

# **NORTH DAKOTA 2022 TRAFFIC REPORT**



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

**August 2023**

# **NORTH DAKOTA 2022 TRAFFIC REPORT**

**Prepared by  
NORTH DAKOTA DEPARTMENT OF TRANSPORTATION  
BISMARCK, NORTH DAKOTA  
[www.dot.nd.gov](http://www.dot.nd.gov)**

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August 2023**

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## OVERVIEW

This report contains summaries of data obtained from studies conducted in 2022 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:




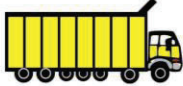






























1. Automatic traffic recorders (ATRs) continuously record hourly volumes of traffic throughout the year. A list of 81 ATR stations with their locations are presented on pages 9, 10 and 11. The counter locations are shown on the map on page 12.
2. Short term counts are obtained on 1/3 of the state highway system yearly using portable equipment. Additionally, interstates are counted statewide yearly. There are approximately 2500 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](https://gis.dot.nd.gov/external/ge_html/?viewer=ext_transinfo)

## FHWA's 13 Vehicle Category Classification

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

FUEL TAXED INCLUDES GALLONS OF GAS FOR OTHER THAN MOTOR VEHICLES

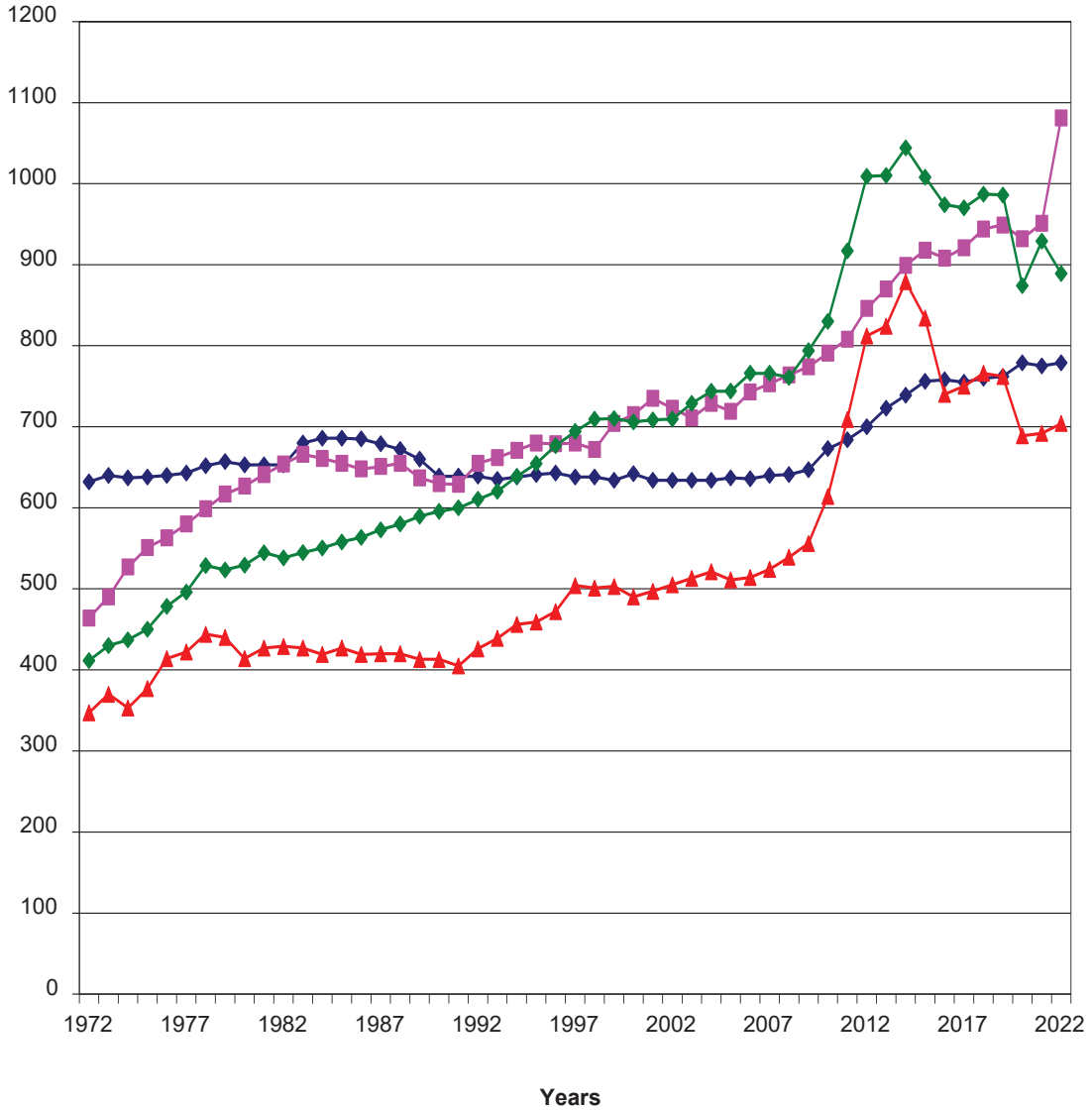
Annual Vehicle Miles figures are for all roads in the state including trails and unimproved roads

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

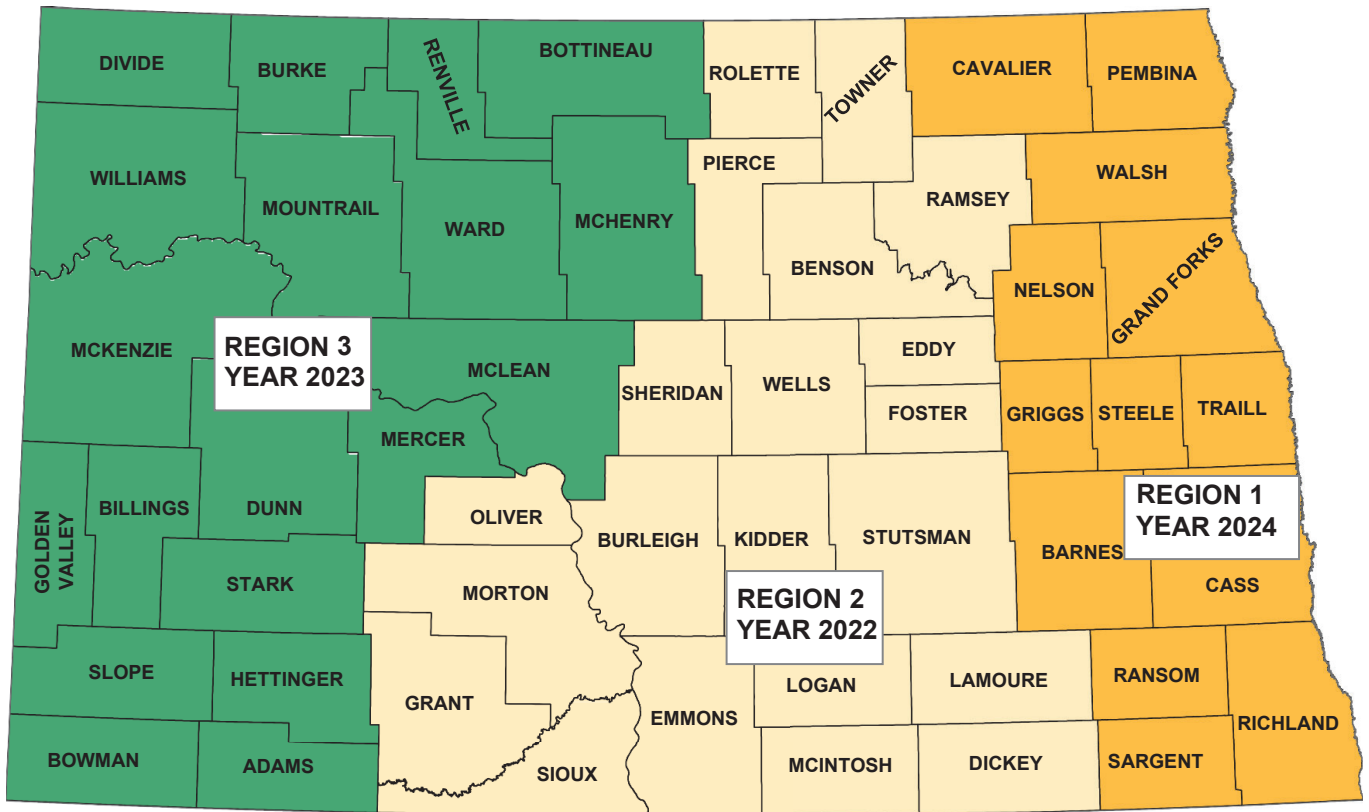
For the Years 1972 - 2022



## North Dakota Department of Transportation Current Traffic Counting Cycle

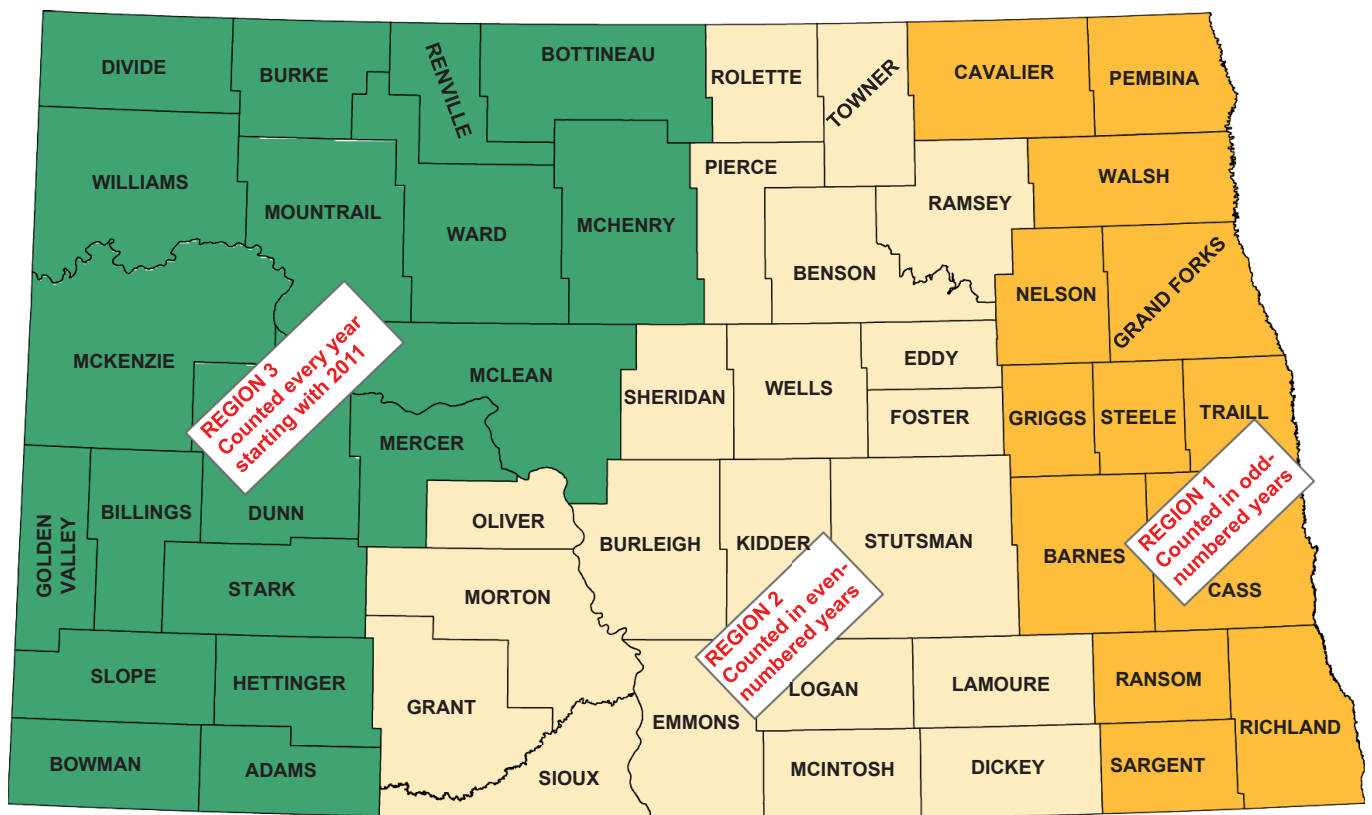


Region 3 and one other region per year were counted from 2012 to 2016.  
One region is counted per year starting in 2017. Region 3 is no longer counted every year.



### 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

<b>CITY</b>	<b>YEAR COUNTED</b>	<b>YEAR TO COUNT</b>
West Fargo	2021	2024
Fargo	2021	2024
Wahpeton	2021	2024
Valley City	2021	2024
Grand Forks	2021	2024
Watford City		2023
Minot	2020	2023
Dickinson	2020	2023
Williston	2020	2023
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
<b>URBAN INTERSTATE 94</b>						
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.
<b>RURAL INTERSTATE 94</b>						
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.
<b>URBAN INTERSTATE 29</b>						
235	FARGO (U)	29	66.255	0.5725	Class	NORTH OF 12TH AVE.
<b>RURAL INTERSTATE 29</b>						
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
<b>RURAL PRINCIPAL ARTERIAL</b>						
2	BOWMAN	85	12.000	0.2000	Weight	HWY 85 - 4 MILES SOUTH OF BOWMAN
3	ELLENDALE	281	1.000	0.9000	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	345.000	0.2602	Class	4.0 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

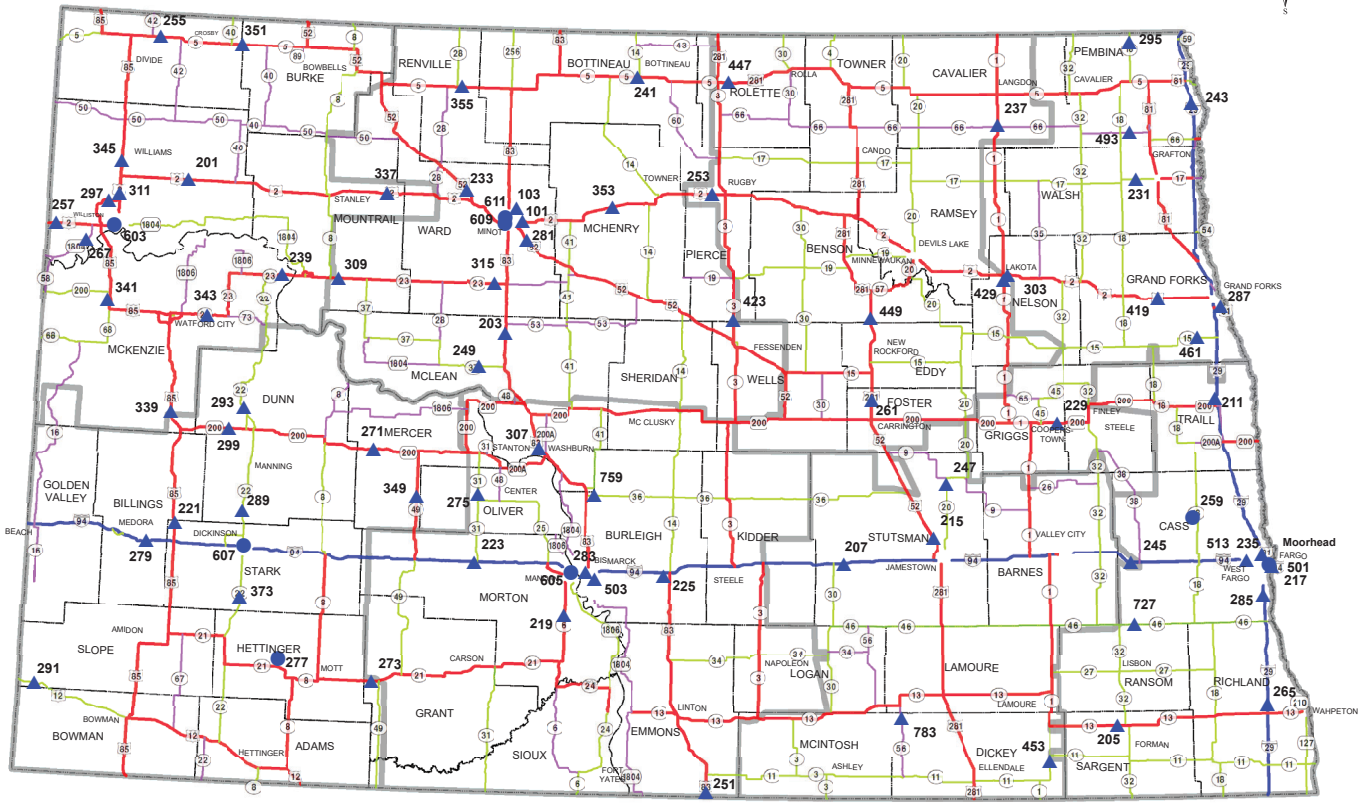
**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION  
ATR LOCATIONS**

STATION	NAME	HIGHWAY	REF POINT	OFF SET	TYPE	LOCATION
<b>RURAL PRINCIPAL ARTERIAL</b>						
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
<b>RURAL MINOR ARTERIAL</b>						
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
<b>RURAL MAJOR COLLECTOR-STATE</b>						
267	TRENTON	1804	329.000	0.8846	Class	1.5 MILES NORTHEAST OF TRENTON
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
<b>RURAL MAJOR COLLECTOR-COUNTY</b>						
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
<b>URBAN PRINCIPAL ARTERIAL</b>						
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
<b>URBAN MINOR ARTERIAL</b>						
607	DICKINSON (U)				Volume	9TH ST. EAST BET. 2ND AVE. & 3RD AVE. EAST
611	MINOT (U)				Volume	UNIVERSITY AVE. BET 12TH ST. & 13TH ST. NW.

NORTH DAKOTA DEPARTMENT OF TRANSPORTATION  
ATR LOCATIONS

STATION	NAME	HIGHWAY	REF POINT	OFF SET	TYPE	LOCATION
<b>URBAN COLLECTOR AND LOCAL URBAN</b>						
609	MINOT (U)				Volume	16TH AVE BET. 12TH ST SW. & 17TH AVE. SW.

