13.9%	126	61-39
		EAST & WEST	2864	463	16.2%	345	12.0%		
255	CROSBY	EAST	398	91	22.9%	52	13.1%	26	67-33
		WEST	402	101	25.1%	50	12.4%	46	52-48
		EAST & WEST	800	123	15.4%	91	11.4%		
257	WILLISTON	WEST	909	114	12.5%	84	9.2%		-
261	CARRINGTON	NORTH	850	207	24.4%	112	13.2%	64	64-36
		SOUTH	847	202	23.8%	106	12.5%	113	48-52
		NORTH & SOUTH	1697	272	16.0%	200	11.8%		
271	GOLDEN VALLEY	EAST	486	123	25.3%	63	13.0%	53	54-46
		WEST	490	87	17.8%	62	12.7%	52	54-46

**PERMANENT STATION
PEAK HOUR & DESIGN HOUR
STATISTICS FOR 2023**

STATION NUMBER	STATION NAME	DIRECTION	ANNUAL AVERAGE DAILY TRAFFIC (AADT)	----- PEAK HOUR -----		----- DESIGN HOUR -----			
				VOLUME	% OF AADT	VOLUME	% OF AADT	VOLUME OPPOSITE DIR	DIRECTIONAL DISTRIBUTION
PRINCIPAL ARTERIAL RURAL									
271	GOLDEN VALLEY	EAST & WEST	976	167	17.1%	115	11.8%		
273	NEW LEIPZIG	EAST	192	40	20.8%	26	13.5%	15	63-37
		WEST	194	44	22.7%	25	12.9%	2	93-7
		EAST & WEST	386	56	14.5%	45	11.7%		
281	SAWYER	WEST	2172	368	16.9%	321	14.8%		-
297	WILLISTON NW	NORTH	2111	395	18.7%	218	10.3%	187	54-46
		SOUTH	2154	292	13.6%	221	10.3%	192	54-46
		NORTH & SOUTH	4265	506	11.9%	424	9.9%		
299	KILLDEER200W	EAST	1132	229	20.2%	161	14.2%	139	54-46
		WEST	1115	192	17.2%	144	12.9%	125	54-46
		EAST & WEST	2247	386	17.2%	290	12.9%		
303	MICHIGAN	EAST	1924	367	19.1%	299	15.5%	189	61-39
		WEST	1922	424	22.1%	303	15.8%	139	69-31
		EAST & WEST	3846	648	16.8%	530	13.8%		
307	WASHBURN	SOUTH	2747	439	16.0%	351	12.8%		-
309	NEWTOWN EAST	EAST	2142	450	21.0%	351	16.4%	181	66-34
		WEST	2122	284	13.4%	255	12.0%	108	70-30
		EAST & WEST	4264	582	13.6%	515	12.1%		
311	WILLISTON 2N	EAST	4364	489	11.2%	442	10.1%	272	62-38
		WEST	4352	563	12.9%	499	11.5%	398	56-44
		EAST & WEST	8716	975	11.2%	893	10.2%		
315	RYDER E23	EAST	1136	243	21.4%	178	15.7%	61	74-26
		WEST	1139	169	14.8%	142	12.5%	18	89-11
		EAST & WEST	2275	370	16.3%	263	11.6%		
337	BLAISDELL E2	EAST	2133	415	19.5%	328	15.4%	128	72-28
		WEST	2162	346	16.0%	324	15.0%	65	83-17
		EAST & WEST	4295	584	13.6%	482	11.2%		
339	GRASSY BUTTE	NORTH	1811	305	16.8%	197	10.9%	193	51-49
		SOUTH	1803	246	13.6%	213	11.8%	141	60-40
		NORTH & SOUTH	3614	425	11.8%	388	10.7%		
341	ALEXANDER85W	NORTH	3128	400	12.8%	347	11.1%	265	57-43
		SOUTH	3132	360	11.5%	322	10.3%	218	60-40
		NORTH & SOUTH	6260	694	11.1%	635	10.1%		
343	WATFORD E23	EAST	2133	353	16.5%	308	14.4%	124	71-29
		WEST	2123	359	16.9%	309	14.6%	154	67-33
		EAST & WEST	4256	515	12.1%	462	10.9%		
345	WILLIAMS N85	NORTH	1220	176	14.4%	143	11.7%	86	62-38
		SOUTH	1192	217	18.2%	150	12.6%	120	56-44
		NORTH & SOUTH	2412	333	13.8%	258	10.7%		
349	BEULAH S49	NORTH	749	140	18.7%	102	13.6%	64	61-39
		SOUTH	756	189	25.0%	100	13.2%	44	69-31

**PERMANENT STATION
PEAK HOUR & DESIGN HOUR
STATISTICS FOR 2023**

STATION NUMBER	STATION NAME	DIRECTION	ANNUAL AVERAGE DAILY TRAFFIC (AADT)	----- PEAK HOUR -----		----- DESIGN HOUR -----			
				VOLUME	% OF AADT	VOLUME	% OF AADT	VOLUME OPPOSITE DIR	DIRECTIONAL DISTRIBUTION
PRINCIPAL ARTERIAL RURAL									
349	BEULAH S49	NORTH & SOUTH	1505	243	16.1%	181	12.0%		
353	GRANVILLE E2	EAST	1430	371	25.9%	185	12.9%	143	56-44
		WEST	1438	310	21.6%	200	13.9%	140	59-41
		EAST & WEST	2868	493	17.2%	358	12.5%		
355	MOHALL W5	EAST	398	128	32.2%	55	13.8%	30	65-35
		WEST	394	119	30.2%	52	13.2%	3	95-5
		EAST & WEST	792	150	18.9%	98	12.4%		
419	EMERADO W2	EAST	3046	509	16.7%	334	11.0%	304	52-48
		WEST	3076	564	18.3%	447	14.5%	289	61-39
		EAST & WEST	6122	871	14.2%	702	11.5%		
429	LAKOTA S1	NORTH	275	117	42.5%	48	17.5%	11	81-19
		SOUTH	279	96	34.4%	51	18.3%	26	66-34
		NORTH & SOUTH	554	142	25.6%	92	16.6%		
447	DUNSEITH E	NORTH	1297	180	13.9%	145	11.2%	92	61-39
		SOUTH	1312	266	20.3%	173	13.2%	135	56-44
		NORTH & SOUTH	2609	360	13.8%	302	11.6%		
449	SHEYENNE N	NORTH	509	93	18.3%	70	13.8%	56	56-44
		SOUTH	504	99	19.6%	73	14.5%	51	59-41
		NORTH & SOUTH	1013	170	16.8%	123	12.1%		
MINOR ARTERIAL RURAL									
231	GRAFTON	EAST	1187	233	19.6%	150	12.6%	156	49-51
		WEST	1191	429	36.0%	170	14.3%	116	59-41
		EAST & WEST	2378	462	19.4%	293	12.3%		
247	COURTENAY	NORTH	215	44	20.5%	35	16.3%	10	78-22
		SOUTH	209	39	18.7%	30	14.4%	17	64-36
		NORTH & SOUTH	424	67	15.8%	55	13.0%		
249	GARRISON	EAST	840	150	17.9%	88	10.5%	93	49-51
		WEST	837	155	18.5%	88	10.5%	72	55-45
		EAST & WEST	1677	222	13.2%	167	10.0%		
289	MANNING	NORTH	2364	492	20.8%	428	18.1%	107	80-20
		SOUTH	2344	538	23.0%	429	18.3%	142	75-25
		NORTH & SOUTH	4708	676	14.4%	584	12.4%		
291	MARMARTH	EAST	347	70	20.2%	57	16.4%	23	71-29
		WEST	349	72	20.6%	55	15.8%	31	64-36
		EAST & WEST	696	111	15.9%	91	13.1%		
293	KILLDEER	NORTH	1749	302	17.3%	275	15.7%	67	80-20
		SOUTH	1732	310	17.9%	279	16.1%	106	72-28
		NORTH & SOUTH	3481	420	12.1%	385	11.1%		
295	NECHE	NORTH	175	51	29.1%	30	17.1%	21	59-41
		SOUTH	186	74	39.8%	33	17.7%	23	59-41
		NORTH & SOUTH	361	75	20.8%	58	16.1%		
453	OAKES S1	NORTH	606	89	14.7%	78	12.9%	60	57-43