# Automatic Traffic Recorder (ATR) Locations



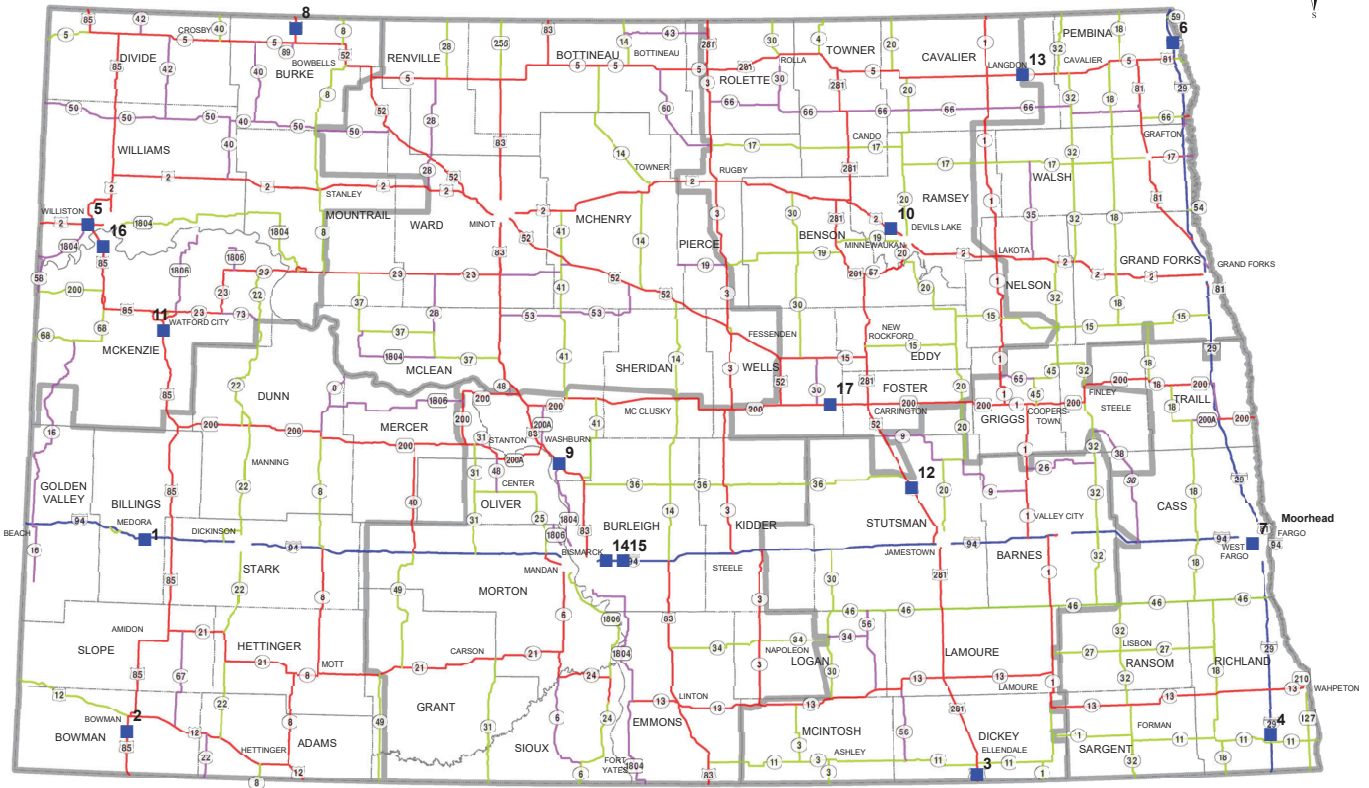
Station Type	Functional Class	Number of ATR Stations		
▲ Class	— Interstate Rural	8 Rural Interstate	3 Urban Interstate	
● Volume	— Principal Arterial Rural	40 Rural Principal Arterial	6 Urban Principal Arterial	
	— Minor Arterial Rural	13 Rural Minor Arterial	2 Urban Minor Arterial	
	— Major Collector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

Planning & Asset Management Division  
 Traffic Data Section  
 March 2022

File pathway: F:\PLANNING\REIS\shjeflo\Reports\Annual report 2022\Data\Arcmap



# Weigh - In - Motion Locations

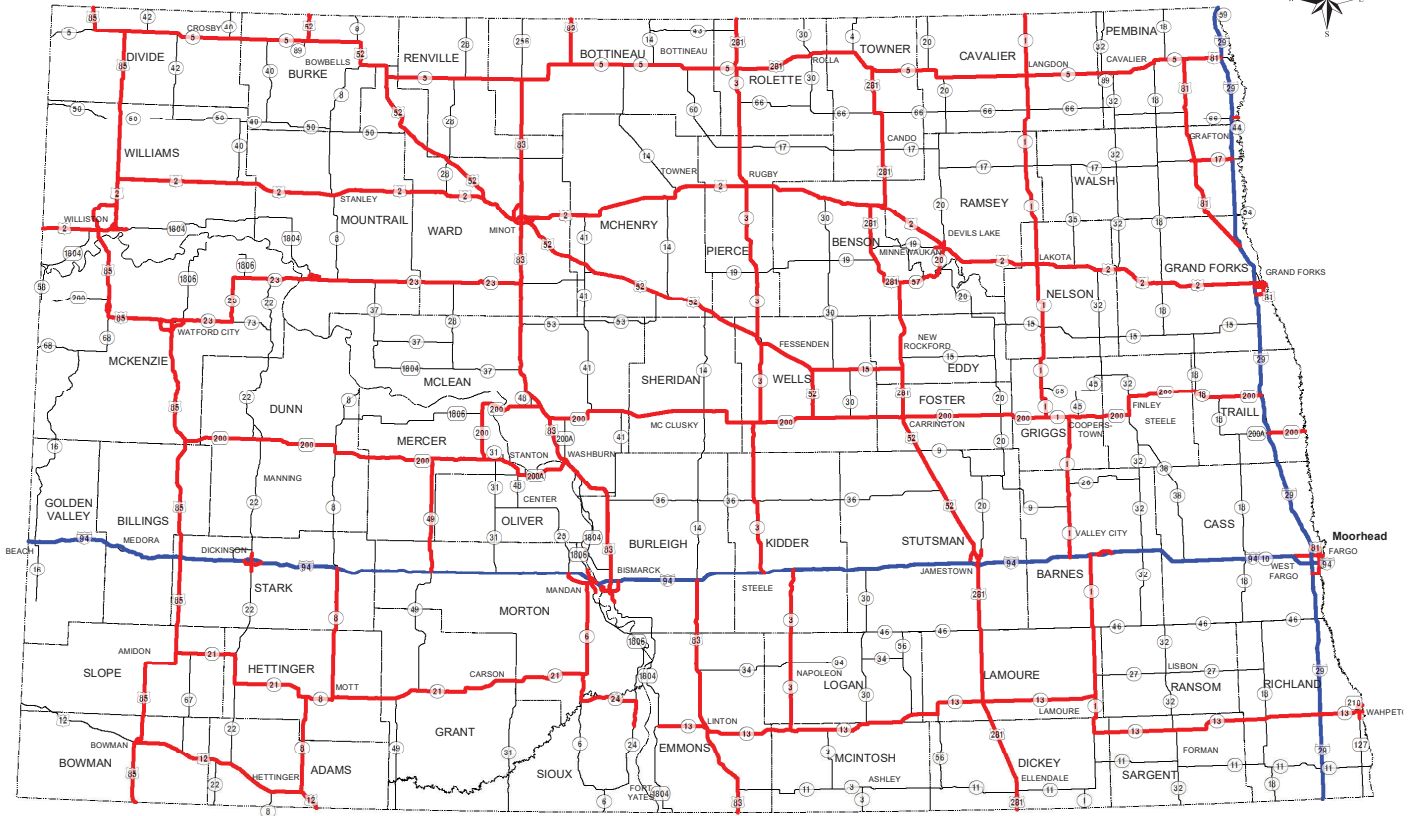






■ WIM Sites			
1 - Belfield	6 - Joliette	10 - Devils Lake	14 - Apple Creek East
2 - Bowman	7 - West Fargo (N/A)	11 - Watford City (Pending)	15 - Apple Creek West
3 - Ellendale	8 - Portal	12 - Buchanan (N/A)	16 - Panger
4 - Wahpeton	9 - Washburn	13 - Langdon	17 - Sykeston
5 - Williston			N/A = NOT ACTIVE

Planning & Asset Management Division  
 Traffic Data Section  
 March 2023

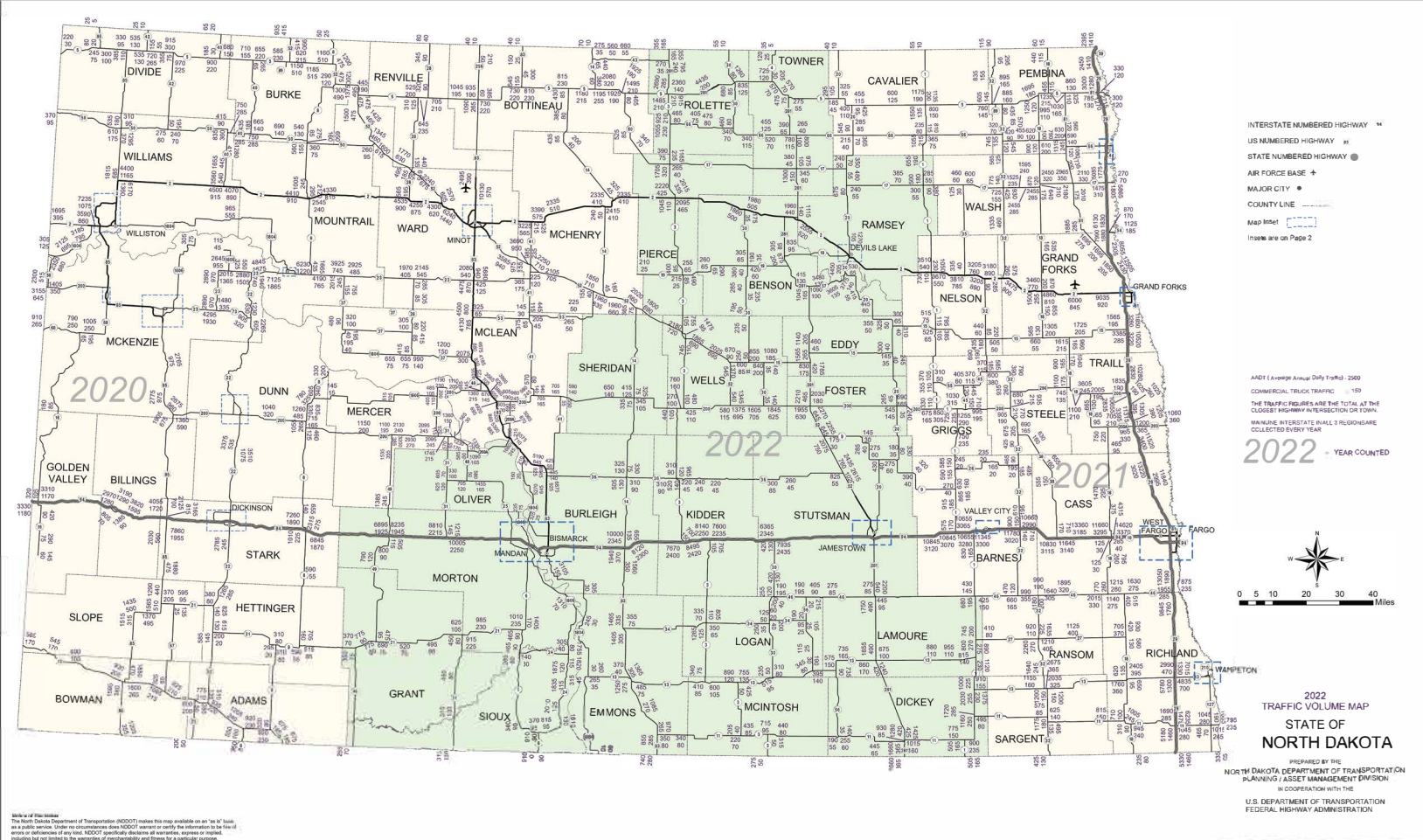
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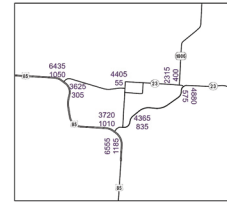
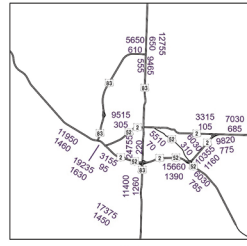
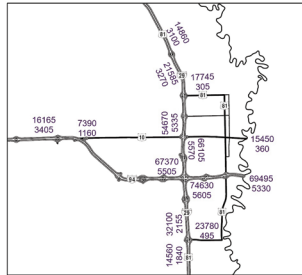
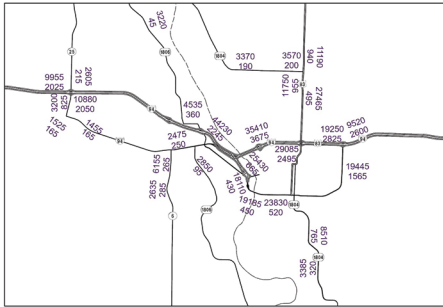
# National Highway System Mileage



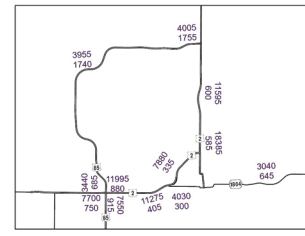
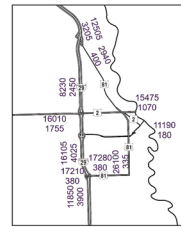
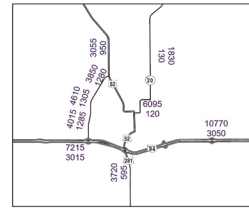
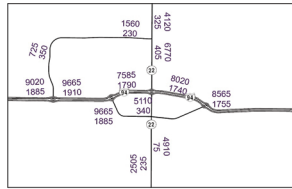
NHS Mileage					
	Interstate Rural	509.7		Principal Arterial Rural	2,942.0
	Interstate Urban	61.2		Principal Arterial Urban	161.0
	Total	570.9		Total	3,103.0
		<b>Total NHS</b>	<b>3,721.5</b>		

Planning & Asset Management Division  
 Traffic Data Section  
 July 2023

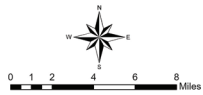
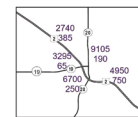
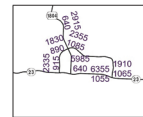
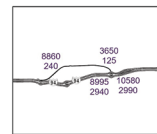
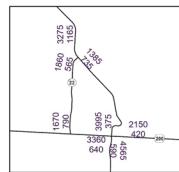
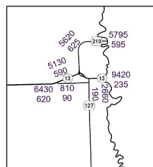
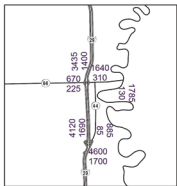




INTERSTATE NUMBERED HIGHWAY <sup>94</sup>  
 US NUMBERED HIGHWAY <sup>93</sup>  
 STATE NUMBERED HIGHWAY <sup>92</sup>  
 COUNTY LINE - - - - -  
 STATE LINE ———



AADT (Average Annual Daily Traffic) - 2500  
 COMMERCIAL TRUCK TRAFFIC - 150  
 THE TRAFFIC FIGURES ARE THE TOTAL AT THE  
 CLOSEST HIGHWAY INTERSECTION OR TOWER  
 MALLINE INTERSTATE IN ALL 3 REGIONS ARE  
 COLLECTED EVERY YEAR  
**2022** - YEAR COUNTED

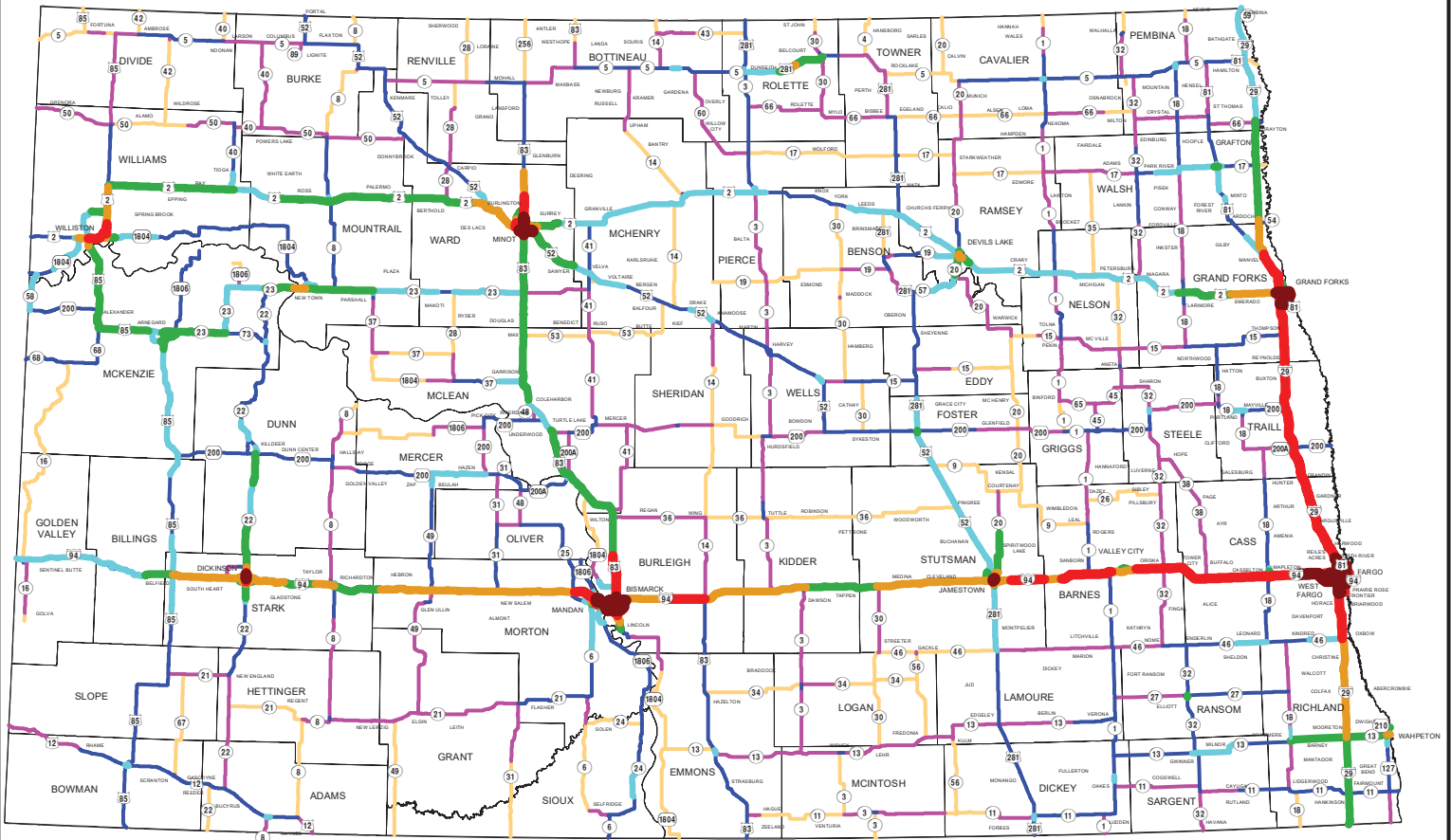


2022  
 TRAFFIC VOLUME MAP  
 STATE OF  
 NORTH DAKOTA

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

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# Annual Average Daily Traffic (2022)



Notes: - Data from 2022 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).

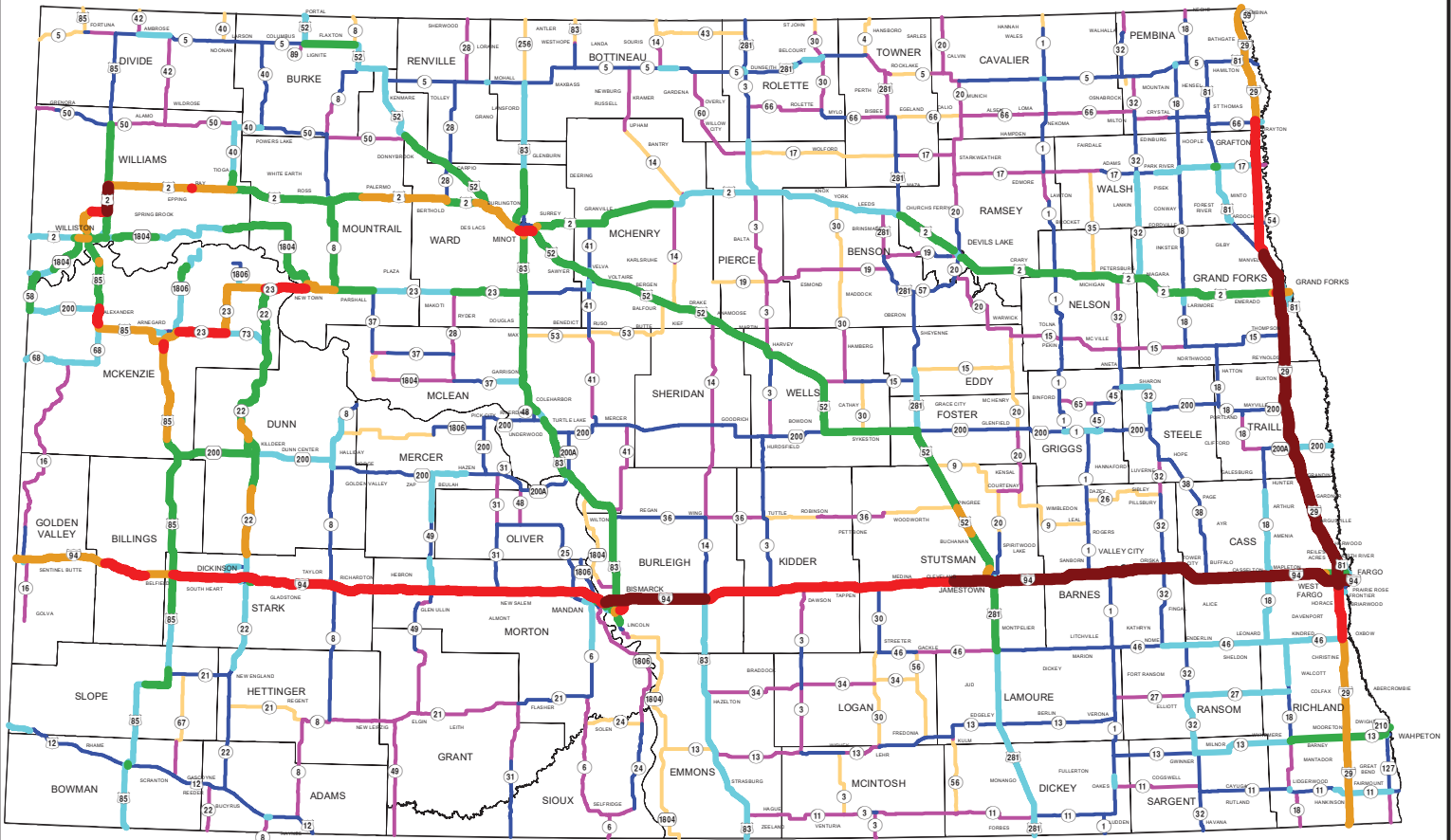
## Annual Average Daily Traffic



Planning & Asset Management Division  
 Traffic Data Section  
 April 2023



## Truck Annual Average Daily Traffic (2022)



Notes: - Data from 2022 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).

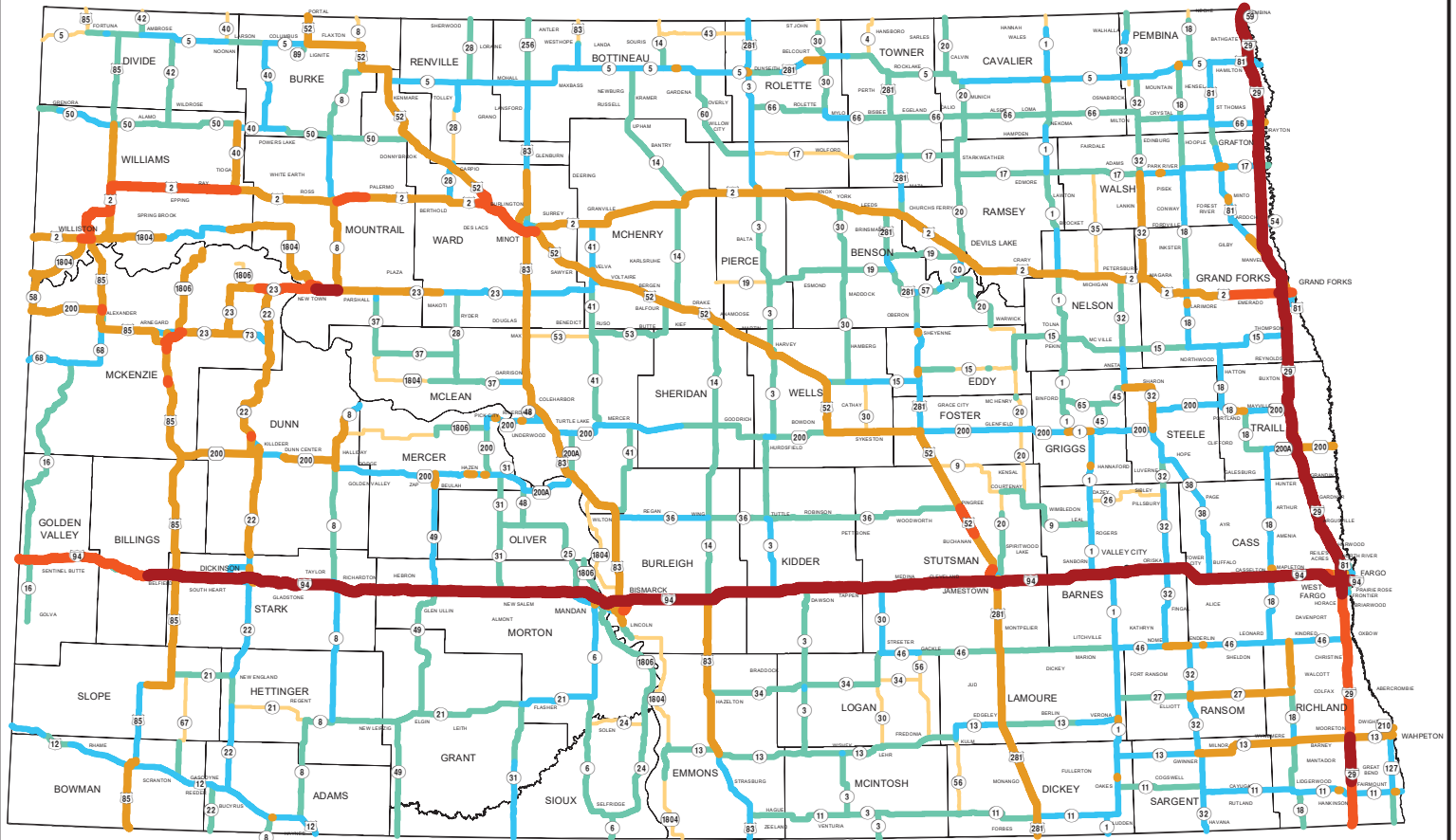
### Truck Annual Average Daily Traffic



Planning & Asset Management Division  
 Traffic Data Section  
 April 2023



# Equivalent Single Axle Loads (ESALs) 2022



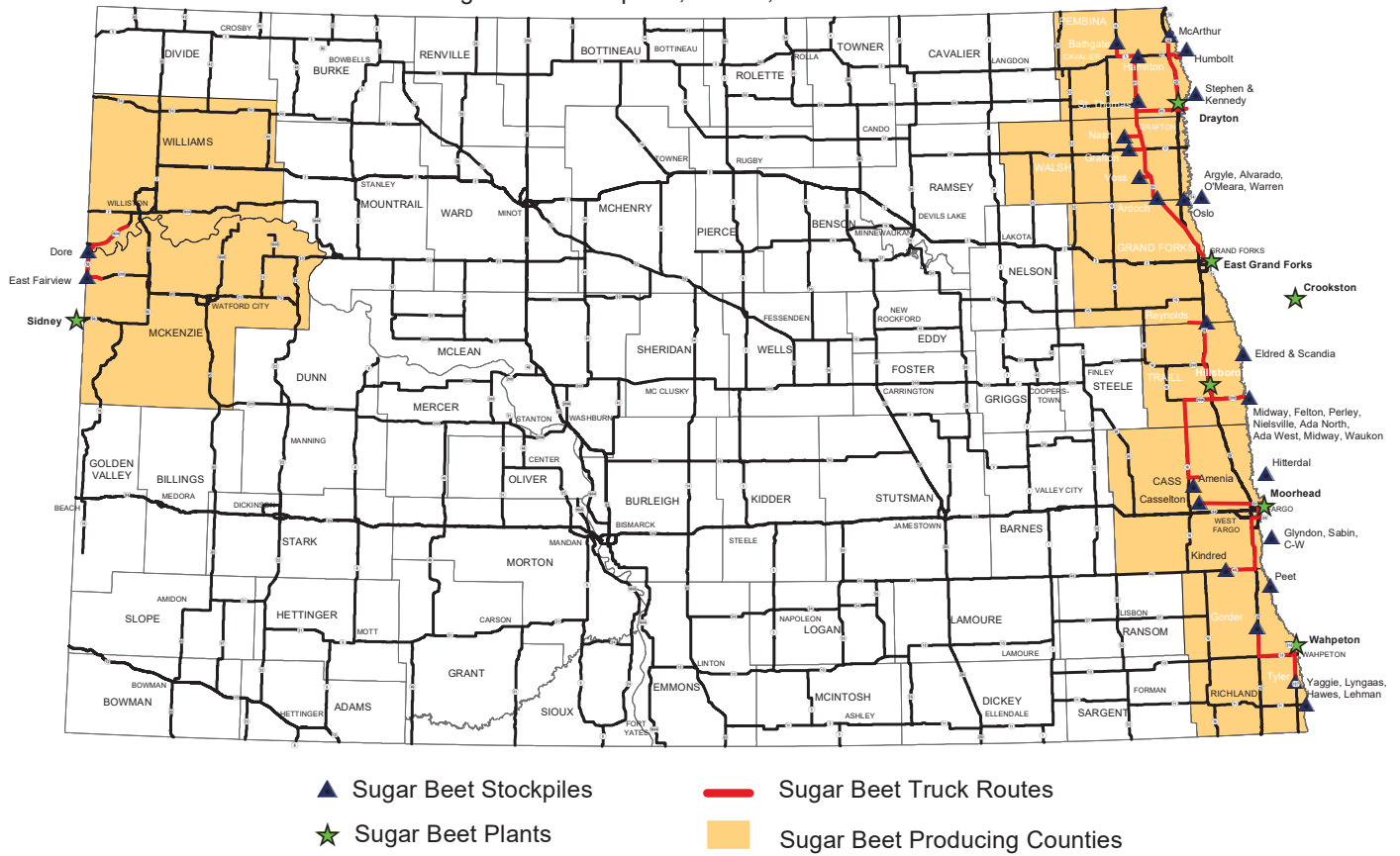
Notes: - Data from 2022 highway components segments.  
 - The ESALs for longer sections are an average of the traffic segments.  
 - Data for the four lane roadways is combined for both directions (either north and south or east and west).

ESALs	
1 - 25	250 - 999
26 - 99	1000 - 1999
100 - 249	2000 and greater

Planning & Asset Management Division  
 Traffic Data Section  
 April 2023

# Statewide Sugar Beet Production

## Sugar Beet Stockpiles , Plants , Truck Routes



Data is from the USDA, National Agricultural Statistics Service.  
Starting in 2019, the USDA only provides state production numbers. It is no longer broken down by county.  
Total production for the state of North Dakota in 2022 was 6,499,000.



Planning & Asset Management Division  
Traffic Data Section  
March 2023



PERMANENT STATION COMPARISON OF AADT BY YEAR

STATION NUMBER	LOCATION	2002	2004	2006	2008	2010	2012	2014	2016	2018	2019	2020	2021	2022	% CHANGE 2022/2021	% CHANGE 2022/2012	% CHANGE 2022/2002
URBAN INTERSTATE 94																	
217	FARGO (U)	54812	61932	61479	63417	64983	67708	70183	72116	73886	75438	64735	71995	69496	-3.5%	2.6%	26.8%
283	BISMARCK (U)	17396	18782	21507	22085	23727	25722	27738	29629	30006	26186	25105	28557	27296	-4.4%	6.1%	56.9%
	MEAN	36104	40357	41493	42751	44355	46715	48961	50873	51946	50812	44920	50276	48396	-3.9%	4.4%	41.8%
RURAL INTERSTATE 94																	
207	MEDINA	6900	6810	6706	6595	7478	8652	8598	8732	8340	8176	7186	8514	8010	-5.9%	-7.4%	16.1%
223	NEW SALEM	5968	6088	6116	6195	7000	8638	9320	8726	8384	8373	7664	8767	8172	-6.8%	-5.4%	36.9%
245	TOWER CITY	8292	9266	9173	9340	10464	11453	12178	11985	11659	11306	9692	11483	10790	-6.0%	-5.8%	30.1%
279	PAINTED CANYON	3726	3596	3668	3554	3893	4815	5067	3865	4414	4378	4119	4923	4513	-8.3%	-6.3%	21.1%
	MEAN	6222	6440	6416	6421	7209	8390	8791	8327	8199	8058	7165	8422	7871	-6.8%	-6.2%	26.1%
URBAN INTERSTATE 29																	
235	FARGO (U)	22070	24808	25790	27503	35153	30814	31177	33593	36930	35909	29242	33607	33463	-0.4%	8.6%	51.6%
	MEAN	22070	24808	25790	27503	35153	30814	31177	33593	36930	35909	29242	33607	33463	-0.4%	8.6%	51.6%
RURAL INTERSTATE 29																	
211	BUXTON	9862	10526	10532	10630	11278	11752	12062	12405	12469	12258	10032	11582	11622	0.3%	-1.1%	17.8%
243	BOWESMONT	2806	2980	3146	3559	3626	3775	3776	3248	3293	3162	2229	2341	2850	21.7%	-24.5%	1.6%
265	MOORETON	5294	5914	5940	5823	6385	6422	6807	7092	6997	6838	6024	7018	6715	-4.3%	4.6%	26.8%
285	DAVENPORT	8920	10098	10151	9777	10901	11056	11276	11888	12389	12341	10891	11987	11587	-3.3%	4.8%	29.9%
	MEAN	6721	7380	7442	7447	8048	8251	8480	8658	8787	8650	7294	8232	8194	3.6%	-4.1%	19.0%
RURAL PRINCIPAL ARTERIAL																	
201	RAY	1678	1660	1873	2678	4367	9307	8665	5103	5327	5917	4791	4565	4678	2.5%	-49.7%	178.8%
203	MAX	3532	3600	3612	3702	5003	5516	5529	5026	4876	4693	4305	4773	4606	-3.5%	-16.5%	30.4%
205	GWINNER	1118	1266	1255	1109	1216	1189	1203	1176	1212	1155	1082	1159	1107	-4.5%	-6.9%	-1.0%
215	JAMESTOWN	2738	2660	2716	2845	3170	3482	3695	3518	3439	3339	3060	3289	3123	-5.0%	-10.3%	14.1%
219	MANDAN	1536	1538	1518	1471	1615	1621	1668	2332	1753	1751	1725	1884	1754	-6.9%	8.2%	14.2%
221	FAIRFIELD	1408	1436	1649	1808	2120	4595	4672	3235	3504	3448	2768	2741	2779	1.4%	-39.5%	97.4%
229	COOPERSTOWN	894	896	827	845	927	921	880	855	813	748	766	860	857	-0.3%	-6.9%	-4.1%
233	FOXHOLM	1894	1870	1899	2177	2491	3075	2930	2376	2296	2253	1943	2107	2212	5.0%	-28.1%	16.8%
237	NEKOMA	760	754	686	785	814	782	868	869	922	859	797	837	809	-3.3%	3.5%	6.4%
239	NEW TOWN	1606	1682	1599	2357	3703	6474	7765	5123	6362	6820	4982	4844	4616	-4.7%	-28.7%	187.4%
241	BOTTINEAU	950	1018	946	1050	1239	1364	1382	1313	1230	1226	1179	1221	1192	-2.4%	-12.6%	25.5%
251	HAGUE	770	740	589	746	867	885	909	1000	832	868	789	834	814	-2.4%	-8.0%	5.7%
253	RUGBY	2748	2642	2475	2730	2775	3162	3192	3026	2877	2854	2412	2705	2609	-3.5%	-17.5%	-5.1%
255	CROSBY	532	554	574	598	842	1502	1638	994	837	861	710	750	725	-3.3%	-51.7%	36.3%
257	WILLISTON	1208	1186	1229	1251	1620	3235	2958	1875	2435	2338	1757	1765	1753	-0.7%	-45.8%	45.1%
261	CARRINGTON				1736	1768	1788	1946	1774	1676	1521	1687	1747		3.6%	-1.2%	--
271	GOLDEN VALLEY	666	676	702	698	840	1355	1414	1243	1185	1150	1116	1122	972	-13.4%	-28.3%	45.9%
273	NEW LEIPZIG	386	368	339	314	364	377	372	381	359	367	354	364	340	-6.6%	-9.8%	-11.9%
281	SAWYER	3724	3878	3902	3883	4563	5340	5347	4839	4729	4651	4391	4754	4541	-4.5%	-15.0%	21.9%
297	WILLISTON_NW						2257	2924	4553	5501	3990	3403	3728		9.6%	--	--
299	KILLDEER200W								1873	1989	1394	1482	1679		13.3%	--	--
303	MICHIGAN	3512	3508	3361	3303	3803	4383	4366	4127	3919	3794	3292	3668	3517	-4.1%	-19.8%	0.1%
307	WASHBURN	3880	3984	4233	4437	5189	6030	6303	5806	5519	5569	4905	5304	5037	-5.0%	-16.5%	29.8%
309	NEWTOWN_EAST						6193	3991	4414	4638	3925	4031	3899		-3.3%	--	--
311	WILLISTON_2N						13560	7868	9132	10004	7857	7378	7684		4.1%	--	--
315	RYDER_E23__								2172	2382	2097	2148	2101		-2.2%	--	--
337	BLAISDELL_E2								5007	4619	4837	3974	3917	3832	-2.2%	--	--
339	GRASSY_BUTTE						4880	3217	3727	3818	2775	2834	3127		10.3%	--	--
341	ALEXANDER85W								6467	6579	7202	5147	4883	5351	9.6%	--	--
343	WATFORD_E23_								5031	6016	5976	3870	3724	3973	6.7%	--	--
345	WILLIAMS_N85									2240	2199	1815	1919	2081	8.4%	--	--
349	BEULAH_S49__									1444	1459	1385	1529	1450	-5.2%	--	--
351	COLUMBUS_W5								643	545	550	513	515	468	-9.1%	--	--
353	GRANVILLE_E2									2783	2795	2387	2688	2562	-4.7%	--	--
355	MOHALL_W5__									761	754	705	713	709	-0.6%	--	--
419	EMERADO_W2								6721	6516	6187	5382	5998	5727	-4.5%	--	--