**PERMANENT STATION
PEAK HOUR & DESIGN HOUR
STATISTICS FOR 2023**

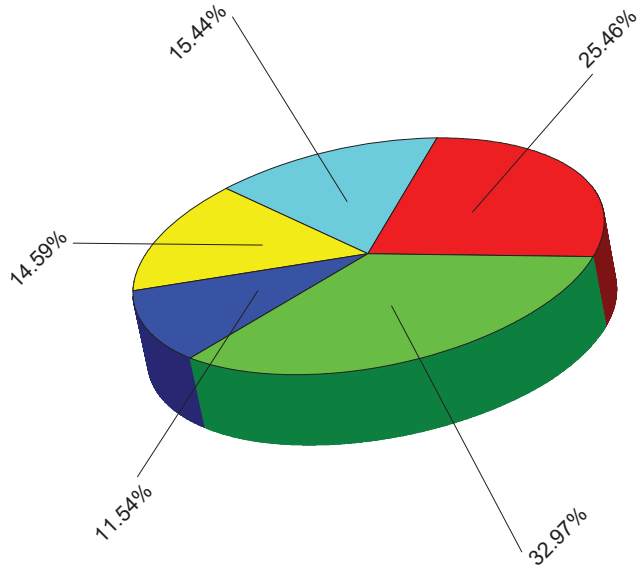
STATION NUMBER	STATION NAME	DIRECTION	ANNUAL AVERAGE DAILY TRAFFIC (AADT)	---- PEAK HOUR ----		----- DESIGN HOUR -----			
				VOLUME	% OF AADT	VOLUME	% OF AADT	VOLUME OPPOSITE DIR	DIRECTIONAL DISTRIBUTION
MINOR ARTERIAL RURAL									
453	OAKES S1	SOUTH	604	100	16.6%	85	14.1%	67	56-44
		NORTH & SOUTH	1210	184	15.2%	151	12.5%		
461	THOMPSON W15	EAST	803	124	15.4%	109	13.6%	45	71-29
		WEST	749	134	17.9%	109	14.6%	58	65-35
		EAST & WEST	1552	217	14.0%	187	12.0%		
727	ENDERLIN E46	EAST	957	171	17.9%	116	12.1%	99	54-46
		WEST	936	177	18.9%	125	13.4%	64	66-34
		EAST & WEST	1893	275	14.5%	229	12.1%		
759	WILTON E36	EAST	318	90	28.3%	47	14.8%	33	59-41
		WEST	299	73	24.4%	48	16.1%	13	79-21
		EAST & WEST	617	109	17.7%	81	13.1%		
MAJOR COLLECTOR - COUNTY									
101	MINOT55ST NE	NORTH	1120	223	19.9%	149	13.3%	116	56-44
		SOUTH	1102	269	24.4%	163	14.8%	153	52-48
		NORTH & SOUTH	2222	452	20.3%	302	13.6%		
103	MINOT46AV NE	EAST	694	134	19.3%	118	17.0%	67	64-36
		WEST	686	158	23.0%	123	17.9%	70	64-36
		EAST & WEST	1380	274	19.9%	216	15.7%		
225	STERLING	EAST	427	177	41.5%	68	15.9%	43	61-39
		WEST	396	63	15.9%	48	12.1%	25	66-34
		EAST & WEST	823	121	14.7%	105	12.8%		
259	AYR	EAST	201	148	73.6%	35	17.4%	22	61-39
		WEST	201	159	79.1%	35	17.4%	23	60-40
		EAST & WEST	402	122	30.3%	61	15.2%		
277	REGENT	NORTH	157	39	24.8%	27	17.2%	16	63-37
		SOUTH	161	62	38.5%	28	17.4%	18	61-39
		NORTH & SOUTH	318	73	23.0%	50	15.7%		
MAJOR COLLECTOR - STATE									
267	TRENTON	NORTH	2034	236	11.6%	197	9.7%	169	54-46
		SOUTH	2071	288	13.9%	246	11.9%	163	60-40
		NORTH & SOUTH	4105	495	12.1%	419	10.2%		
389	TIOGA S40	NORTH	1837	246	13.4%	214	11.6%	188	53-47
		SOUTH	2105	317	15.1%	258	12.3%	141	65-35
		NORTH & SOUTH	3942	496	12.6%	433	11.0%		
493	ST THOMAS W	WEST	279	62	22.2%	47	16.8%		-
783	KULM S56	NORTH	95	33	34.7%	22	23.2%	13	63-37
		SOUTH	97	34	35.1%	22	22.7%	18	55-45
		NORTH & SOUTH	192	55	28.6%	41	21.4%		
PRINCIPAL ARTERIAL URBAN									
287	GRAND FORKS	NORTH	10915	1,204	11.0%	1119	10.3%	1141	50-50
		SOUTH	10819	1,216	11.2%	1123	10.4%	1100	51-49

**PERMANENT STATION
PEAK HOUR & DESIGN HOUR
STATISTICS FOR 2023**

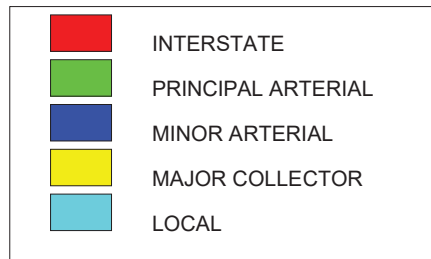
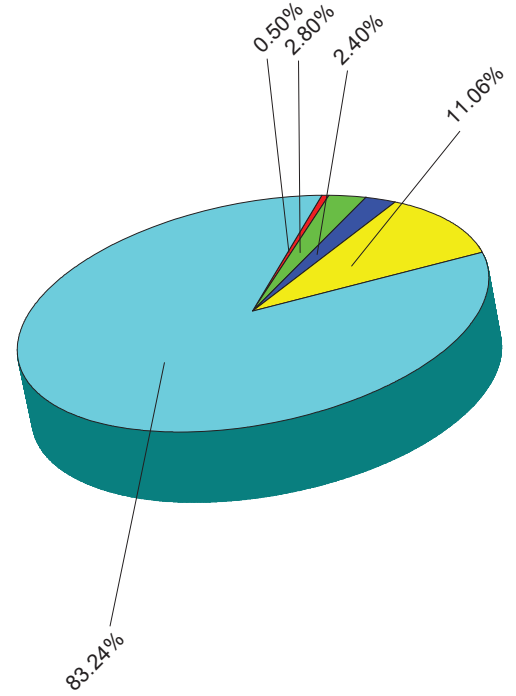
STATION NUMBER	STATION NAME	DIRECTION	ANNUAL AVERAGE DAILY TRAFFIC (AADT)	----- PEAK HOUR -----		----- DESIGN HOUR -----			
				VOLUME	% OF AADT	VOLUME	% OF AADT	VOLUME OPPOSITE DIR	DIRECTIONAL DISTRIBUTION
PRINCIPAL ARTERIAL URBAN									
287	GRAND FORKS	NORTH & SOUTH	21734	2,327	10.7%	2178	10.0%		
501	FARGO (U)	NORTH	11441	1,361	11.9%	1295	11.3%	887	59-41
		SOUTH	13301	1,626	12.2%	1549	11.6%	1067	59-41
		NORTH & SOUTH	24742	2,752	11.1%	2559	10.3%		
513	WFARGO MAIN (U)	EAST	2982	827	27.7%	434	14.6%	238	65-35
		WEST	2747	528	19.2%	442	16.1%	267	62-38
		EAST & WEST	5729	1,236	21.6%	790	13.8%		
605	MANDAN (U)	EAST	8863	1,006	11.4%	873	9.8%	671	57-43
		WEST	9408	1,252	13.3%	1130	12.0%	848	57-43
		EAST & WEST	18271	2,123	11.6%	1942	10.6%		
MINOR ARTERIAL-URBAN									
607	DICKINSON (U)	EAST	1452	237	16.3%	205	14.1%	137	60-40
		WEST	1502	269	17.9%	242	16.1%	124	66-34
		EAST & WEST	2954	406	13.7%	364	12.3%		
611	MINOT (U)	EAST	1097	276	25.2%	179	16.3%	143	56-44
		WEST	1128	197	17.5%	167	14.8%	153	52-48
		EAST & WEST	2225	402	18.1%	321	14.4%		
COLLECTOR URBAN									
609	MINOT (U)	EAST	1199	188	15.7%	146	12.2%	86	63-37
		WEST	1136	233	20.5%	158	13.9%	133	54-46
		EAST & WEST	2335	371	15.9%	294	12.6%		

2023 COMPARISON OF VEHICLE MILES TO RURAL ROAD MILES

VEHICLE MILES TRAVLELED



ROAD MILES

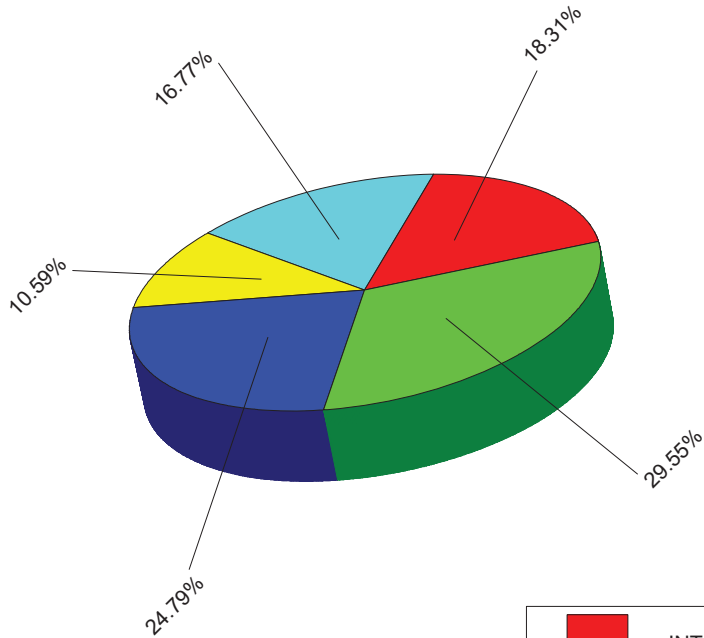


Interesting Facts:

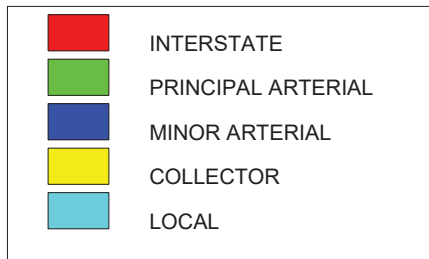
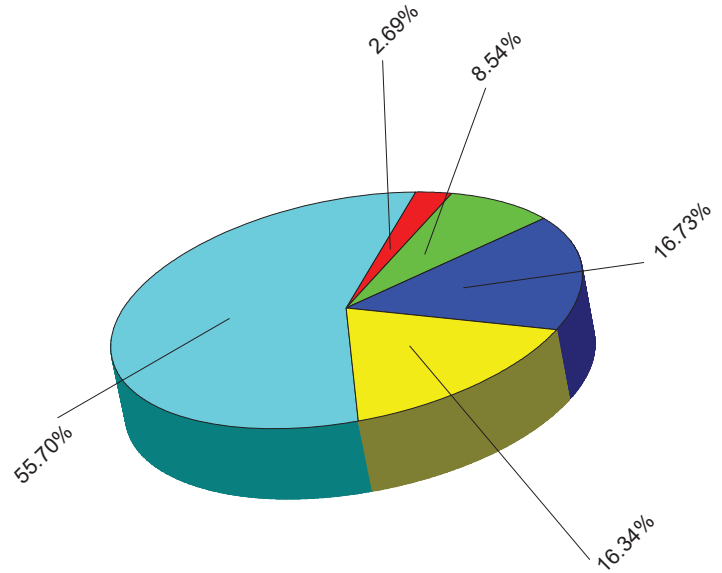
- Local roads comprise about 83% of the roads in the state but only carry about 15% of the traffic.
- Interstates comprise less than 3% of the roads but carry around 25% of the traffic.
- Principal Arterials comprise less than 2.5% of the roads but carry about 33% of the traffic.