PERMANENT STATION COMPARISON OF AADT BY YEAR

STATION NUMBER	LOCATION	2002	2004	2006	2008	2010	2012	2014	2016	2018	2019	2020	2021	2022	% CHANGE 2022/2021	% CHANGE 2022/2012	% CHANGE 2022/2002	
RURAL PRINCIPAL ARTERIAL																		
423	HARVEY_N3__								654	617	602	584	588	554	-5.8%	--	--	
429	LAKOTA_S1__								602	594	582	559	610	546	-10.5%	--	--	
447	DUNSEITH_E__							2499	2604	2575	2715	2605	2794	2536	-9.2%	--	--	
449	SHEYENNE_N__								1218	1131	1016	798	1044	885	-15.2%	--	--	
	MEAN	1777	1796	1799	1939	2346	3160	3728	3033	2962	3039	2510	2586	2567	-1.8%	-19.1%	36.7%	
RURAL MINOR ARTERIAL																		
231	GRAFTON	2678	2818	2521	2623	2594	2525	2429	2538	2452	2447	2319	2448	2253	-8.0%	-10.8%	-15.9%	
247	COURTENAY	518	490	460	442	464	471	451	490	476	444	426	464	428	-7.8%	-9.1%	-17.4%	
249	GARRISON	1208	1178	1164	1184	1359	1634	1892	1815	1636	1600	1626	1721	1582	-8.1%	-3.2%	31.0%	
275	HANNOVER	542	500	479	500	602	630	687	1091	692	643	632	688	607	-11.8%	-3.7%	12.0%	
289	MANNING	1592	1610	1718	2341	3675	5706	6696	4417	5093	5170	4046	4069	4169	2.5%	-26.9%	161.9%	
291	MARMARTH						785	868	698	650	657	569	673	632	-6.1%	-19.5%	--	
293	KILLDEER						3313	4615	2989	4283	4326	3273	3051	3150	3.2%	-4.9%	--	
295	NECHE						429	465	404	394	316	300	326	338	3.7%	-21.2%	--	
373	DICKINSON22S								2046	1654	1821	1538	1724	1622	-5.9%	--	--	
453	OAKES_S1____									1253	1183	1136	1244	1161	-6.7%	--	--	
461	THOMPSON_W15								1597	1555	1559	1477	1615	1497	-7.3%	--	--	
727	ENDERLIN_E46								1826	1984	1944	1777	1927	1869	-3.0%	--	--	
759	WILTON_E36__								585	565	554	579	608	573	-5.8%	--	--	
	MEAN	1308	1319	1268	1418	1739	1937	2263	1708	1745	1743	1515	1581	1529	-4.7%	-12.4%	34.3%	
RURAL MAJOR COLLECTOR - STATE																		
267	TRENTON					3231	6008	5541	4059	4278	4697	3615	3748	3963	5.7%	-34.0%	--	
493	ST_THOMAS_W_								601	612	592	574	611	616	0.8%	--	--	
783	KULM_S56____								196	190	280	289	197	194	-1.5%	--	--	
	MEAN					3231	6008	5541	1619	1693	1856	1493	1519	1591	1.7%	-34.0%	--	
RURAL MAJOR COLLECTOR - COUNTY																		
101	MINOT55ST_NE								2525	2557	2732	2602	2406	2651	2366	-10.8%	--	--
103	MINOT46AV_NE								1074	1104	1207	1247	1161	1218	1183	-2.9%	--	--
225	STERLING	558	492	525	560	645	639	946	865	814	869	843	862	813	-5.7%	27.2%	45.7%	
259	AYR	456	384	340	360	372	317	327	351	359	353	342	370	367	-0.8%	15.8%	-19.5%	
277	REGENT	314	296	287	320	358	369	356	339	297	310	337	314	307	-2.2%	-16.8%	-2.2%	
	MEAN	443	391	384	413	458	442	1046	1043	1082	1076	1018	1083	1007	-4.5%	8.7%	8.0%	
URBAN PRINCIPAL ARTERIAL																		
287	GRAND FORKS	18520	19656	19107	18974	20520	21291	21318	23090	22174	22186	19770	22092	21488	-2.7%	0.9%	16.0%	
501	FARGO (U)	26592	26852	24248	24606	24868	24332	26023	25990	22640	23971	21889	24175	24230	0.2%	-0.4%	-8.9%	
503	BISMARCK (U)						12176	13418	14061	13374	13505	12746	13513	13379	-1.0%	9.9%	--	
513	WFARGO_MAIN_ (U)								6159	6764	6633	5782	6359	6088	-4.3%	--	--	
601	BISMARCK (U)	11747	11961	11465	11991										--	--	--	
603	WILLISTON (U)	4118	4228	4528	4801	6510	10278	10834	7351	7193	7580	6059	6143	6483	5.5%	-36.9%	57.4%	
605	MANDAN (U)	20200	20158	20213	19582	20270	20439	20356	21326	18934	18164	17755	18712	17932	-4.2%	-12.3%	-11.2%	
	MEAN	16235	16571	15912	15991	18042	17703	18390	16330	15180	15340	14000	15166	14933	-1.1%	-7.8%	13.3%	
URBAN MINOR ARTERIAL																		
607	DICKINSON (U)	2980	3104	3053	2855	3033	3269	3198	3473	2907	2804	2709	3116	2905	-6.8%	-11.1%	-2.5%	
611	MINOT (U)	2624	2690	2541	2618	2894	3155	2914	2838	2571	2515	2047	2080	1987	-4.5%	-37.0%	-24.3%	
	MEAN	2802	2897	2797	2737	2964	3212	3056	3156	2739	2660	2378	2598	2446	-5.6%	-24.1%	-13.4%	
URBAN COLLECTOR & LOCAL URBAN																		
609	MINOT (U)	2076	2346	2222	2255	2374	3001	2991	2837	2545	2573	2349	2524	2302	-8.8%	-23.3%	10.9%	
	MEAN	2076	2346	2222	2255	2374	3001	2991	2837	2545	2573	2349	2524	2302	-8.8%	-23.3%	10.9%	

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	2002	2004	2006	2008	2010	2012	2014	2016	2018	2019	2020	2021	2022	% CHANGE 2022/2021	% CHANGE 2022/2012	% CHANGE 2022/2002
URBAN INTERSTATE																	
217	FARGO (U)	4400	4888	4791	4930	4612	5108	5645	5079	5040	5076	5052	5520	5348	-3.1%	4.7%	21.5%
235	FARGO (U)	2594	2684	2726	2980	3344	3216	3588	3685	3775	3629	3640	3994	3956	-1.0%	23.0%	52.5%
283	BISMARCK (U)	1862	1952	2264	2151	2039	2505	2687	2474	2747	3111	3188	3542	3337	-5.8%	33.2%	79.2%
	MEAN	2952	3175	3260	3354	3332	3610	3973	3746	3854	3939	3960	4352	4214	-3.3%	20.3%	51.1%
RURAL INTERSTATE																	
207	MEDINA	1566	1618	1699	1711	1809	2137	2246	2271	2334	2295	2372	2580	2425	-6.0%	13.5%	54.9%
211	BUXTON	2196	2494	2554	2790	2561	2982	3156	2834	2578	2606	2544	2772	2859	3.1%	-4.1%	30.2%
223	NEW SALEM	1214	1244	1364	1467	1450	2002	2210	2203	2156	2207	2170	2410	2245	-6.8%	12.1%	84.9%
243	BOWESMONT	1160	1164	1186	1358	1109	1223	1708	1272	1306	1256	1262	1373	1398	1.8%	14.3%	20.5%
245	TOWER CITY		1922	2001	2203	2334	2674	2981	2856	3049	2851	2814	3207	3066	-4.4%	14.7%	--
265	MOORETON	812	922	1006	1076	1072	1178	1403	1182	1282	1211	1242	1326	1318	-0.6%	11.9%	62.3%
279	PAINTED CANYON	1044	1018	1177	1166	1155	1449	1566	1391	1552	1533	1517	1786	1638	-8.3%	13.0%	56.9%
285	DAVENPORT	1120	1184	1248	1293	1341	1454	1561	1661	1792	1758	1759	1884	1844	-2.1%	26.8%	64.6%
	MEAN	1302	1446	1529	1633	1604	1887	2104	1959	2006	1965	1960	2167	2099	-2.9%	12.8%	53.5%
RURAL PRINCIPAL ARTERIAL																	
201	RAY	260	260	378	669	1332	3536	3104	1398	1729	1955	1418	1410	1476	4.7%	-58.3%	467.7%
203	MAX	538	536	541	568	771	1003	1028	695	1102	1060	899	878	876	-0.2%	-12.7%	62.8%
205	GWINNER	168	154	145	117	114	129	164	168	183	176	164	164	160	-2.4%	24.0%	-4.8%
215	JAMESTOWN	446	510	584	709	770	937	1103	765	974	926	937	991	953	-3.8%	1.7%	113.7%
219	MANDAN	154	146	154	138	147	149	191	237	209	232	238	252	247	-2.0%	65.8%	60.4%
221	FAIRFIELD	274	258	399	507	641	1362	1737	951	1086	1057	804	738	778	5.4%	-42.9%	183.9%
229	COOPERSTOWN									186	167	175	186	189	1.6%	--	--
233	FOXHOLM	406	418	454	548	644	835	770	526	628	658	592	668	676	1.2%	-19.0%	66.5%
237	NEKOMA	108	122	115	118	122	133	162	145	144	149	133	118	122	3.4%	-8.3%	13.0%
239	NEW TOWN	142		148	549	1217	2842	3204	1619	2394	2710	1788	1678	1682	0.2%	-40.8%	1084.5%
241	BOTTINEAU	142	118	111	129	163	195	221	193	198	201	240	224	217	-3.1%	11.3%	52.8%
251	HAGUE							351	345	285	305	288	273	284	4.0%	--	--
253	RUGBY	422	424	406	508	431	541	533	486	431	470	453	448	444	-0.9%	-17.9%	5.2%
255	CROSBY	132	78	131	145	234	604	733	381	256	256	279	329	266	-19.1%	-56.0%	101.5%
257	WILLISTON	140	140	160	160	280	911	846	364	647	663	388	361	398	10.2%	-56.3%	184.3%
261	CARRINGTON				268	264	289	314	259	253	248	302	416		37.7%	57.6%	--
271	GOLDEN VALLEY			67	66	111	378	349	241	226	218	212	190	185	-2.6%	-51.1%	--
273	NEW LEIPZIG	66	60	44	43	62	55	64	71	74	79	76	74	69	-6.8%	25.5%	4.5%
281	SAWYER	390	420	526	572	744	1022	1054	893	949	911	933	1013	1011	-0.2%	-1.1%	159.2%
297	WILLISTON_NW							1246	1632	2649	3017	1964	1641	1907	16.2%	--	--
299	KILLDEER200W									1037	1080	674	717	844	17.7%	--	--
303	MICHIGAN	568	558	515	513	593	691	647	631	738	654	659	679	645	-5.0%	-6.7%	13.6%
307	WASHBURN	566	552	607	609	740	949	1033	929	906	936	886	841	867	3.1%	-8.6%	53.2%
309	NEWTOWN_EAST							1845	712	834	903	760	764	706	-7.6%	--	--
311	WILLISTON_2N							5682	2815	3340	3680	2579	2339	2729	16.7%	--	--
315	RYDER_E23_									563	613	563	553	523	-5.4%	--	--
337	BLAISDELL_E2								1259	1234	1324	1121	1033	1112	7.6%	--	--
339	GRASSY_BUTTE							1993	1145	1333	1385	964	983	1149	16.9%	--	--
341	ALEXANDER85W							3120	3137	3306	2272	2103	2393		13.8%	--	--
343	WATFORD_E23_							2363	3142	3201	1878	1797	1917		6.7%	--	--
345	WILLIAMS_N85								943	871	643	716	845		18.0%	--	--
349	BEULAH_S49_								244	259	249	256	251		-2.0%	--	--
351	COLUMBUS_W5								221	167	168	154	155	130	-16.1%	--	--
353	GRANVILLE_E2									534	536	523	545	523	-4.0%	--	--
355	MOHALL_W5_									216	225	228	226	211	-6.6%	--	--
419	EMERADO_W2								933	906	791	766	764	837	9.6%	--	--
423	HARVEY_N3_								100	102	107	110	94	94	0.0%	--	--
429	LAKOTA_S1_								120	112	108	121	115	102	-11.3%	--	--
447	DUNSEITH_E_							189	139	110	119	152	144	151	4.9%	--	--
449	SHEYENNE_N_								234	229	182	184	168	154	-8.3%	--	--
	MEAN	290	297	305	370	494	870	1142	792	861	898	693	673	713	2.3%	-10.2%	154.2%

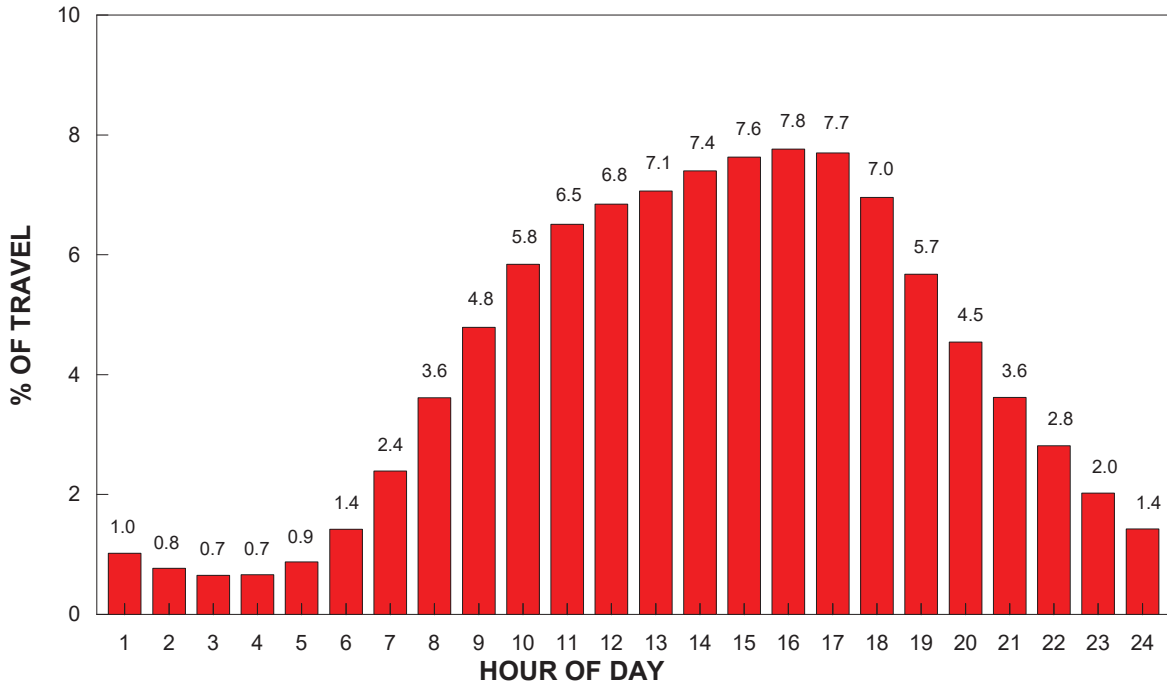
**PERMANENT STATION COMPARISON OF TRUCK AADT BY YEAR**