2023 COMPARISON OF VEHICLE MILES TO URBAN ROAD MILES

VEHICLE MILES TRAVELED



ROAD MILES



Interesting Facts:

-Local roads comprise about 56% of the urban roads in the state but only carry about 17% of the traffic.

**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION
SUMMARY OF 2023 EXISTING MILEAGE OF NORTH DAKOTA ROADS AND STREETS
CLASSIFIED BY SYSTEMS**

SYSTEM	SURFACED MILEAGE HARD SURFACES			UNSURFACED MILEAGE		NHS HARD SURFACES	
	BITUMINOUS	CONCRETE	GRAVEL	GRADED/ DRAINED	UNIMPROVED ROADS	TOTALS	
STATE							
INTERSTATE RURAL	238.4	271.2	0.0	0.0	0.0	509.7	509.7
INTERSTATE URBAN	23.0	38.3	0.0	0.0	0.0	61.2	61.2
TOTAL	261.4	309.5	0.0	0.0	0.0	570.9	570.9
PRINCIPAL ARTERIAL RURAL	2,778.0	164.0	0.0	0.0	0.0	2,942.0	2,942.0
PRINCIPAL ARTERIAL URBAN	95.7	65.4	0.0	0.0	0.0	161.0	161.0
TOTAL	2,873.7	229.4	0.0	0.0	0.0	3,103.0	3,103.0
MINOR ARTERIAL RURAL	2,523.0	1.9	0.0	0.0	0.0	2,524.9	
MINOR ARTERIAL URBAN	14.9	3.3	0.0	0.0	0.0	18.2	
TOTAL	2,537.9	5.2	0.0	0.0	0.0	2,543.1	
MAJOR COLLECTOR	1,137.2	17.2	0.0	0.0	0.0	1,154.5	
TOTAL	1,137.2	17.2	0.0	0.0	0.0	1,154.5	
LOCAL RURAL	39.3	0.0	0.6	0.0	0.0	40.2	
LOCAL URBAN	3.7	0.0	0.0	0.0	0.0	3.4	
TOTAL	43.0	0.0	0.6	0.0	0.0	43.6	
TOTAL STATE HIGHWAY SYSTEM	6,853.2	561.3	0.6	0.0	0.0	7,415.1	3,673.9
COUNTY							
	<u>PAVED</u>		<u>GRAVEL</u>	<u>GRADED/ DRAINED</u>	<u>UNIMPROVED ROADS</u>	<u>TOTALS</u>	
MAJOR COLLECTOR RURAL	4,746.4		6,005.7	0.8	3.2	10,756.1	
MAJOR COLLECTOR CITY	202.7		43.9	0.0	0.0	246.6	
TOTAL	4,949.1		6,049.6	0.8	3.2	11,002.7	
PRINCIPAL ARTERIAL RURAL	2.6		0.0	0.0	0.0	2.6	2.6
TOTAL	2.6		0.0	0.0	0.0	2.6	
MINOR ARTERIAL RURAL	0.6		0.0	0.0	0.0	0.6	
TOTAL	0.6		0.0	0.0	0.0	0.6	
LOCAL RURAL ROADS	1,041.2		50,476.4	8,469.1	23,160.3	83,147.0	
LOCAL ROADS CITY	1,248.6		873.4	43.9	70.0	2,235.9	
TOTAL	2,289.8		51,349.8	8,513.0	23,230.3	85,382.9	
TOTAL COUNTY SYSTEM	7,242.1		57,399.4	8,513.8	23,233.5	96,388.8	
URBAN							
PRINCIPAL ARTERIAL	52.5		0.8	0.0	0.0	53.3	45.0
MINOR ARTERIAL	276.0		5.8	0.0	0.0	281.8	
COLLECTOR	392.4		10.2	0.0	0.0	402.6	
LOCAL	1,678.3		249.9	16.5	19.7	1,964.4	
TOTAL URBAN SYSTEM	2,399.2		266.7	16.5	19.7	2,702.1	
TOTAL RURAL ROADS	13,019.5		56,638.6	8,478.9	23,176.3	101,313.3	
TOTAL CITY STREETS	4,036.3		1,028.1	51.5	76.8	5,192.7	
TOTAL	17,055.8		57,666.7	8,530.4	23,253.1	106,506.0	
TOTAL NHS							3,721.5
FUNCTIONAL CLASS SYSTEM							
SYSTEM	RURAL	URBAN	TOTAL				
INTERSTATE	509.7	61.2	570.9				
PRINCIPAL	2,944.6	214.4	3,159.0				
MINOR	2,525.5	300.0	2,825.5				
COLLECTOR	11,909.3	650.4	12,559.7				
LOCAL	83,558.5	3,832.4	87,390.9				
TOTAL	101,447.6	5,058.4	106,506.0				

2023 URBAN ANNUAL VEHICLE MILES OF TRAVEL BY FUNCTIONAL CLASS

(VEHICLE MILES OF TRAVEL SHOWN IN THOUSANDS)

CITY	INTERSTATE	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	LOCAL STREETS	TOTAL
BISMARCK	51,190	193,274	76,306	59,351	85,414	465,535
DEVILS LAKE		11,048	4,664	4,807	4,859	25,378
DICKINSON	12,466	31,908	30,509	13,941	30,128	118,952
FARGO	283,562	180,851	188,690	81,593	199,302	933,999
GRAND FORKS	31,996	113,667	50,381	33,887	56,883	286,814
JAMESTOWN	20,927	24,125	8,706	8,353	15,415	77,527
MANDAN	37,207	36,647	32,238	8,868	20,799	135,759
MINOT		89,400	59,354	23,960	89,284	261,998
VALLEY CITY	11,362	4,568	6,045	4,041	5,519	31,535
WAHPETON		9,972	5,976	3,408	11,579	30,936
WEST FARGO	24,303	13,129	51,655	33,958	55,460	178,504
WILLISTON		63,436	38,865	24,179	48,010	174,489
Grand Total	473,012	772,025	553,389	300,347	622,652	2,721,425

If a particular city has no mileage entry for Interstate, it means there are no Interstates in that city.

2023 RURAL ANNUAL VEHICLE MILES OF TRAVEL BY FUNCTIONAL CLASS

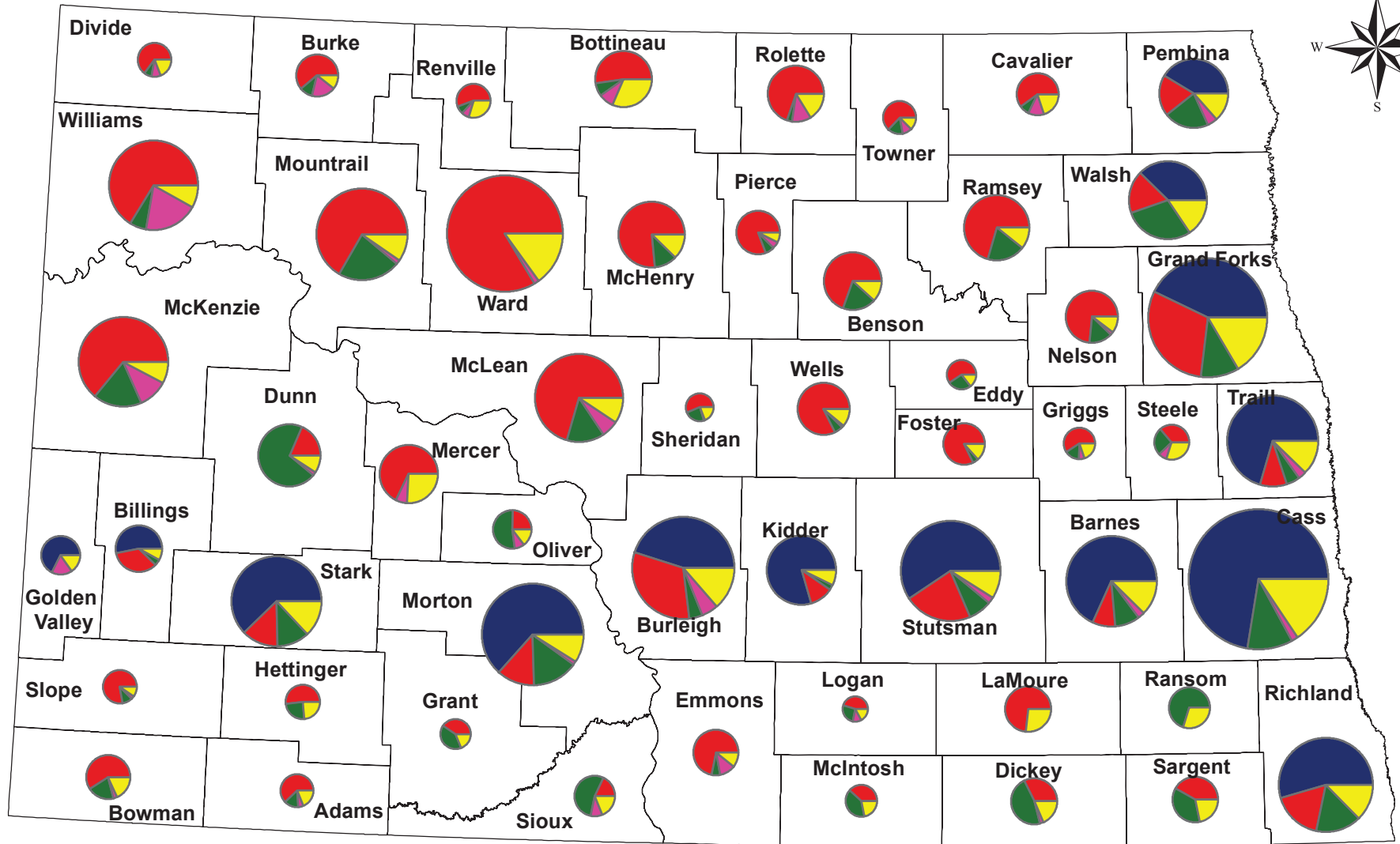
(VEHICLE MILES OF TRAVEL SHOWN IN THOUSANDS)

COUNTY	INTERSTATE	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	LOCAL ROADS	TOTAL
Adams		15,058	5,013	6,988	8,581	35,639
Barnes	133,604	12,853	14,347	20,726	21,277	202,808
Benson		38,586	13,602	7,786	16,650	76,624
Billings	35,531	26,198	2,600	6,161	27,088	97,579
Bottineau		37,551	5,324	29,683	21,428	93,986
Bowman		21,703	7,007	6,755	10,493	45,959
Burke		17,601	3,051	13,870	20,303	54,825
Burleigh	96,626	55,444	11,707	31,577	21,879	217,234
Cass	347,474	0	46,473	83,016	49,577	526,540
Cavalier		24,196	3,024	11,534	16,425	55,179
Dickey		15,981	21,808	10,936	10,687	59,412
Divide		15,221	1,877	9,190	29,644	55,933
Dunn		29,809	90,301	21,919	34,619	176,648
Eddy		11,836	5,453	3,796	8,705	29,790
Emmons		29,896	3,508	8,778	13,819	56,000
Foster		30,041	1,833	5,754	11,340	48,967
Golden Valley	31,682	0	0	11,049	7,874	50,605
Grand Forks	146,048	90,446	38,566	55,200	39,894	370,154
Grant		8,947	10,591	3,819	11,271	34,627
Griggs		14,308	3,565	6,109	6,581	30,563
Hettinger		16,282	7,730	5,761	9,013	38,785
Kidder	89,659	11,500	3,197	8,782	11,489	124,626
LaMoure		40,001	637	10,931	9,752	61,321
Logan		6,833	4,580	3,572	7,729	22,714
McHenry		73,068	16,118	14,951	23,336	127,474
McIntosh		7,585	8,401	3,830	9,256	29,072
McKenzie		253,564	52,876	90,033	66,004	462,477
McLean		123,664	28,743	26,297	34,486	213,190
Mercer		49,849	883	21,931	16,860	89,523
Morton	168,795	31,976	33,156	22,627	21,488	278,042
Mountrail		142,294	50,455	39,223	38,568	270,541
Nelson		42,918	8,505	6,485	10,583	68,491
Oliver		6,018	15,772	7,051	4,967	33,808
Pembina	40,668	20,498	19,567	18,002	20,580	119,315
Pierce		35,525	2,712	6,088	10,219	54,544
Ramsey		74,109	17,529	11,195	11,666	114,499
Ransom		0	29,300	9,056	16,282	54,638
Renville		14,143	1,590	11,054	9,162	35,949
Richland	137,347	39,189	35,201	28,413	35,743	275,893
Rolette		50,431	2,794	18,507	29,160	100,893
Sargent		22,553	16,852	7,662	11,165	58,231
Sheridan		9,099	4,938	3,257	8,388	25,682
Sioux		6,280	22,344	10,627	3,101	42,353
Slope		17,880	2,141	3,008	5,208	28,237
Stark	145,345	26,636	32,877	26,849	20,668	252,376
Steele		9,771	8,017	8,352	11,664	37,804
Stutsman	136,051	47,483	19,895	24,552	21,504	249,485
Towner		14,919	3,615	5,419	10,088	34,041
Traill	161,955	19,015	8,717	26,202	19,283	235,172
Walsh	58,644	29,596	39,887	19,129	20,934	168,190
Ward		255,866	502	52,719	56,375	365,463
Wells		50,379	2,696	6,590	12,469	72,134
Williams		142,983	29,733	89,254	144,550	406,521
TOTAL	1,729,429	2,187,584	821,612	1,002,055	1,129,874	6,870,555

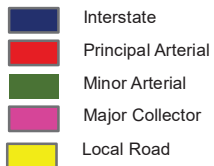
2023 ANNUAL VEHICLE MILES OF TRAVEL BY COUNTY
(VEHICLE MILES OF TRAVEL SHOWN IN THOUSANDS)

COUNTY	RURAL	URBAN	COUNTY TOTAL	PERCENT OF STATE TRAVEL
Adams	35,639		35,639	0.36%
Barnes	202,808	40,093	242,901	2.45%
Benson	76,624		76,624	0.77%
Billings	97,579		97,579	0.98%
Bottineau	93,986		93,986	0.95%
Bowman	45,959		45,959	0.46%
Burke	54,825		54,825	0.55%
Burleigh	217,234	544,547	761,781	7.68%
Cass	526,540	1,179,931	1,706,471	17.20%
Cavalier	55,179		55,179	0.56%
Dickey	59,412		59,412	0.60%
Divide	55,933		55,933	0.56%
Dunn	176,648		176,648	1.78%
Eddy	29,790		29,790	0.30%
Emmons	56,000		56,000	0.56%
Foster	48,967		48,967	0.49%
Golden Valley	50,605		50,605	0.51%
Grand Forks	370,154	292,464	662,618	6.68%
Grant	34,627		34,627	0.35%
Griggs	30,563		30,563	0.31%
Hettinger	38,785		38,785	0.39%
Kidder	124,626		124,626	1.26%
LaMoure	61,321		61,321	0.62%
Logan	22,714		22,714	0.23%
McHenry	127,474		127,474	1.28%
McIntosh	29,072		29,072	0.29%
McKenzie	462,477		462,477	4.66%
McLean	213,190		213,190	2.15%
Mercer	89,523		89,523	0.90%
Morton	278,042	185,101	463,143	4.67%
Mountrail	270,541		270,541	2.73%
Nelson	68,491		68,491	0.69%
Oliver	33,808		33,808	0.34%
Pembina	119,315		119,315	1.20%
Pierce	54,544		54,544	0.55%
Ramsey	114,499	32,956	147,455	1.49%
Ransom	54,638		54,638	0.55%
Renville	35,949		35,949	0.36%
Richland	275,893	33,992	309,885	3.12%
Rolette	100,893		100,893	1.02%
Sargent	58,231		58,231	0.59%
Sheridan	25,682		25,682	0.26%
Sioux	42,353		42,353	0.43%
Slope	28,237		28,237	0.28%
Stark	252,376	130,189	382,565	3.86%
Steele	37,804		37,804	0.38%
Stutsman	249,485	86,751	336,236	3.39%
Towner	34,041		34,041	0.34%
Traill	235,165		235,165	2.37%
Walsh	168,190		168,190	1.70%
Ward	365,463	315,644	681,106	6.87%
Wells	72,134		72,134	0.73%
Williams	406,521	208,857	615,378	6.20%
TOTAL	6,870,548	3,050,524	9,921,072	100.00%