STATION NUMBER	LOCATION	2002	2004	2006	2008	2010	2012	2014	2016	2018	2019	2020	2021	2022	% CHANGE 2022/2021	% CHANGE 2022/2012	% CHANGE 2022/2002
RURAL MINOR ARTERIAL																	
231	GRAFTON	250	272	240	267	243	233	170	286	290	290	301	299	319	6.7%	36.9%	27.6%
247	COURTENAY	44	40	32	33	36	45	34	45	31	32	38	42	42	0.0%	-6.7%	-4.5%
249	GARRISON	106	112	106	117	127	165	255	177	187	178	195	174	136	-21.8%	-17.6%	28.3%
275	HANNOVER	62	64	60	57	80	92	100	152	88	94	86	90	70	-22.2%	-23.9%	12.9%
289	MANNING	142	128	160	408	931	1714	2392	1125	1548	1591	1194	1186	1283	8.2%	-25.1%	803.5%
291	MARMARTH						181	225	157	197	187	175	245	278	13.5%	53.6%	--
293	KILLDEER						1484	1928	1038	1881	1704	1060	1144	1306	14.2%	-12.0%	--
295	NECHE						89	111	90	126	125	125	167	106	-36.5%	19.1%	--
373	DICKINSON22S								404	306	330	298	319	284	-11.0%	--	--
453	OAKES_S1____									302	256	253	281	255	-9.3%	--	--
461	THOMPSON_W15								183	185	179	182	204	196	-3.9%	--	--
727	ENDERLIN_E46								322	351	346	331	360	321	-10.8%	--	--
759	WILTON_E36__								133	119	124	155	170	150	-11.8%	--	--
	MEAN	121	123	120	176	283	500	652	343	432	418	338	360	365	-6.5%	3.0%	173.6%
RURAL MAJOR COLLECTOR - STATE																	
267	TRENTON					670	1770	1593	834	1031	1160	788	729	874	19.9%	-50.6%	--
493	ST_THOMAS_W_								188	184	146	201	201	219	9.0%	--	--
783	KULM_S56____								47	40	67	67	41	42	2.4%	--	--
	MEAN					670	1770	1593	356	418	458	352	324	378	10.4%	-50.6%	--
RURAL MAJOR COLLECTOR - COUNTY																	
101	MINOT55ST_NE							579	472	420	391	387	395	374	-5.3%	--	--
103	MINOT46AV_NE							242	194	178	222	175	180	164	-8.9%	--	--
225	STERLING		46	39	54	68	89	141	142	141	160	152	176	163	-7.4%	83.1%	--
	MEAN		46	39	54	68	89	321	269	246	258	238	250	234	-7.2%	83.1%	--
URBAN PRINCIPAL ARTERIAL																	
287	GRAND FORKS								438	418	411	435	469	464	-1.1%	--	--
503	BISMARCK (U)					1515	1880	1768	1613	1679	1674	1724	1776		3.0%	17.2%	--
513	WFARGO_MAIN_ (U)							1084	1115	1143	1087	1121	1071		-4.5%	--	--
	MEAN					1515	1880	1097	1049	1078	1065	1105	1104		-0.8%	17.2%	--

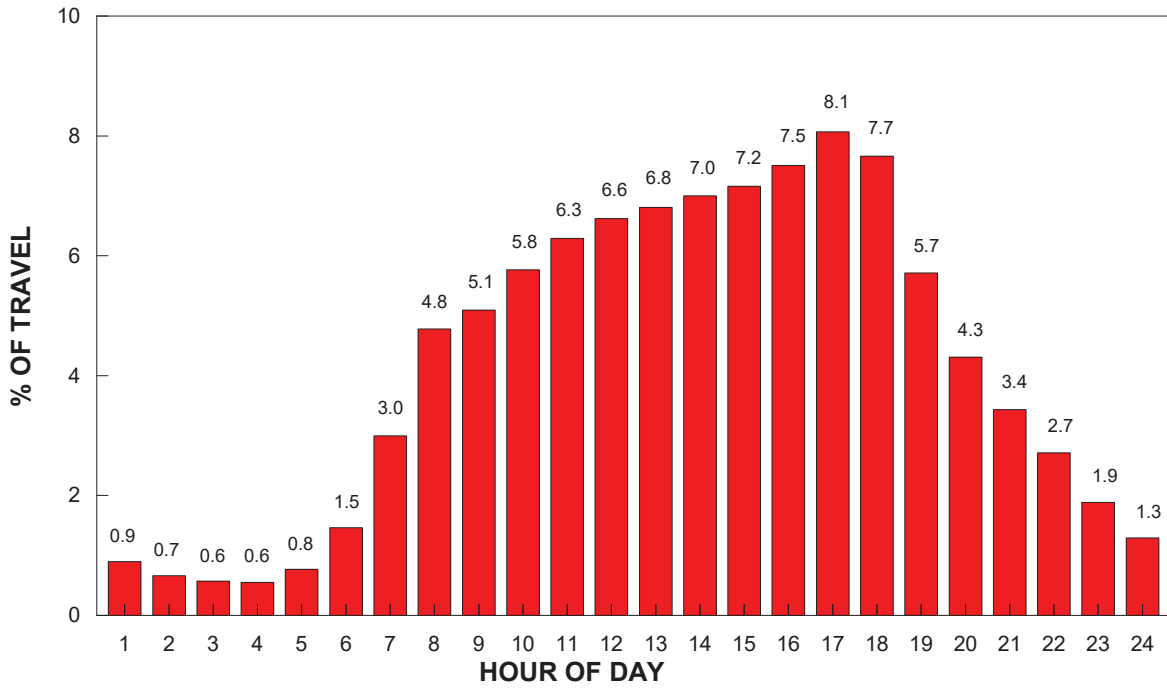
Missing data is the result of years when recording stations were out of service, or not yet installed