2023 RURAL ANNUAL VEHICLE MILES OF TRAVEL BY FUNCTIONAL CLASSIFICATION



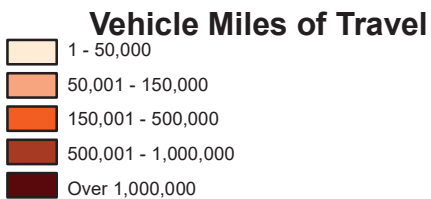
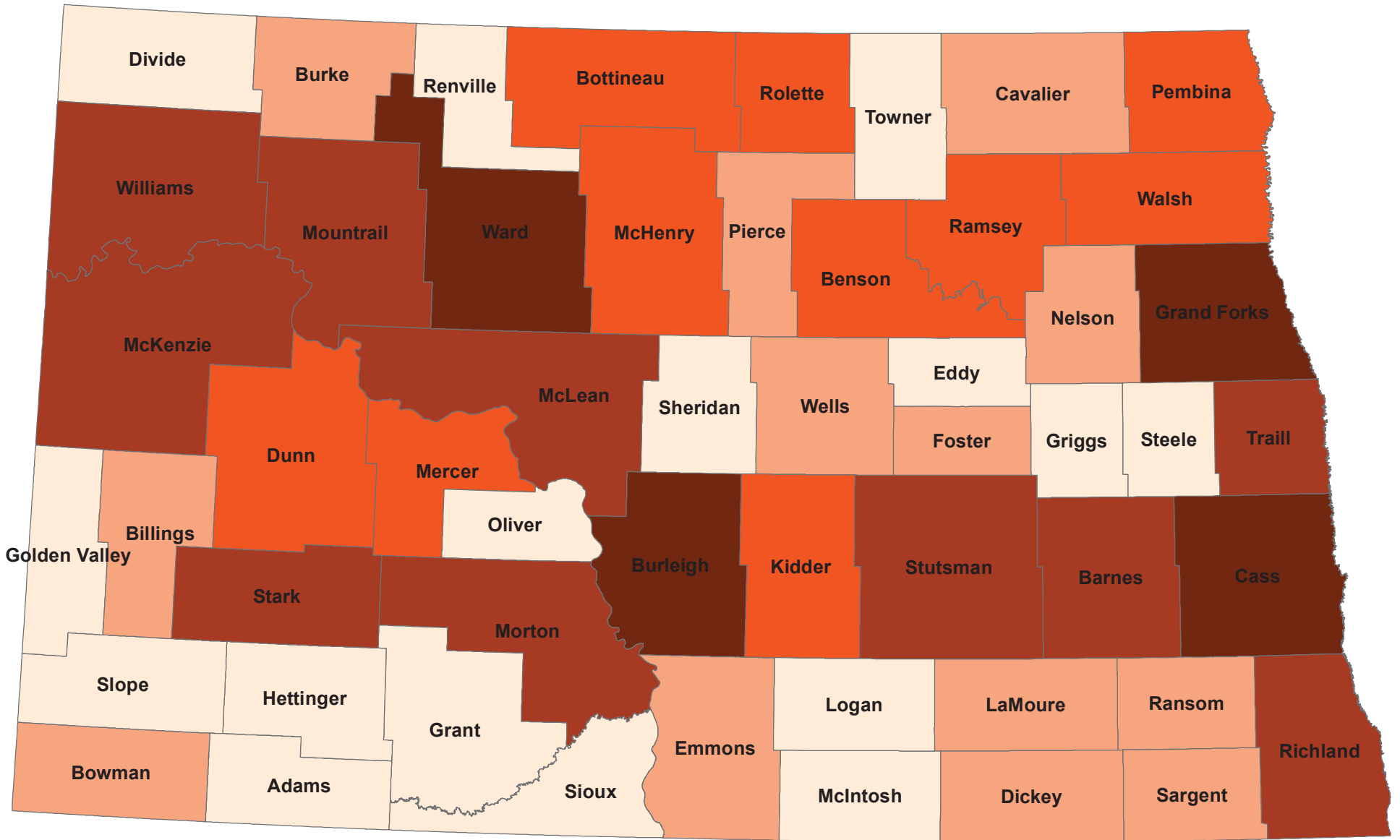
FUNCTIONAL CLASSES



NOTES: - Data from page 47 of this report.
 - The size of each individual pie chart is representative of the total VMT in that county.

Planning & Asset Management Division
 Traffic Data Section
 August 2023

2023 TOTAL ANNUAL VEHICLE MILES OF TRAVEL



NOTES: - Data from page 48 of this report.
 - Vehicle miles of travel shown in thousands.

Planning & Asset Management Division
 Traffic Data Section
 August 2024

Statewide VMT

All State Highways

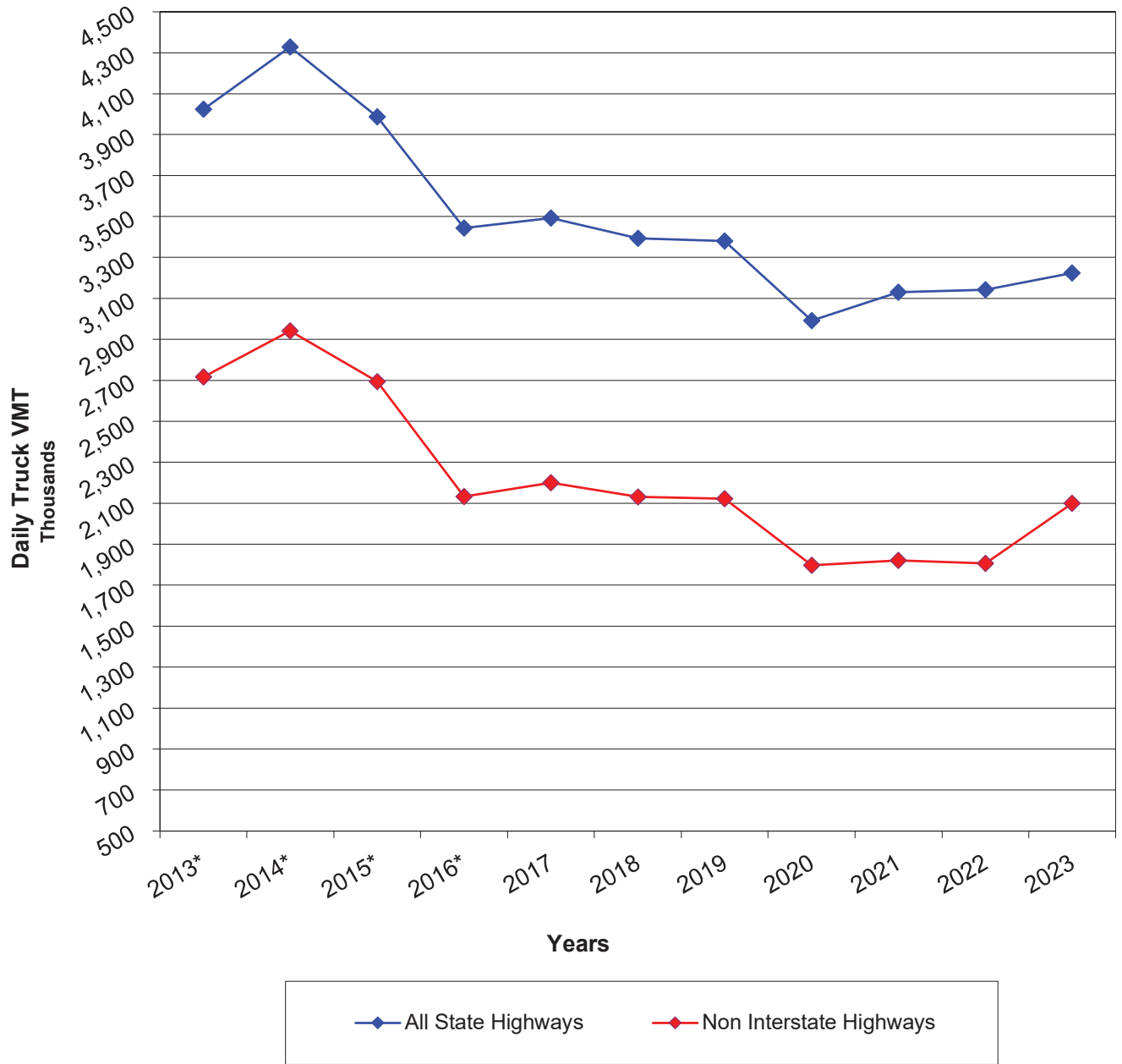
Years	Annual Daily VMT	Annual VMT	Annual Daily Truck VMT	Annual Truck VMT	% Total Trucks	% Combination Trucks
2002	12,372,609	4,516,002,285	2,065,392	753,868,080	16.69%	12.69%
2003	12,584,059	4,593,181,535	2,132,255	778,273,075	16.94%	12.94%
2004	12,834,849	4,684,719,885	2,139,703	780,991,595	16.67%	12.67%
2005	12,843,726	4,687,959,947	2,109,678	770,032,420	16.43%	12.43%
2006	12,864,635	4,695,591,775	2,081,109	759,604,785	16.18%	12.18%
2007	13,143,830	4,797,497,950	2,121,611	774,388,015	16.14%	12.14%
2008	13,070,318	4,770,666,070	2,216,080	808,869,200	16.96%	12.96%
2009	13,924,765	5,082,539,225	2,397,242	874,993,330	17.22%	13.22%
2010	14,820,481	5,409,475,565	2,690,766	982,129,590	18.16%	14.16%
2011	16,243,388	5,928,836,620	3,420,858	1,248,613,170	21.06%	17.06%
2012*	18,188,950	6,638,966,750	4,126,648	1,506,226,520	22.69%	18.69%
2013*	17,989,497	6,566,166,405	4,024,038	1,468,773,870	22.37%	18.37%
2014*	18,522,863	6,760,844,995	4,327,820	1,579,654,300	23.36%	19.36%
2015*	17,532,226	6,399,262,490	3,986,324	1,455,008,260	22.74%	18.74%
2016*	16,825,387	6,141,266,255	3,444,562	1,257,265,130	20.47%	16.47%
2017	16,621,979	6,067,022,335	3,493,544	1,275,143,560	21.02%	17.02%
2018	17,109,024	6,244,793,760	3,393,625	1,238,673,125	19.84%	15.84%
2019	17,038,483	6,219,046,295	3,379,279	1,233,436,835	19.33%	15.83%
2020	14,313,898	5,224,572,617	2,991,744	1,091,986,560	20.90%	16.90%
2021	15,471,834	5,647,219,309	3,131,639	1,143,048,347	20.24%	16.24%
2022	15,411,884	5,625,337,791	3,142,427	1,146,985,839	20.39%	16.39%
2023	17,065,303	6,228,835,595	3,223,987	1,176,755,255	18.92%	14.92%

Non-Interstate Highways

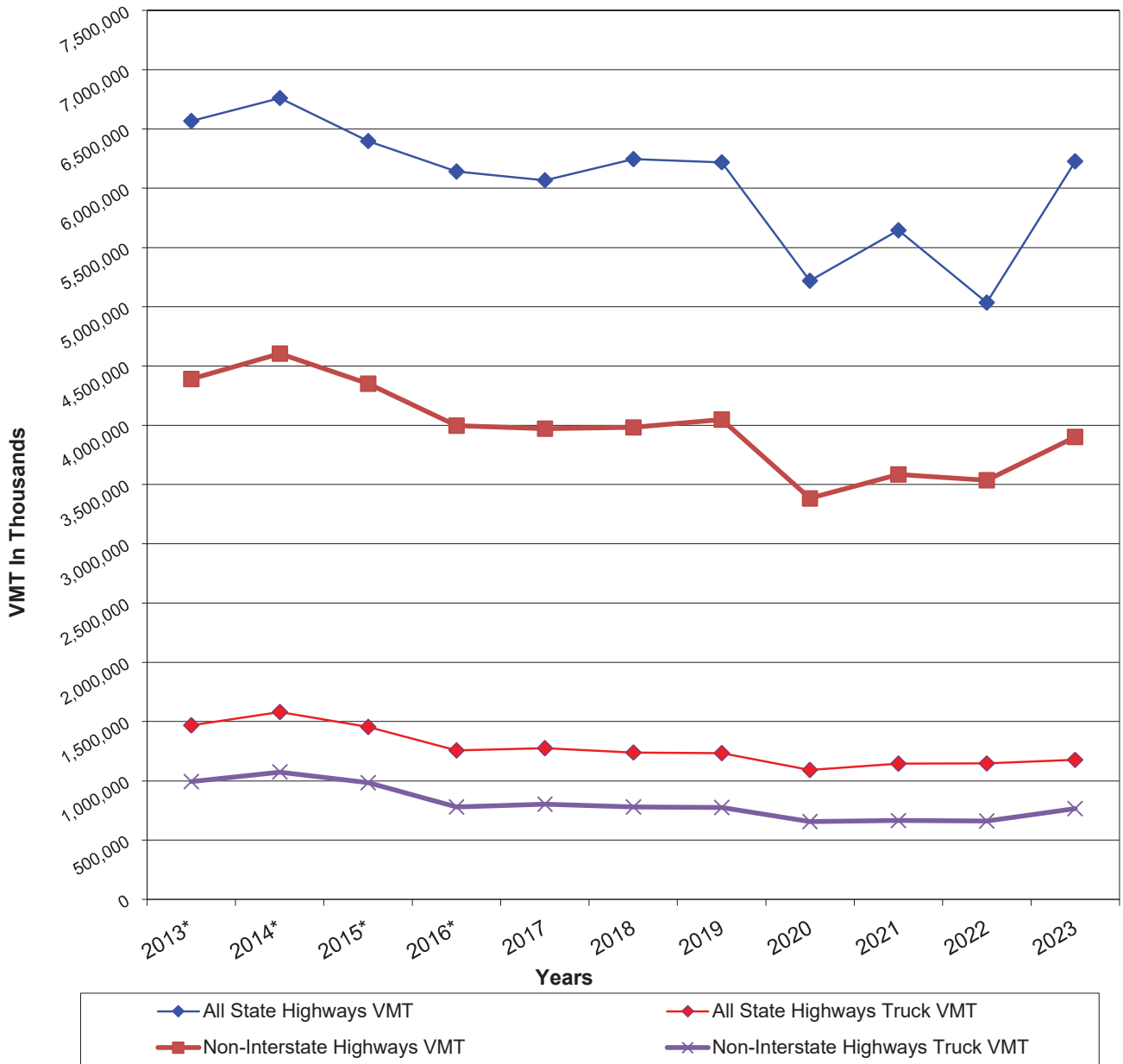
Years	Annual Daily VMT	Annual VMT	Annual Daily Truck VMT	Annual Truck VMT	% Total Trucks	% Combination Trucks
2,002	7,998,087	2,919,301,755	1,169,617	426,910,205	14.62%	11.62%
2,003	8,063,953	2,943,342,845	1,210,348	441,777,020	15.01%	12.01%
2,004	8,106,756	2,958,965,940	1,181,721	431,328,165	14.58%	11.58%
2,005	8,161,190	2,978,834,350	1,154,376	421,347,240	14.14%	11.14%
2,006	8,177,826	2,984,906,490	1,100,032	401,511,680	13.45%	10.45%
2,007	8,131,192	2,967,885,080	1,108,160	404,478,400	13.63%	10.63%
2,008	8,242,828	3,008,632,220	1,213,812	443,041,380	14.73%	11.73%
2,009	8,831,321	3,223,432,165	1,398,467	510,440,455	15.84%	12.84%
2,010	9,480,532	3,460,394,180	1,616,106	589,878,690	17.05%	14.05%
2,011	10,638,070	3,882,895,550	2,276,547	830,939,655	21.40%	18.40%
2012*	12,340,661	4,504,341,265	2,877,575	1,050,314,875	23.32%	20.32%
2013*	12,030,216	4,391,028,840	2,717,769	991,985,685	22.59%	19.59%
2014*	12,615,780	4,604,759,700	2,941,677	1,073,712,105	23.32%	20.32%
2015*	11,922,369	4,351,664,685	2,693,501	983,127,865	22.59%	19.59%
2016*	10,948,786	3,996,306,890	2,131,866	778,131,090	19.47%	16.47%
2,017	10,878,158	3,970,527,670	2,200,746	803,272,290	20.23%	17.23%
2,018	10,912,447	3,983,043,155	2,130,594	777,666,810	19.52%	15.52%
2,019	11,090,717	4,048,111,705	2,122,462	774,698,630	17.83%	14.82%
2,020	9,633,503	3,516,228,936	1,797,530	656,098,450	18.66%	15.66%
2,021	9,821,055	3,584,685,249	1,820,145	664,353,056	18.53%	15.53%
2,022	9,691,609	3,537,437,433	1,806,851	659,500,539	18.64%	15.64%
2,023	10,690,702	3,902,106,230	2,099,110	766,175,150	19.63%	16.63%

*VMT Numbers were revised because errors were found and corrected.

Annual Daily Truck VMT for Statewide



Annual VMT for Statewide



VMT for Interstate

I-94

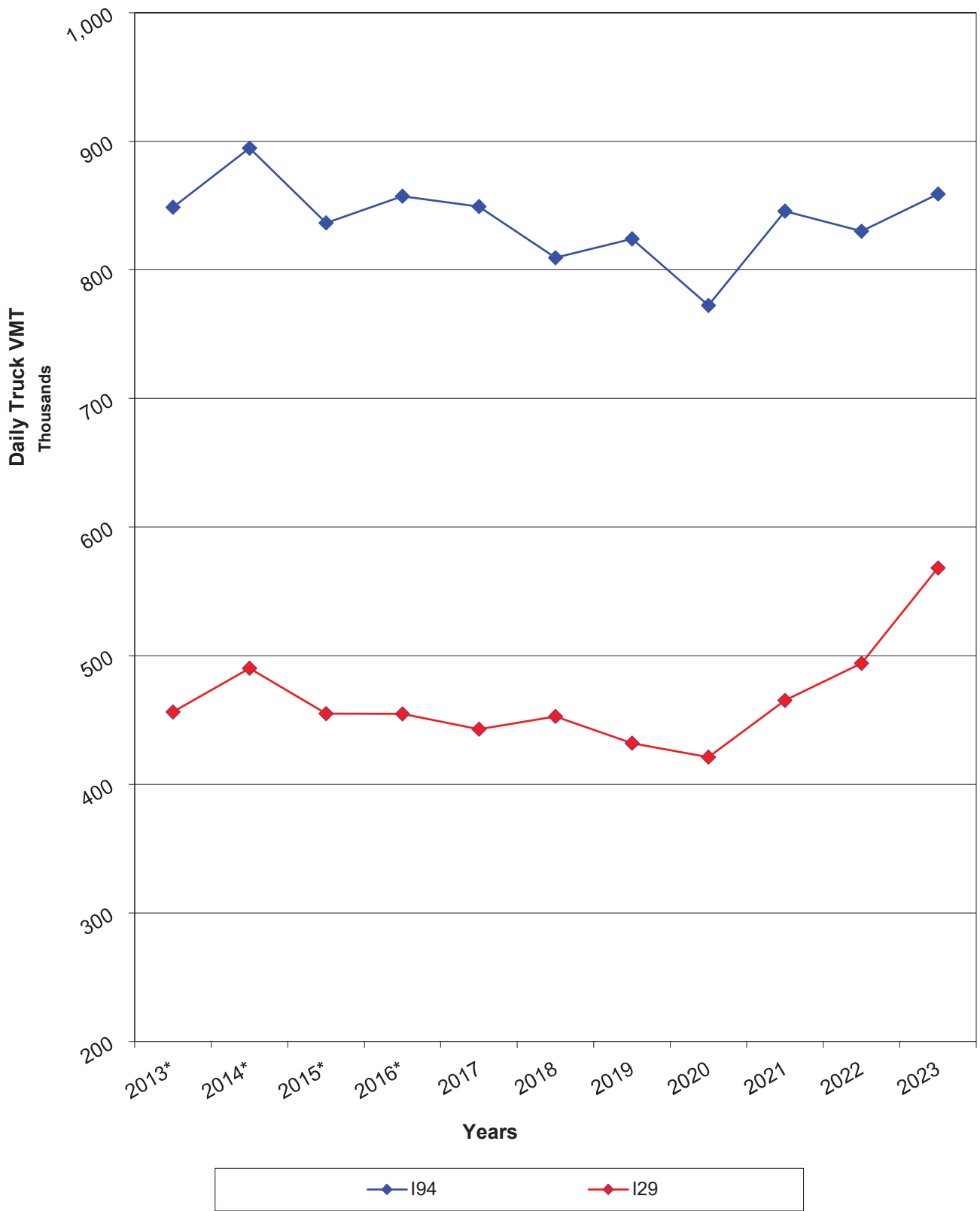
Years	Annual Daily VMT	Annual VMT	Annual Daily Truck VMT	Annual Truck VMT	% Total Trucks	% Combination Trucks
2003	2,692,975	982,935,875	536,105	195,678,325	19.91%	15.91%
2004	2,860,897	1,044,227,405	563,806	205,789,190	19.71%	15.71%
2005	2,821,424	1,029,819,585	563,819	205,794,052	19.98%	15.98%
2006	2,798,960	1,021,620,400	589,420	215,138,300	21.06%	17.06%
2007	3,017,981	1,101,563,065	618,409	225,719,285	20.49%	16.49%
2008	2,850,232	1,040,334,680	608,886	222,243,390	21.36%	17.36%
2009	3,023,712	1,103,654,880	605,289	220,930,485	20.02%	16.02%
2010	3,234,497	1,180,591,405	666,693	243,342,945	20.61%	16.61%
2011	3,521,263	1,285,260,995	724,509	264,445,785	20.58%	16.58%
2012*	3,728,704	1,360,976,960	815,711	297,734,515	21.88%	17.88%
2013*	3,775,958	1,378,224,670	848,650	309,757,250	22.48%	18.48%
2014*	3,733,346	1,362,671,290	894,609	326,532,285	23.96%	19.96%
2015*	3,539,973	1,292,090,145	836,489	305,318,485	23.63%	19.63%
2016*	3,751,447	1,369,278,155	857,303	312,915,595	22.85%	18.85%
2017	3,651,977	1,332,971,605	849,192	309,955,080	23.25%	19.25%
2018	3,842,369	1,402,464,685	809,431	295,442,315	21.07%	17.07%
2019	3,729,866	1,361,401,481	823,981	300,753,279	22.09%	18.09%
2020	3,181,786	1,116,352,191	772,404	281,927,793	25.25%	21.25%
2021	3,511,417	1,281,667,135	845,560	308,629,400	24.08%	20.08%
2022	3,524,899	1,286,588,015	830,074	303,219,720	23.55%	19.55%
2023	3,733,808	1,362,840,069	858,951	313,517,115	23.00%	19.00%