# HOURLY DISTRIBUTION OF TRAVEL

## RURAL INTERSTATE 94

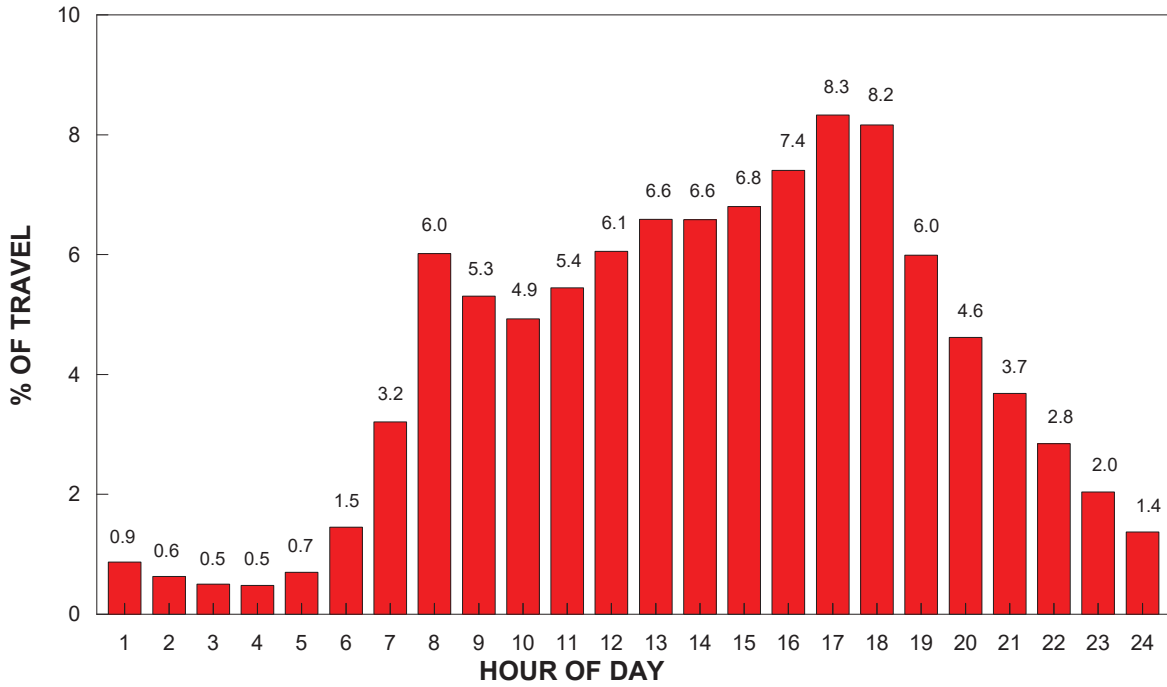


## RURAL INTERSTATE 29

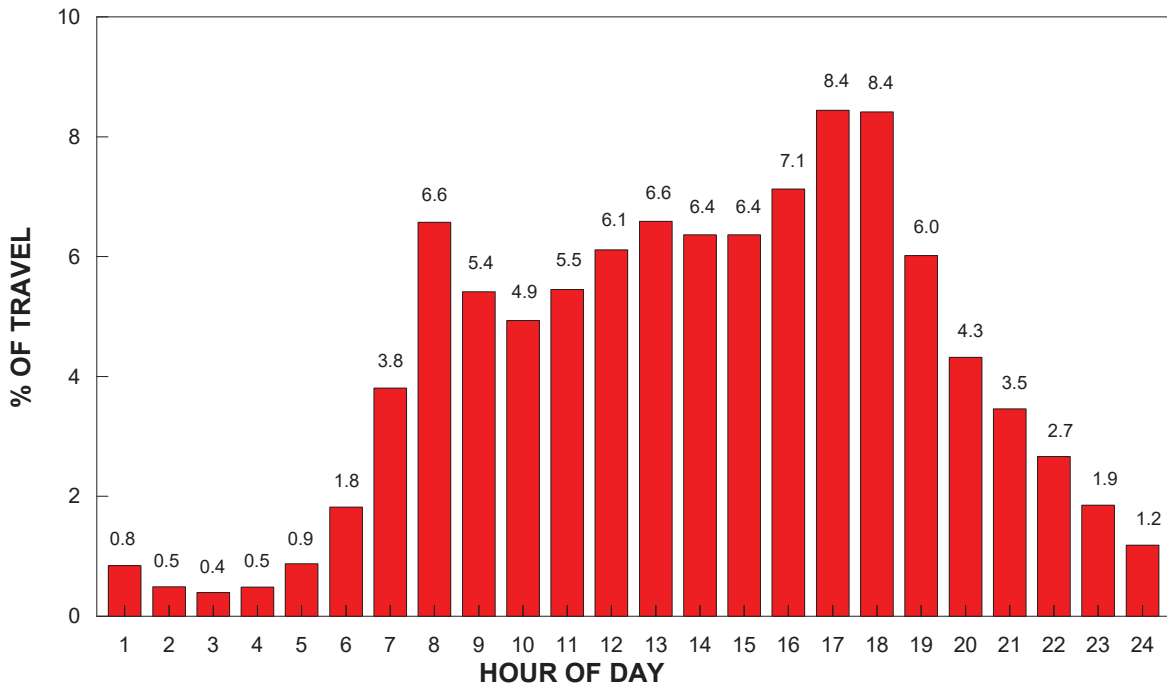


# HOURLY DISTRIBUTION OF TRAVEL

## URBAN INTERSTATE 94

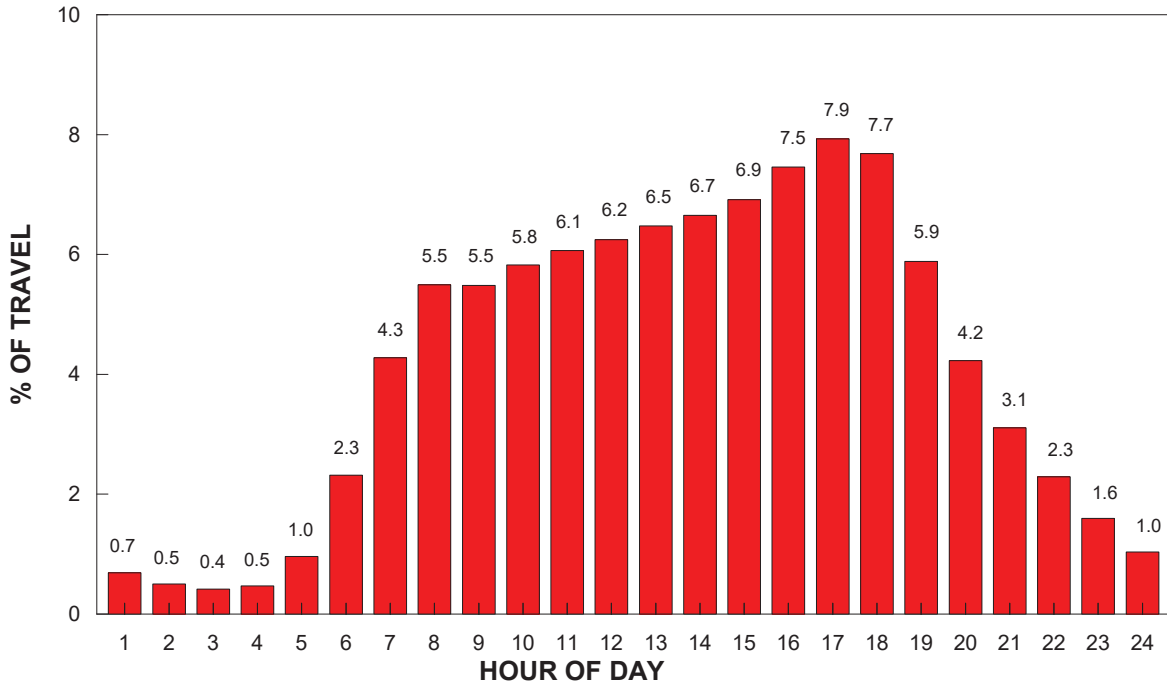


## URBAN INTERSTATE 29

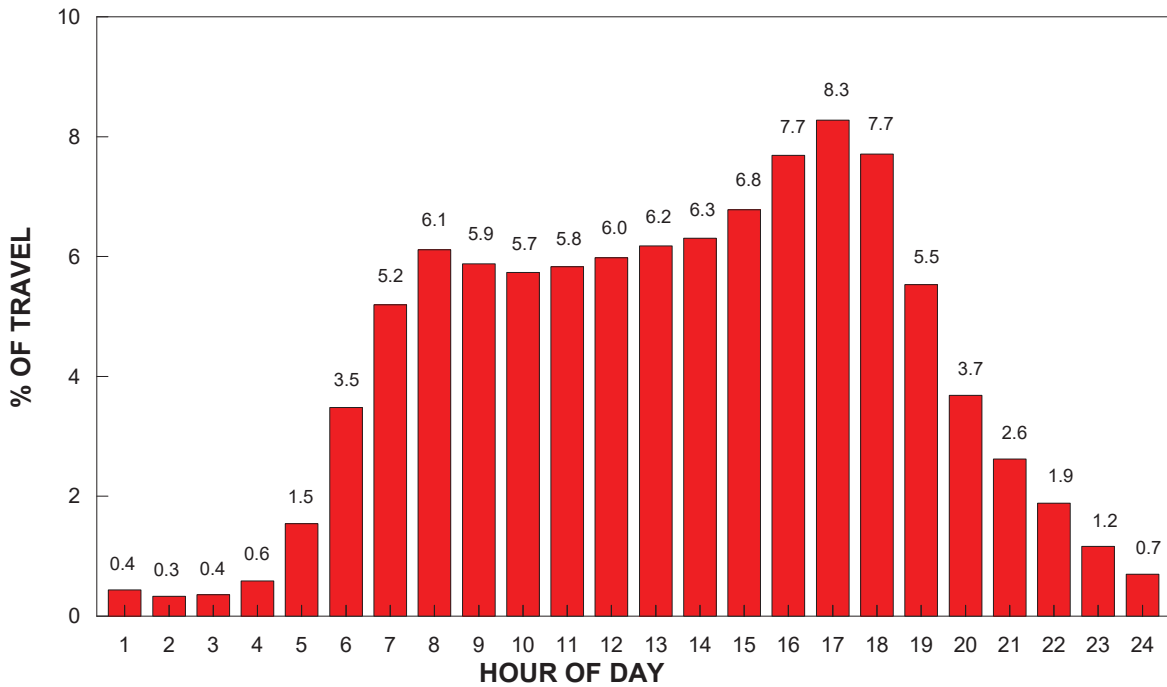


# HOURLY DISTRIBUTION OF TRAVEL

## RURAL PRINCIPAL ARTERIAL

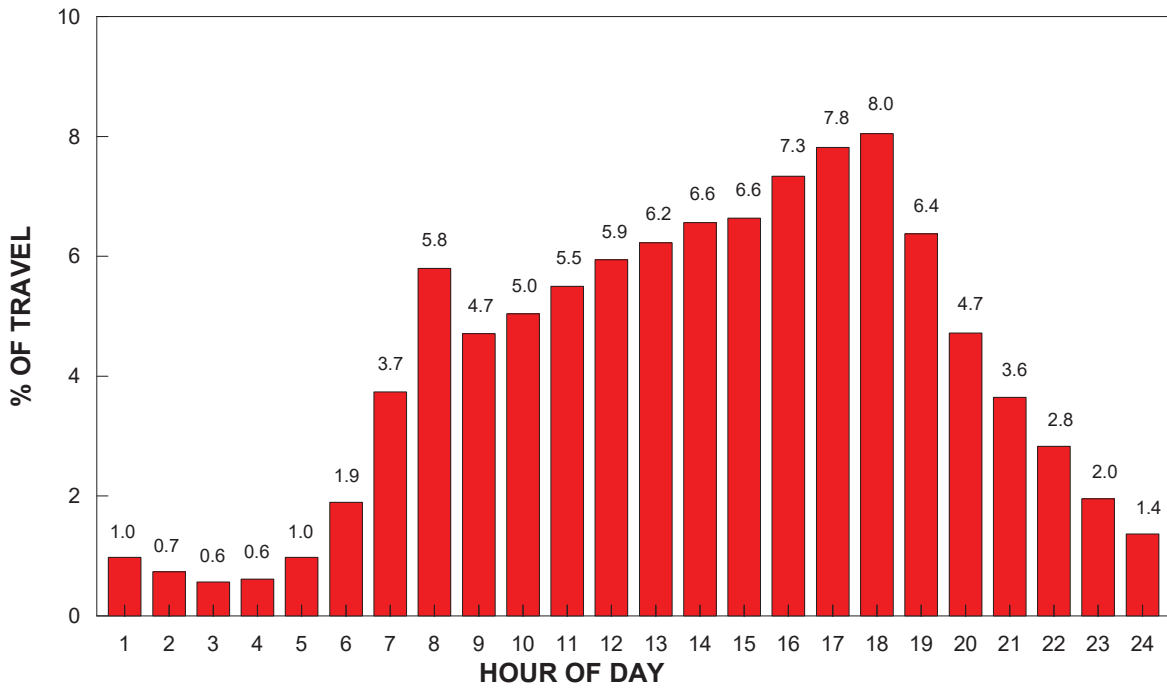


## RURAL MINOR ARTERIAL

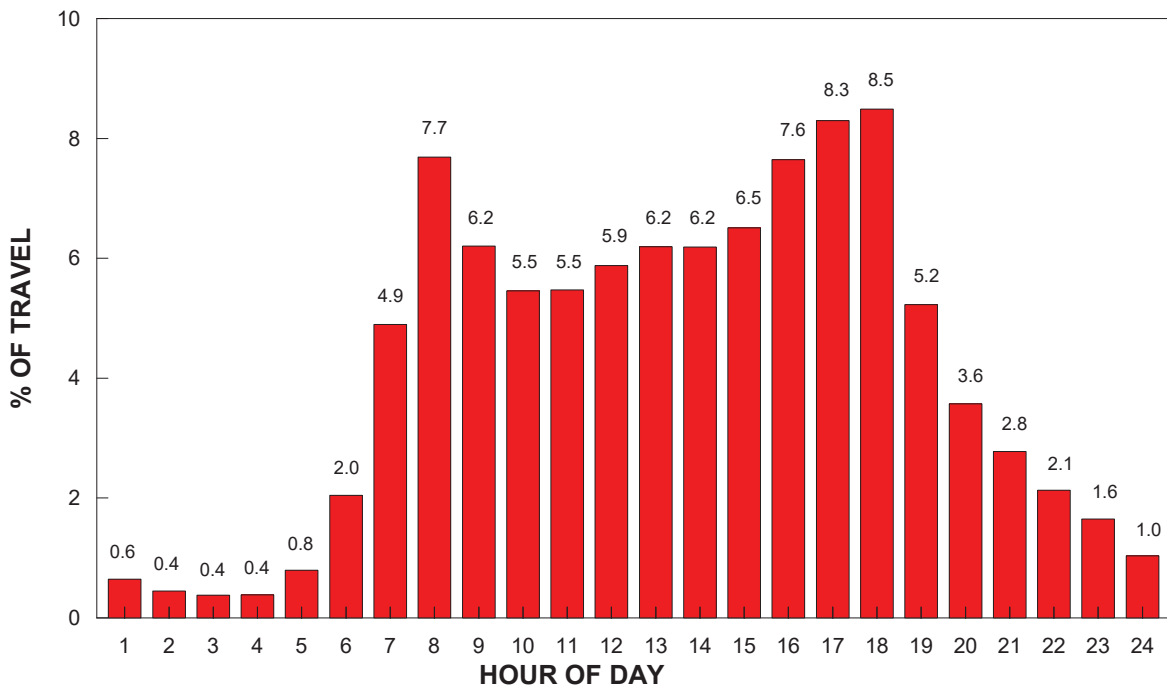


# HOURLY DISTRIBUTION OF TRAVEL

## RURAL MAJOR COLLECTOR - STATE



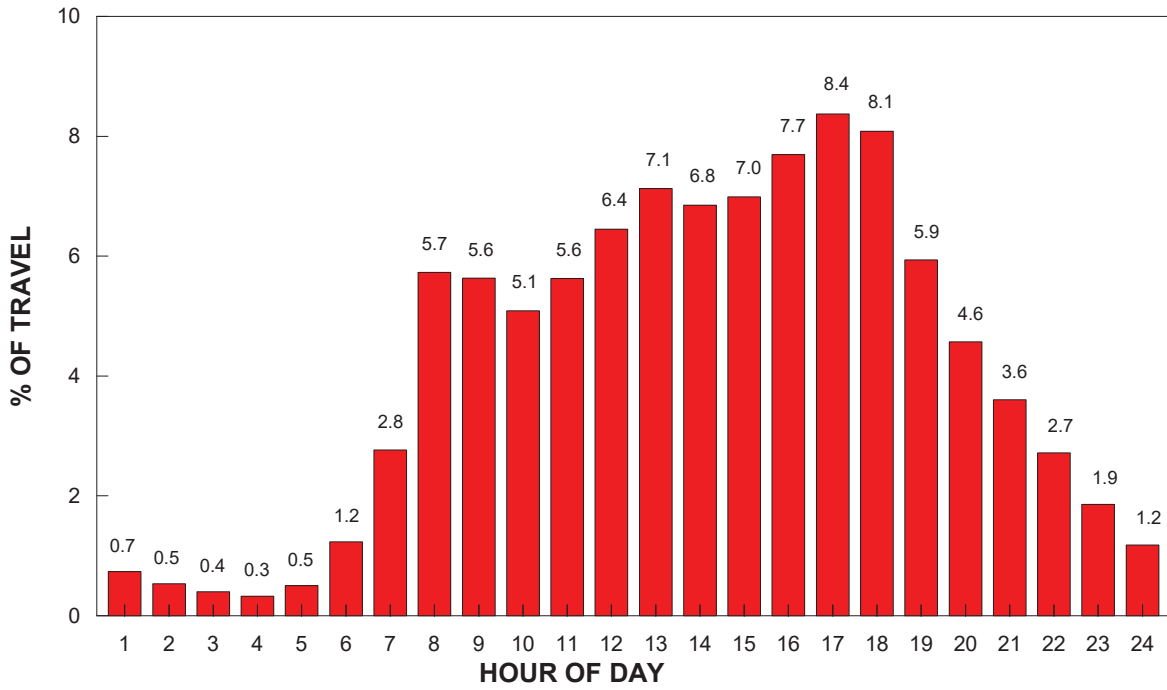
## RURAL MAJOR COLLECTOR - COUNTY



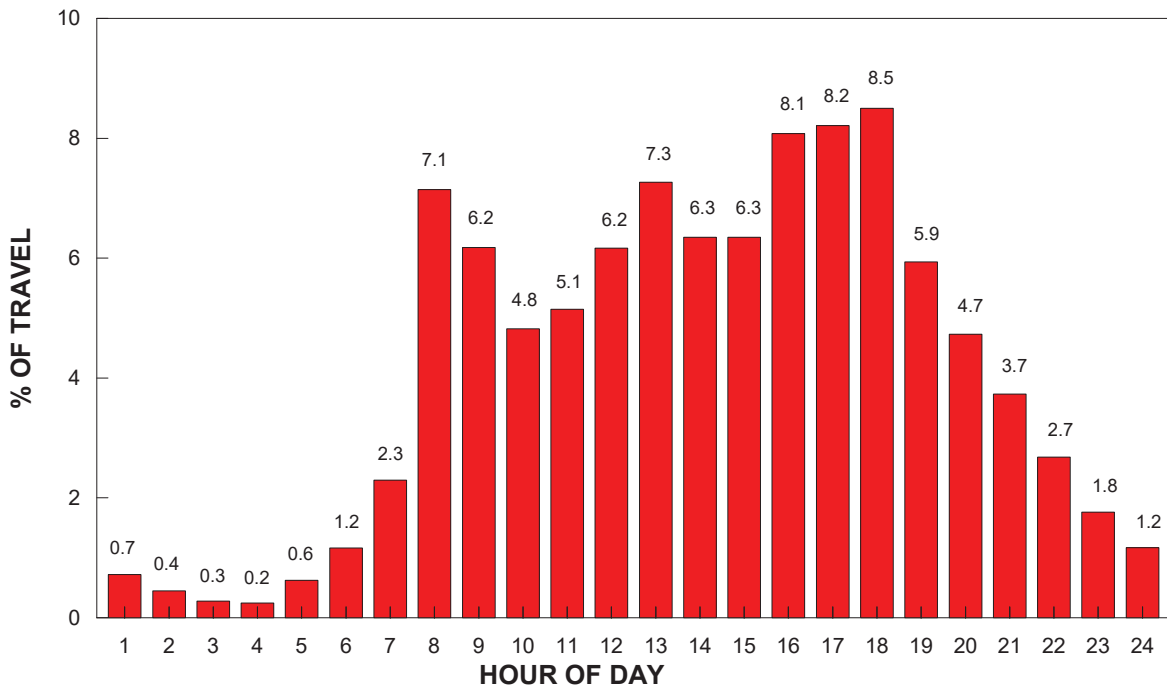


# HOURLY DISTRIBUTION OF TRAVEL

## URBAN PRINCIPAL ARTERIAL

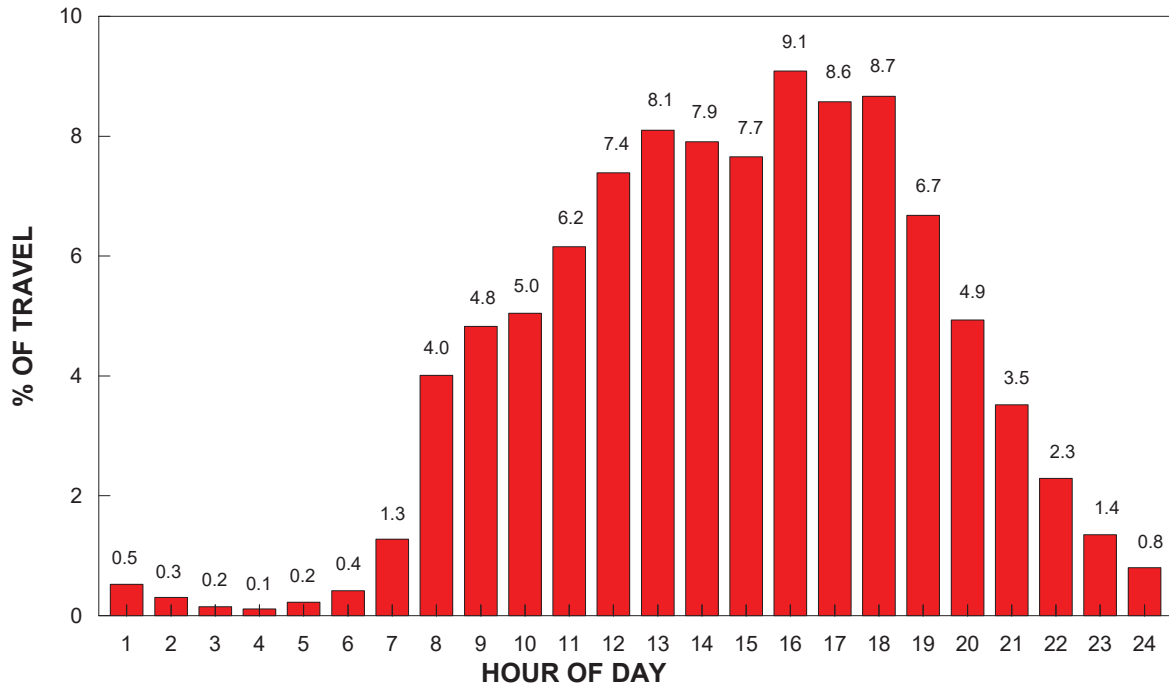


## URBAN MINOR ARTERIAL



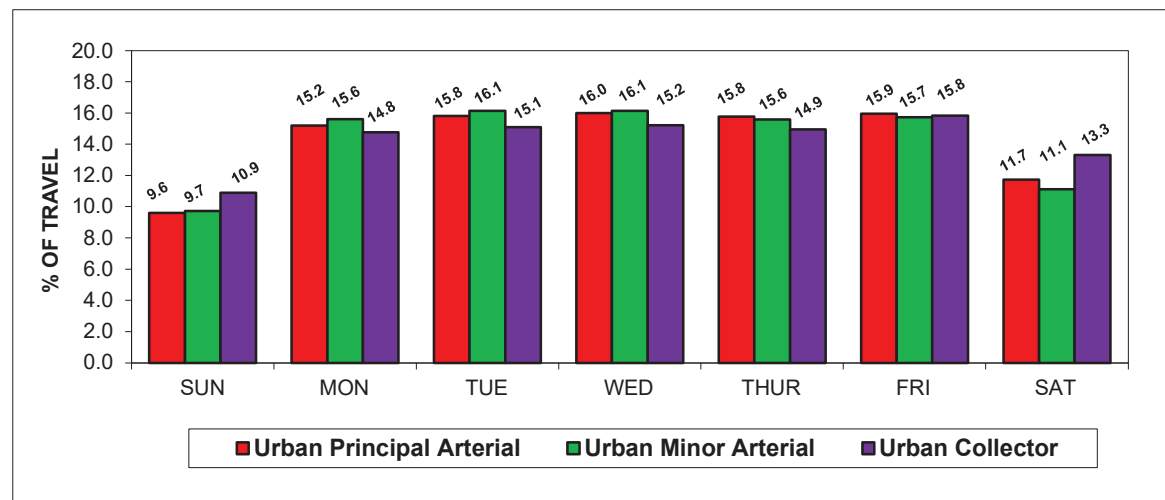
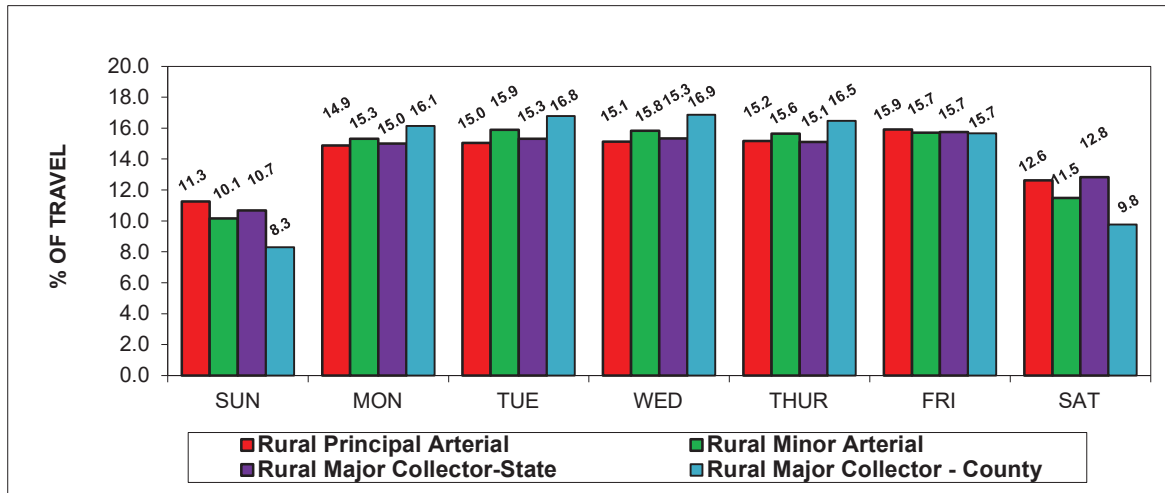
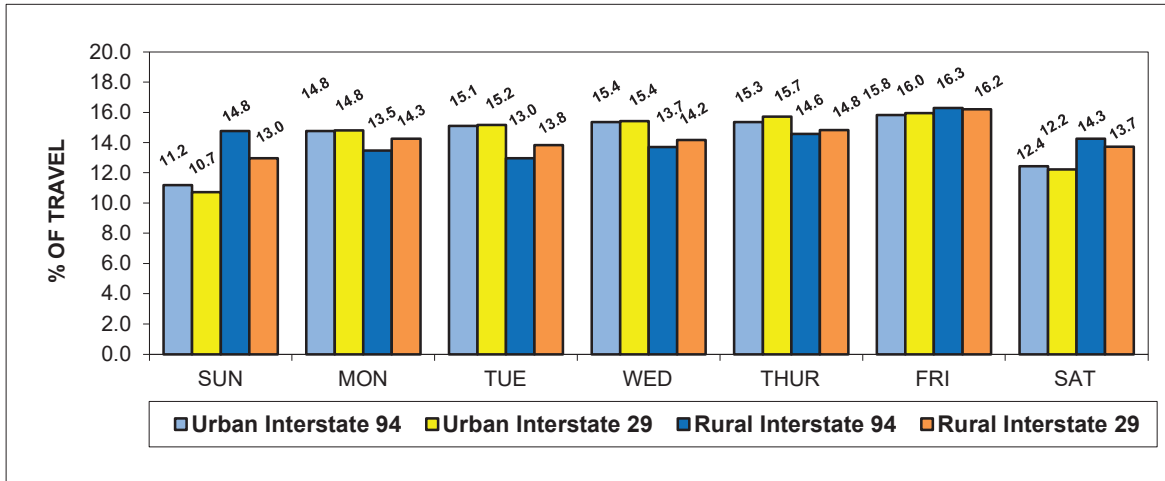
# HOURLY DISTRIBUTION OF TRAVEL