I-29

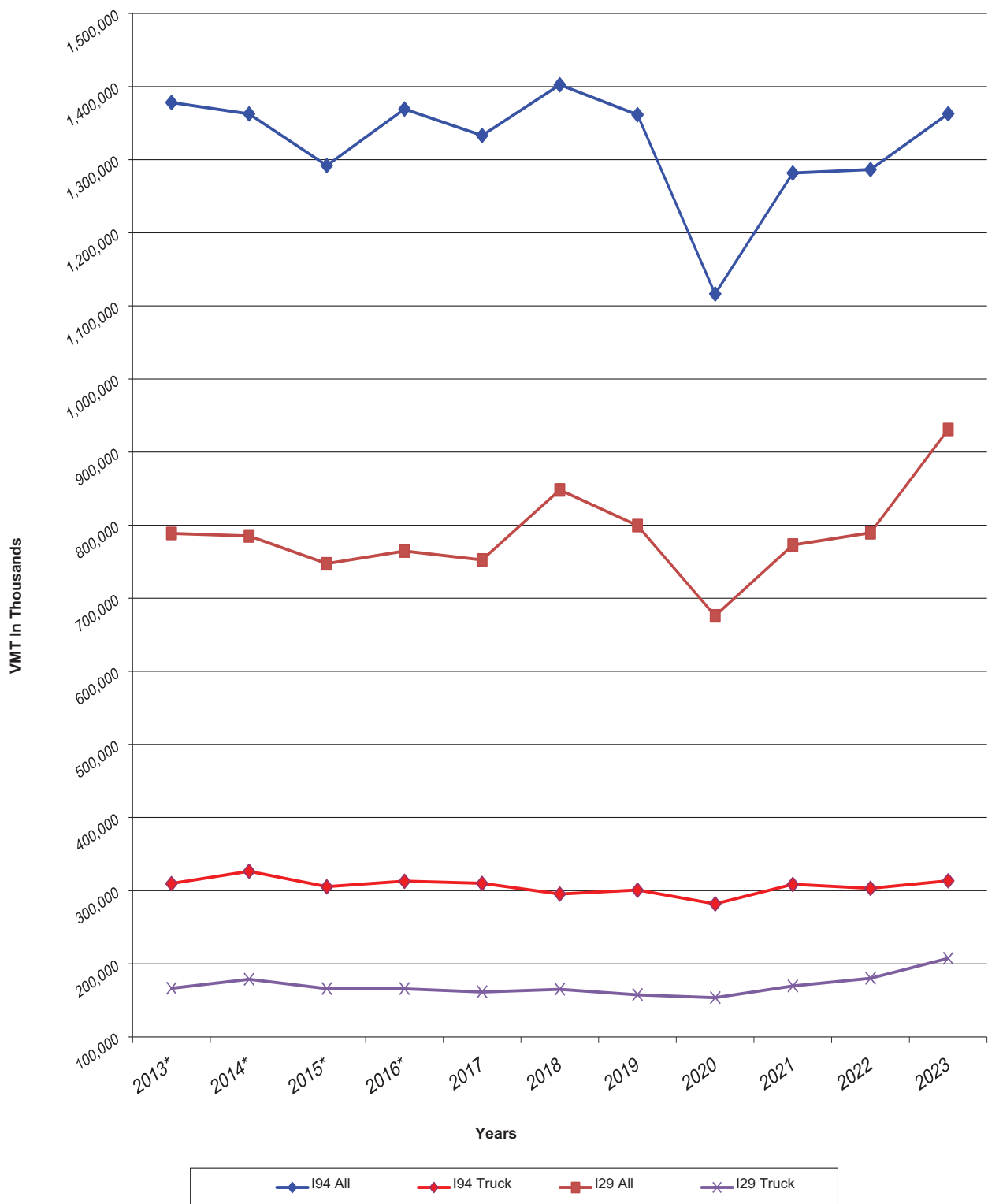
Years	Annual Daily VMT	Annual VMT	Annual Daily Truck VMT	Annual Truck VMT	% Total Trucks	% Combination Trucks
2003	1,827,132	666,903,180	385,802	140,817,730	21.12%	18.12%
2004	1,867,196	681,526,540	394,176	143,874,240	21.11%	18.11%
2005	1,861,112	679,305,752	391,483	142,891,441	21.03%	18.03%
2006	1,887,849	689,064,885	391,657	142,954,805	20.75%	17.75%
2007	1,972,376	719,917,240	394,295	143,917,675	19.99%	16.99%
2008	1,954,977	713,566,605	392,635	143,311,775	20.08%	17.08%
2009	2,048,101	747,556,865	392,097	143,115,405	19.14%	16.14%
2010	2,083,822	760,595,030	406,578	148,400,970	19.51%	16.51%
2011	2,045,921	746,761,165	416,022	151,848,030	20.33%	17.33%
2012*	2,097,149	765,459,385	431,953	157,662,845	20.60%	17.60%
2013*	2,160,887	788,723,755	456,210	166,516,650	21.11%	18.11%
2014*	2,151,301	785,224,865	490,125	178,895,625	22.78%	19.78%
2015*	2,047,448	747,318,520	454,925	166,047,625	22.22%	19.22%
2016*	2,094,994	764,672,810	454,622	165,937,030	21.70%	18.70%
2017	2,061,684	752,514,660	442,835	161,634,775	21.48%	18.48%
2018	2,324,048	848,277,520	452,829	165,282,585	19.48%	16.48%
2019	2,190,201	799,423,714	432,060	157,702,205	19.72%	16.72%
2020	1,843,874	673,013,999	421,035	153,678,023	22.83%	19.83%
2021	2,117,692	772,957,711	465,157	169,782,148	21.97%	18.97%
2022	2,163,376	789,632,273	494,057	180,330,805	22.84%	19.94%
2023	2,615,012	930,944,378	568,259	207,414,535	21.73%	18.73%

*VMT Numbers were revised because errors were found and corrected.

Annual Daily Truck VMT for Interstate



Annual VMT for Interstate



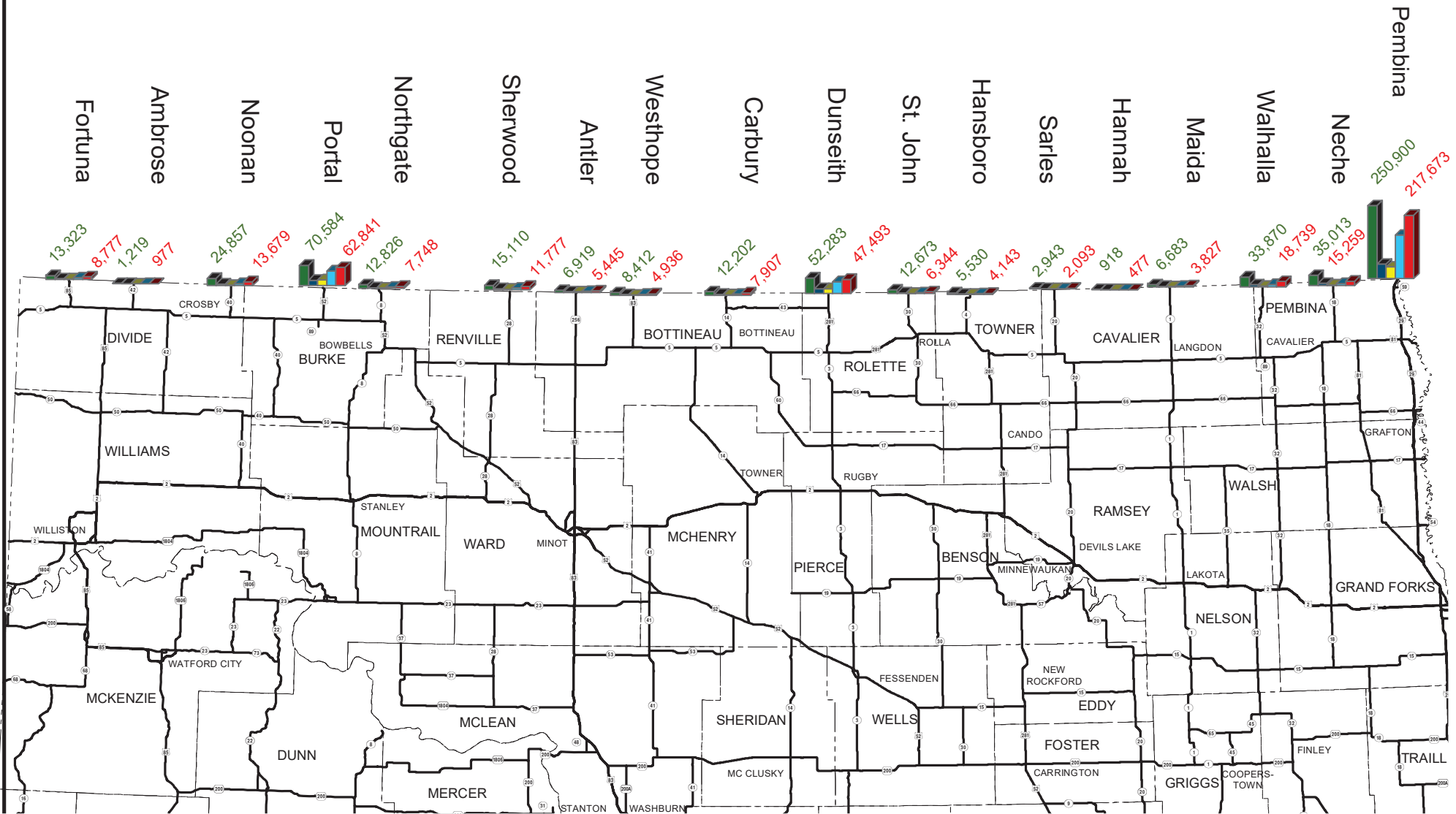
BORDER CROSSINGS
(VEHICLES ENTERING THE UNITED STATES FROM CANADA)

PORT OF ENTRY	HWY	----- AUTOMOBILES -----			----- TRUCKS -----		
		2022	2023	% CHANGE	Calender 2022	Calender 2023	% CHANGE
FORTUNA	85	5,602	8,777	56.68%	2,979	2,757	-7.45%
AMBROSE	42	601	977	62.56%	5	5	0.00%
NOONAN	40	7,728	13,679	77.01%	910	1,225	34.62%
PORTAL	52	50,808	62,841	23.68%	89,645	90,033	0.43%
NORTHGATE	8	5,069	7,478	47.52%	3,692	4,631	25.43%
SHERWOOD	28	6,581	11,777	78.95%	3,011	2,864	-4.88%
ANTLER	256	3,990	5,445	36.47%	973	733	-24.67%
WESTHOPE	83	2,935	4,936	68.18%	1,123	1,065	-5.16%
CARBURY	14	4,215	7,907	87.59%	180	326	81.11%
DUNSEITH	281	35,393	47,493	34.19%	26,378	28,872	9.45%
ST. JOHN	30	3,497	6,344	81.41%	873	692	-20.73%
HANSBORO	4	2,614	4,143	58.49%	760	235	-69.08%
SARLES	20	1,148	2,093	82.32%	851	898	5.52%
HANNAH	CMC 1013	202	477	136.14%	21	16	-23.81%
MAIDA	1	2,269	3,827	68.66%	853	605	-29.07%
WALHALLA	32	8,712	18,739	115.09%	7,727	7,241	-6.29%
NECHE	18	7,284	15,259	109.49%	8,019	8,891	10.87%
PEMBINA	I-29	149,270	217,673	45.83%	231,617	244,504	5.56%
TOTAL		297,918	439,865	47.65%	379,617	395,593	4.21%

Starting in 2022 we will be reporting Border crossing by the Calender year instead of Fiscal year. Pg's 57,58 and 59 have been updated retroactively to 2018 with Calender Year Data as this is the method that the data is now provided to NDDOT

As the pandemic situation evolved, Canada's COVID-19 measures at the border changed. Effective October 1, 2022, COVID-19 entry restrictions were removed, as well as testing, quarantine and isolation requirements, regardless of citizenship and vaccination status.

Total Auto Volume Entering from Canada



Bar Chart Years

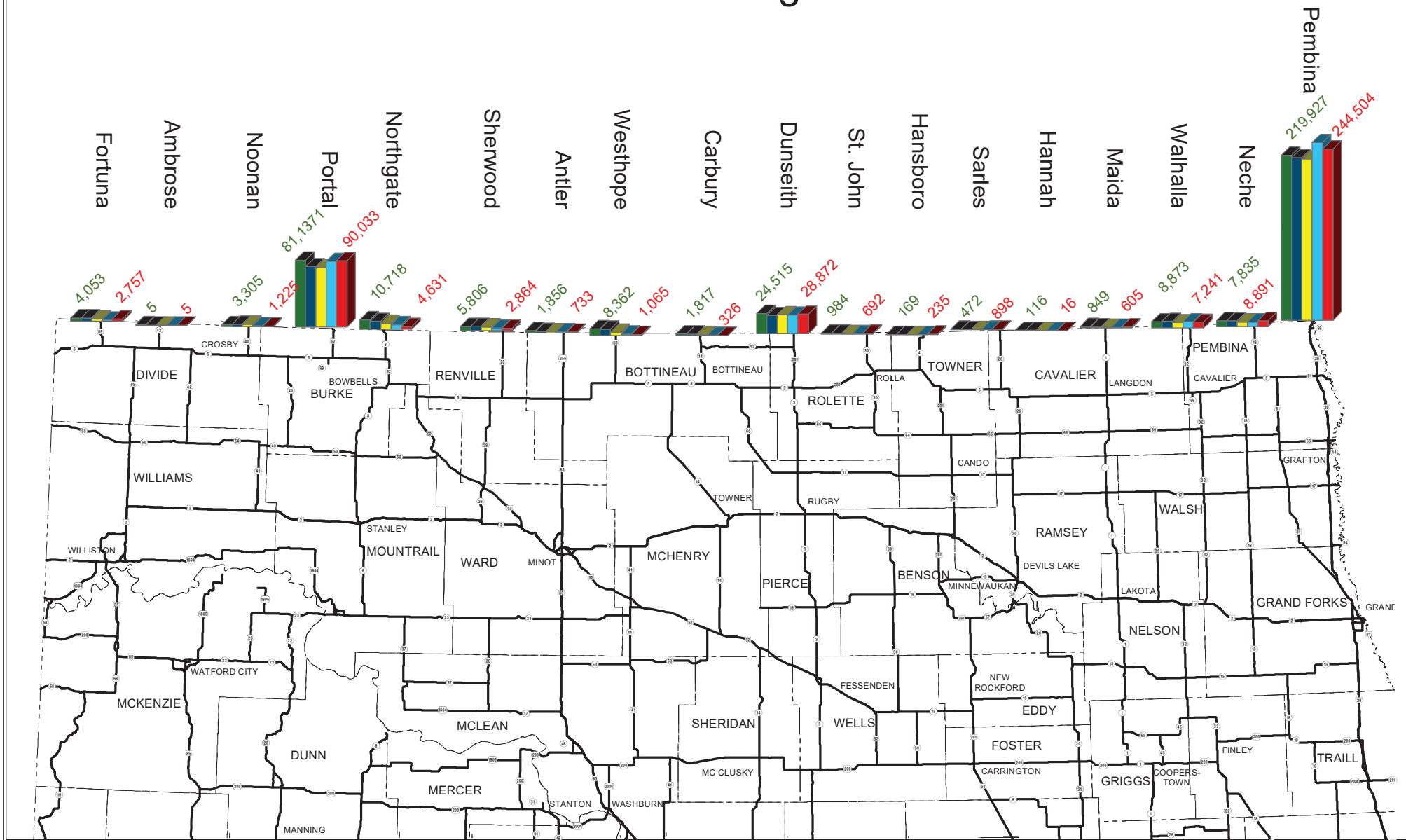


NOTE - The size of the bar chart corresponds to total autos by border crossing.
 - The numbers given above the charts are for the years 2019 (green) and 2023 (red).
 - This border crossing data is provided by the U.S. Department of Homeland Security.
 - The reporting period is the 2023 Calendar year



Planning & Asset Management Division
 Traffic Data Section
 February 2024

Total Truck Volume Entering from Canada



Bar Chart Years



NOTE - The size of the bar chart corresponds to total trucks by border crossing.
 - The numbers given above the charts are for the years 2019 (green) and 2023 (red).
 - This border crossing data is provided by the U.S. Department of Homeland Security.
 - The reporting period is the calendar year 2023



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