## URBAN COLLECTOR

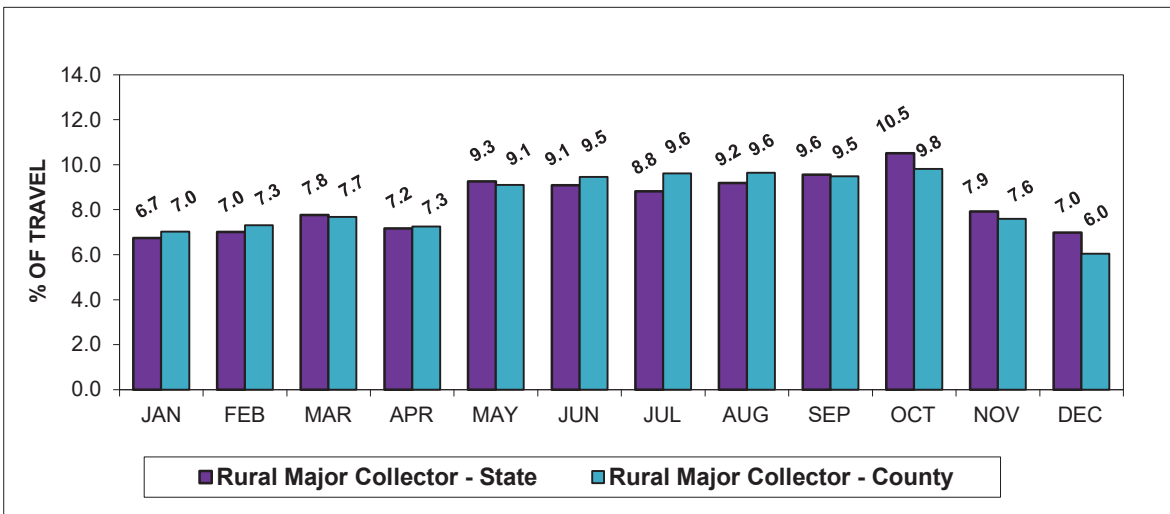
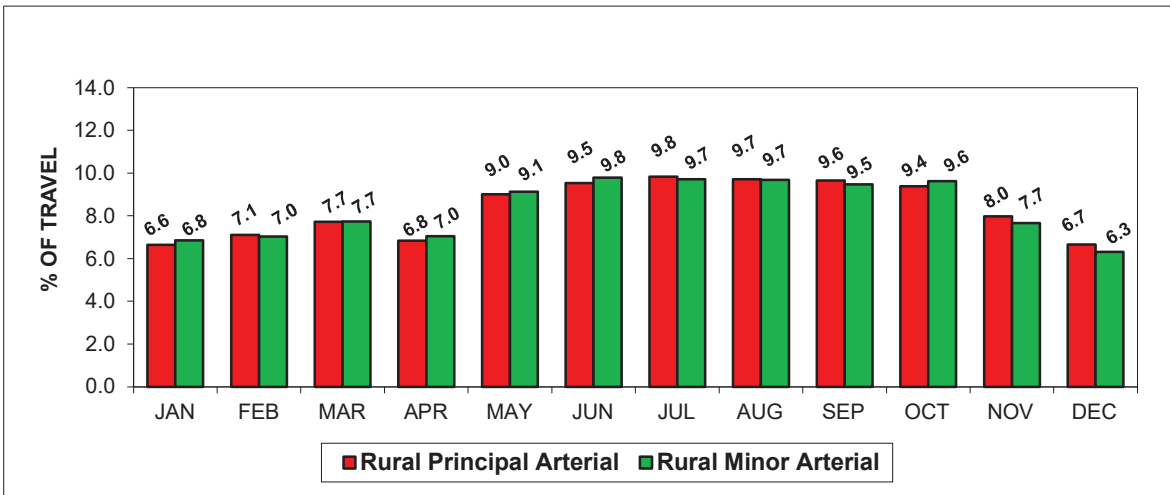
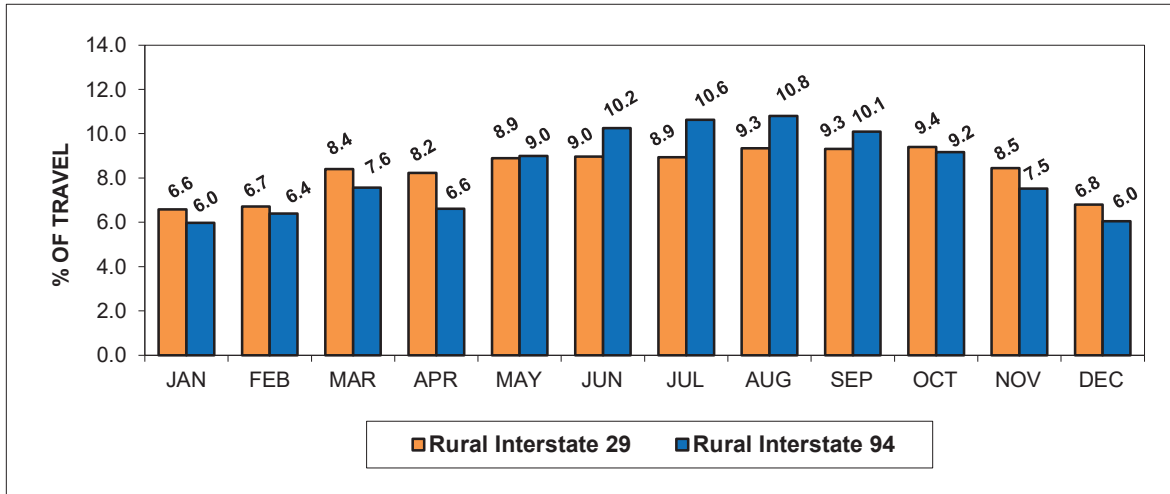


# DAILY DISTRIBUTION OF TRAVEL

## TOTAL VEHICLES

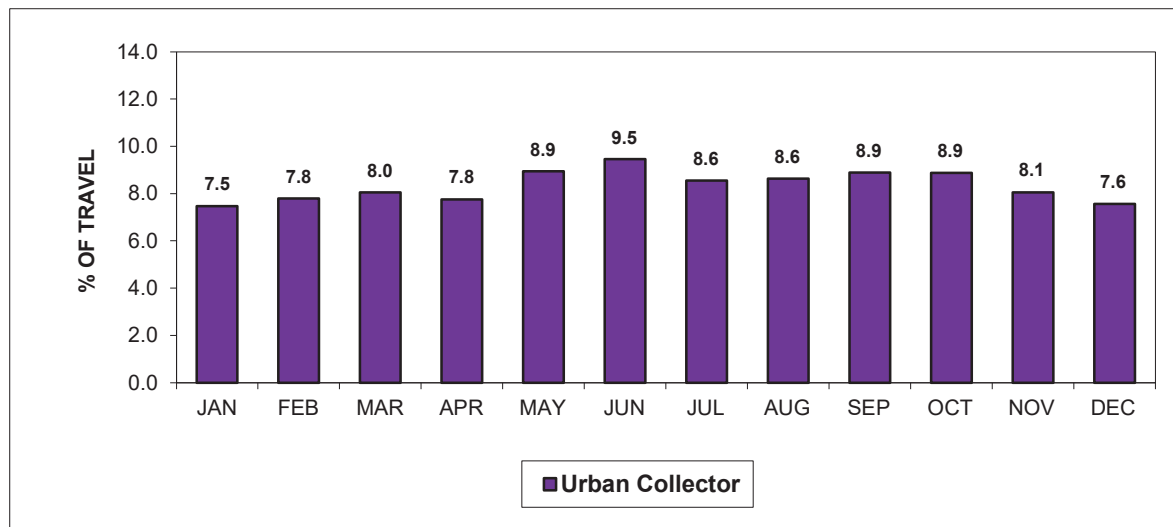
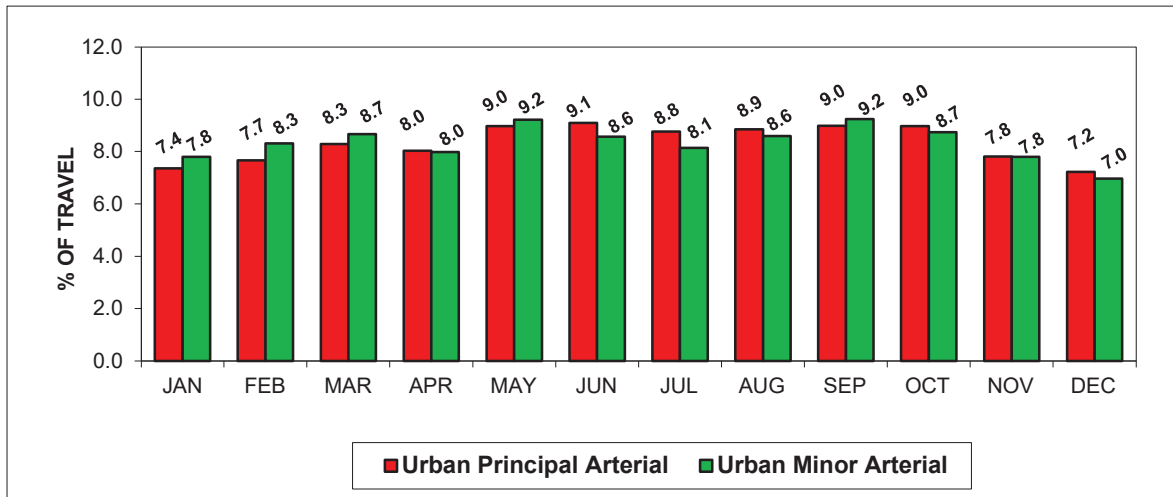
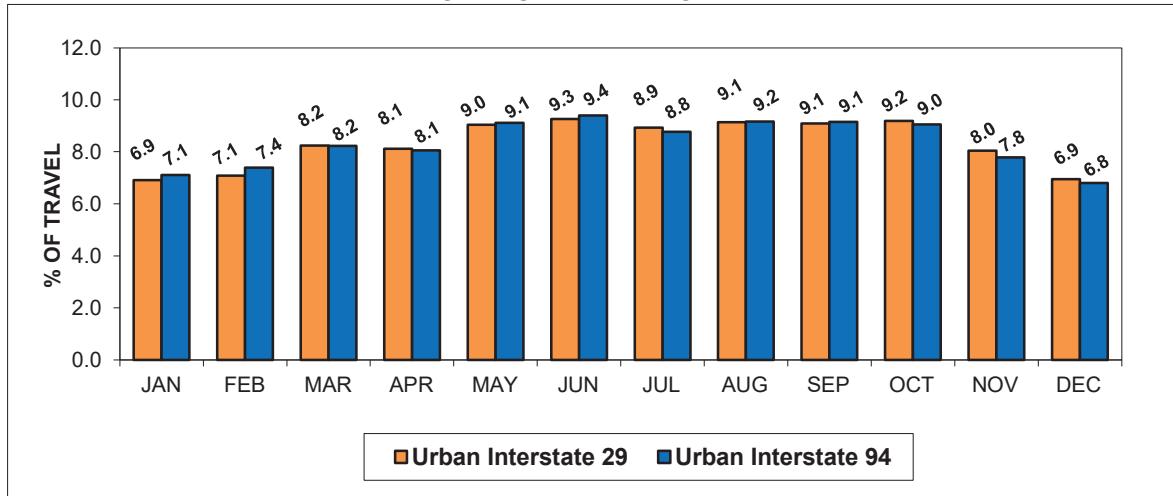


## MONTHLY DISTRIBUTION OF ANNUAL TRAFFIC TOTAL RURAL VEHICLES



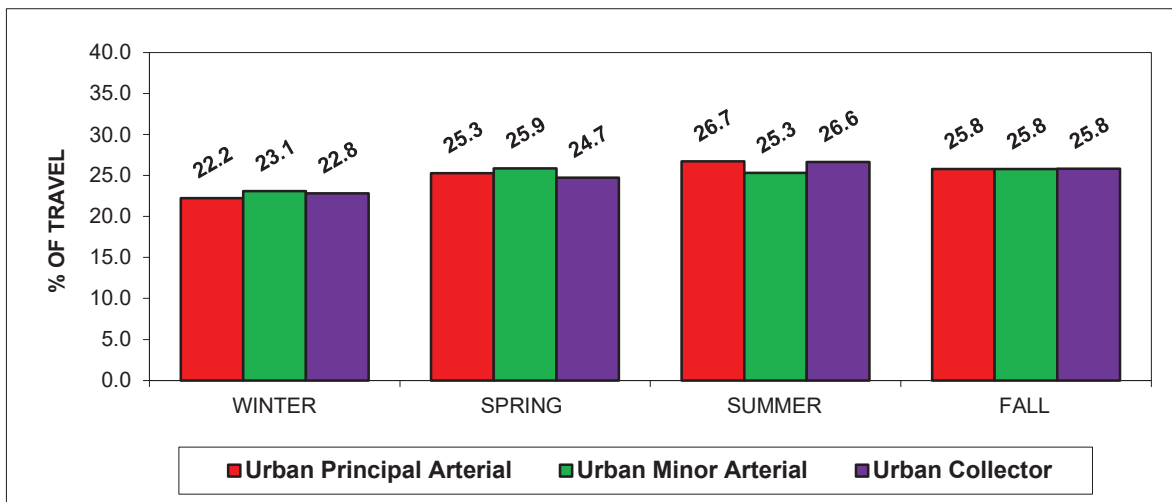
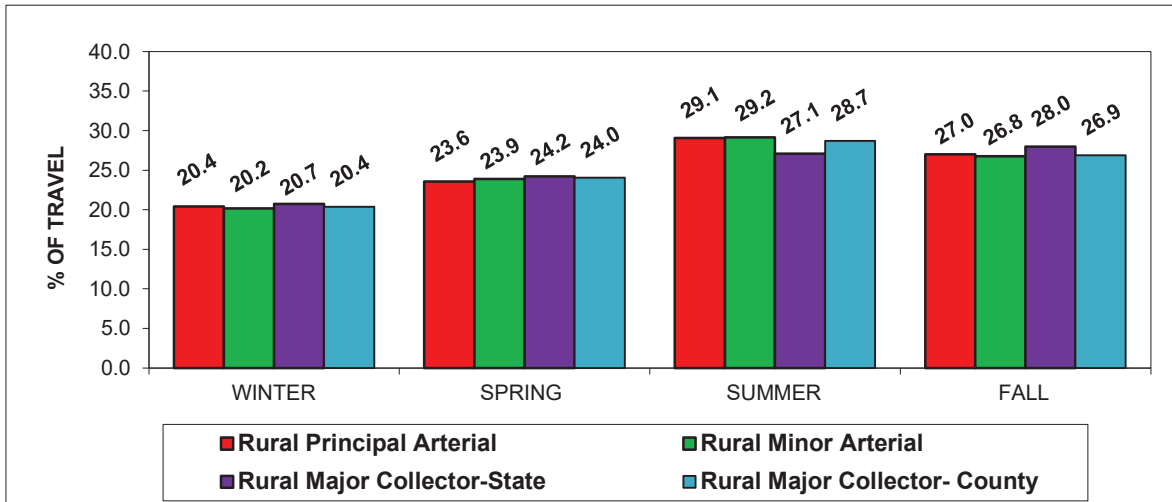
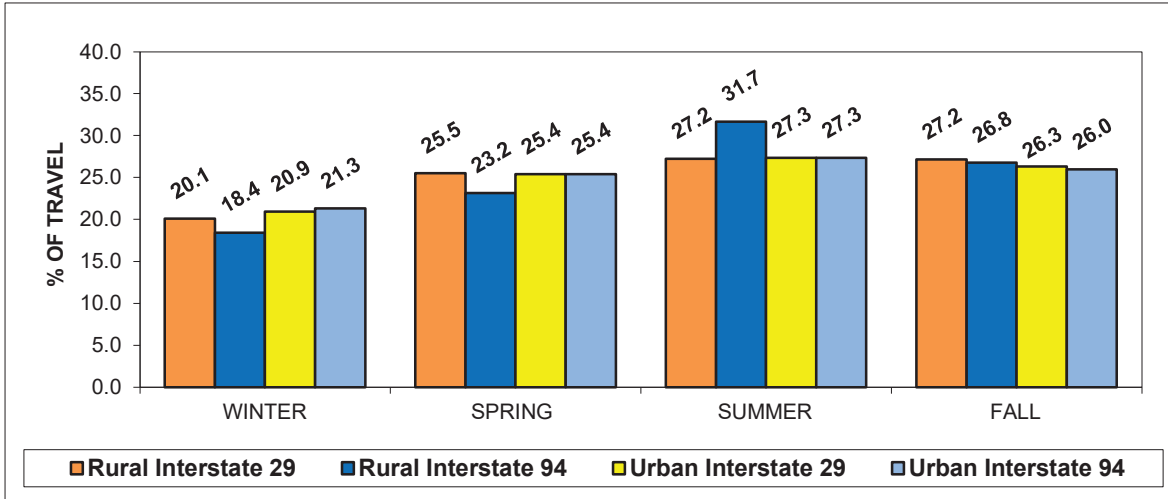
# MONTHLY DISTRIBUTION OF ANNUAL TRAFFIC

## TOTAL URBAN VEHICLES



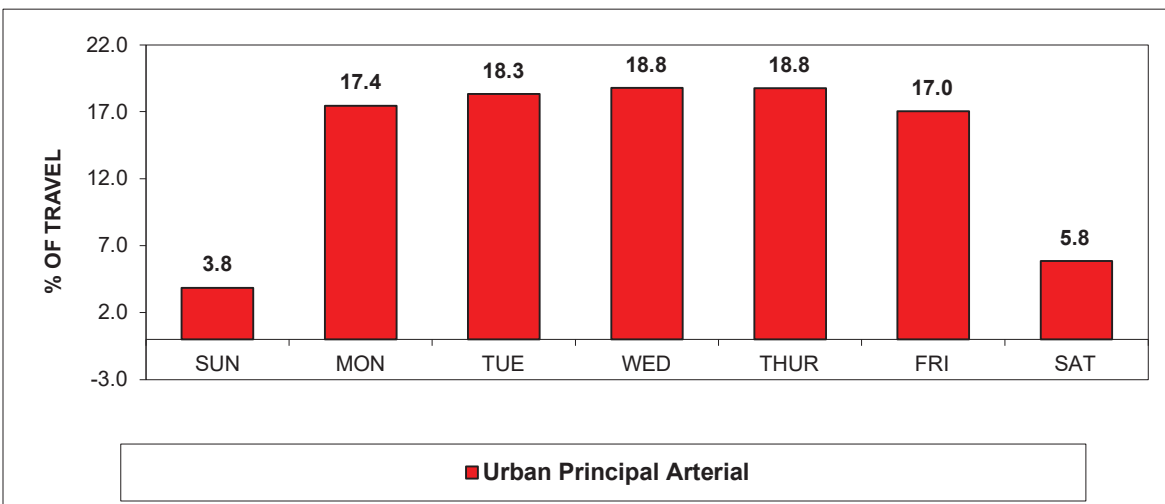
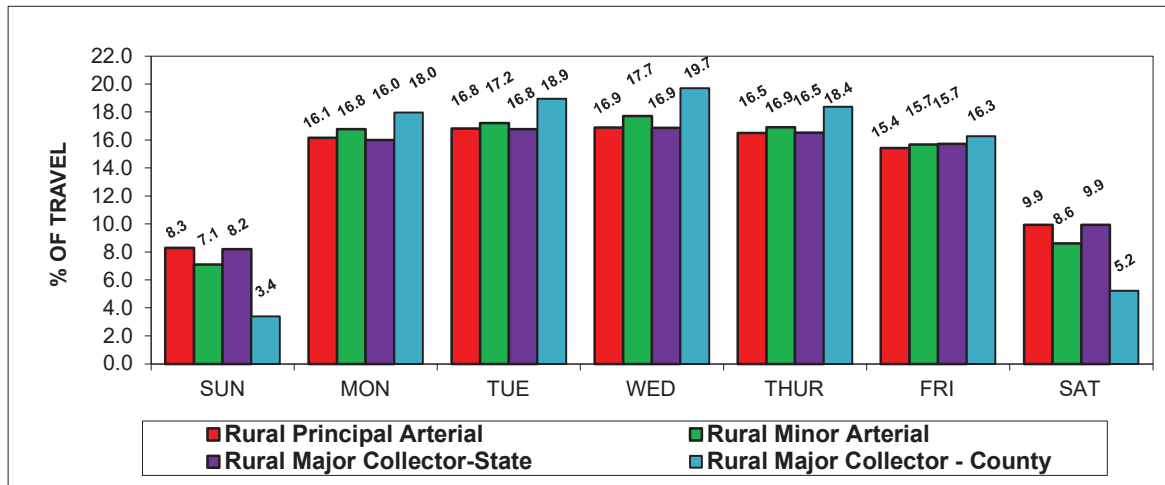
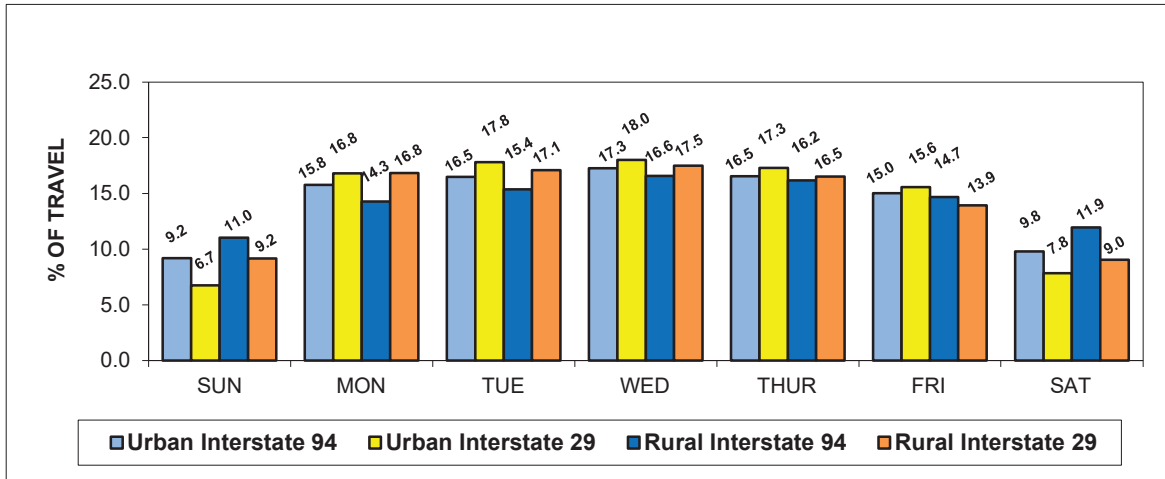
# SEASONAL DISTRIBUTION OF TRAVEL

TOTAL VEHICLES

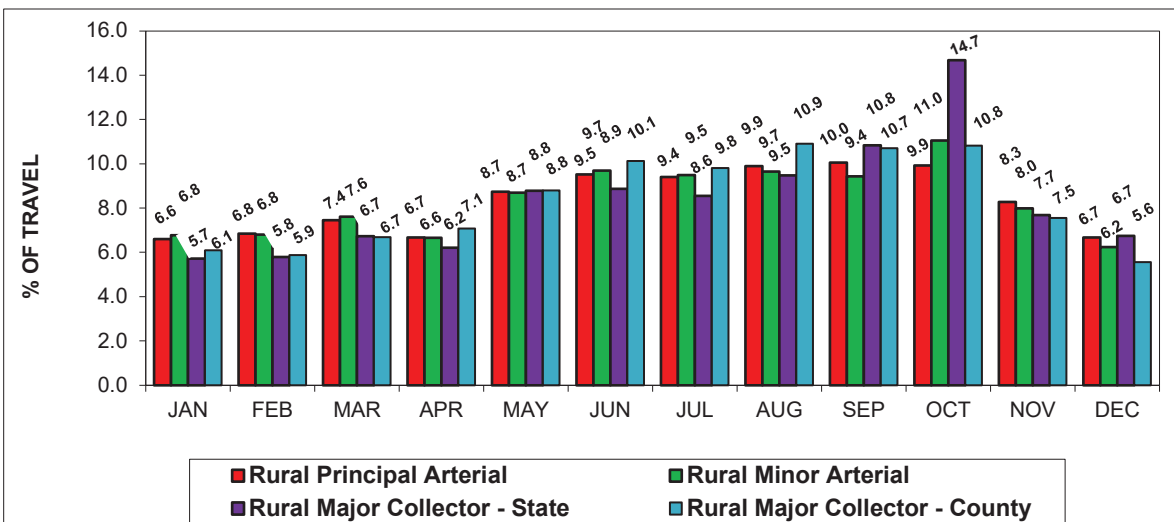
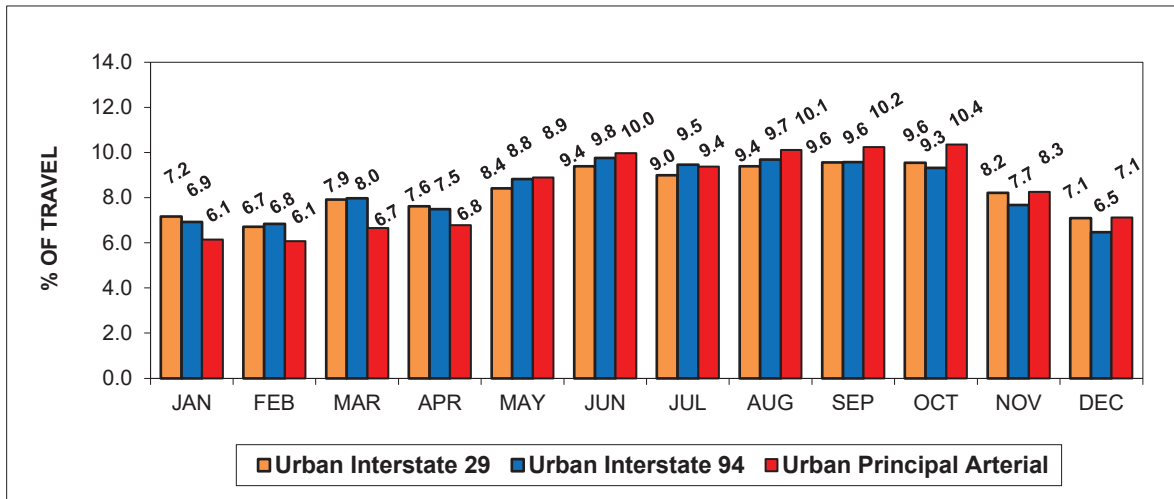
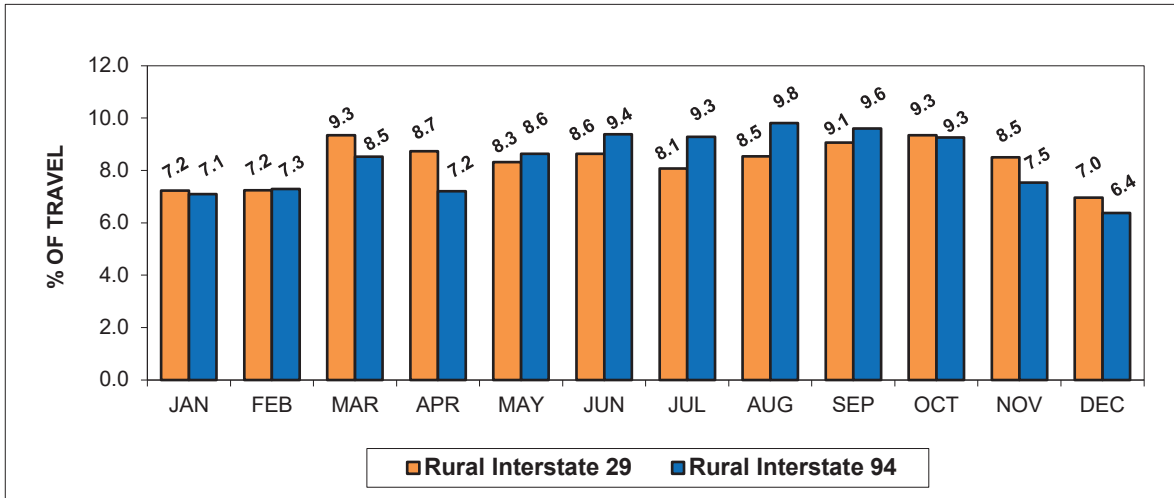


# DAILY DISTRIBUTION OF TRAVEL

## TOTAL TRUCKS



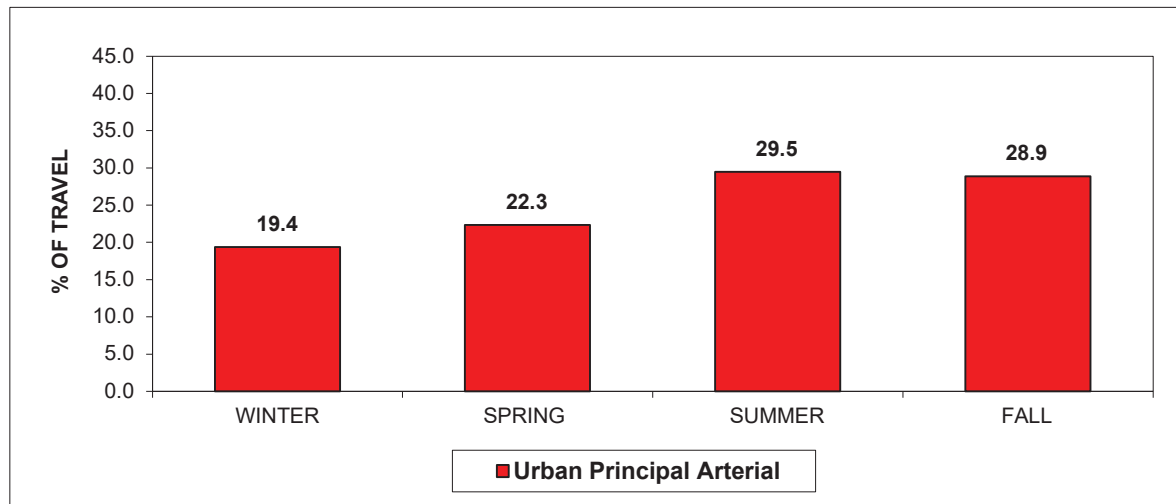
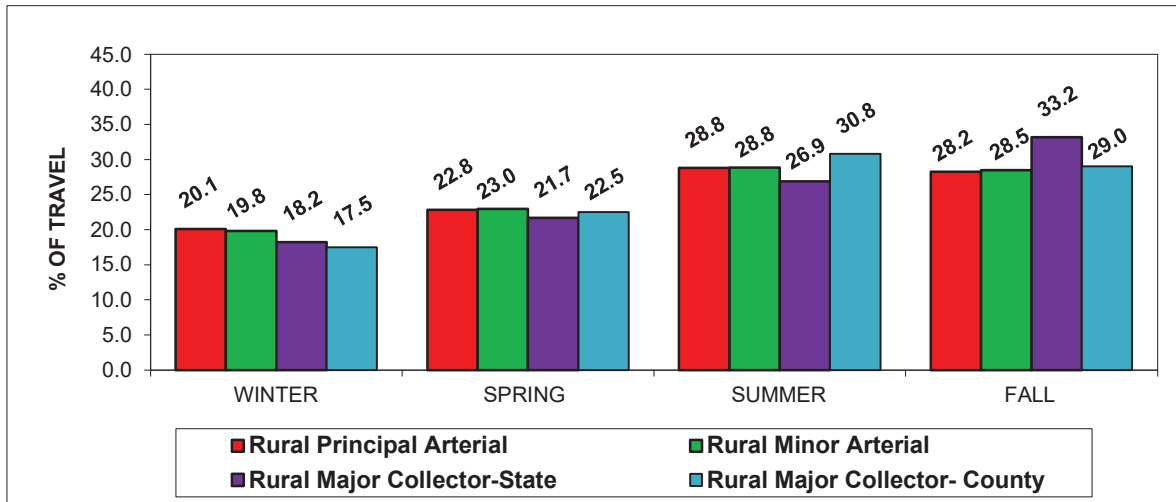
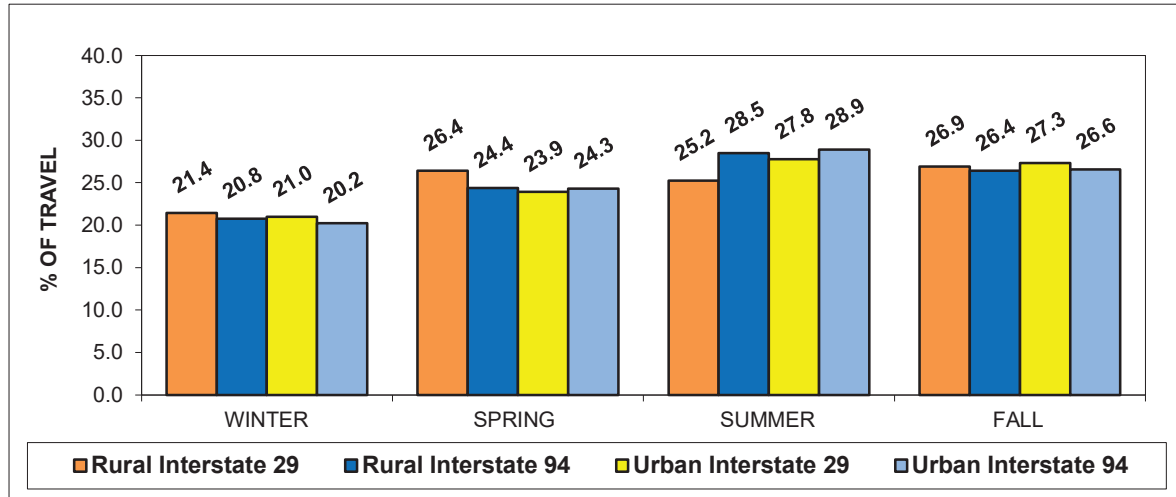
## MONTHLY DISTRIBUTION OF ANNUAL TRAFFIC TOTAL TRUCKS





# SEASONAL DISTRIBUTION OF TRAVEL

## TOTAL TRUCKS



**PERMANENT STATION  
PEAK HOUR & DESIGN HOUR  
STATISTICS FOR 2022**

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
<b>INTERSTATE RURAL - I-94</b>									
207	MEDINA	EAST	4039	716	17.7%	547	13.5%	473	54-46
		WEST	3971	671	16.9%	554	14.0%	500	53-47
		EAST & WEST	8010	1,387	17.3%	1054	13.2%		
223	NEW SALEM	EAST	4113	614	14.9%	495	12.0%	437	53-47
		WEST	4059	606	14.9%	473	11.7%	375	56-44
		EAST & WEST	8172	1,052	12.9%	932	11.4%		
245	TOWER CITY	EAST	5392	842	15.6%	679	12.6%	570	54-46
		WEST	5398	800	14.8%	674	12.5%	655	51-49
		EAST & WEST	10790	1,558	14.4%	1329	12.3%		
279	PAINTED CANYON	EAST	2283	419	18.4%	325	14.2%	323	50-50
		WEST	2230	456	20.4%	351	15.7%	297	54-46
		EAST & WEST	4513	734	16.3%	642	14.2%		
<b>INTERSTATE RURAL - I-29</b>									
211	BUXTON	NORTH	5816	1,314	22.6%	743	12.8%	486	60-40
		SOUTH	5806	905	15.6%	686	11.8%	578	54-46
		NORTH & SOUTH	11622	1,618	13.9%	1371	11.8%		
243	BOWESMONT	NORTH	1435	220	15.3%	151	10.5%	99	60-40
		SOUTH	1415	246	17.4%	182	12.9%	106	63-37
		NORTH & SOUTH	2850	348	12.2%	270	9.5%		
265	MOORETON	NORTH	3327	535	16.1%	381	11.5%	281	58-42
		SOUTH	3388	485	14.3%	386	11.4%	357	52-48
		NORTH & SOUTH	6715	907	13.5%	733	10.9%		
285	DAVENPORT	NORTH	5789	704	12.2%	661	11.4%	335	66-34
		SOUTH	5798	817	14.1%	734	12.7%	474	61-39
		NORTH & SOUTH	11587	1,417	12.2%	1268	10.9%		
<b>INTERSTATE URBAN - I-94</b>									
217	FARGO (U)	EAST	34212	4,427	12.9%	4237	12.4%	3173	57-43
		WEST	35284	4,098	11.6%	3928	11.1%	2316	63-37
		EAST & WEST	69496	7,884	11.3%	7402	10.7%		
283	BISMARCK (U)	EAST	13740	1,625	11.8%	1516	11.0%	1658	48-52
		WEST	13556	1,726	12.7%	1592	11.7%	1476	52-48
		EAST & WEST	27296	3,264	12.0%	3039	11.1%		
<b>INTERSTATE URBAN - I-29</b>									
235	FARGO (U)	NORTH	17133	2,335	13.6%	1930	11.3%	1767	52-48
		SOUTH	16330	2,045	12.5%	1887	11.6%	1896	50-50
		NORTH & SOUTH	33463	4,159	12.4%	3718	11.1%		
<b>PRINCIPAL ARTERIAL RURAL</b>									
201	RAY	EAST	2339	282	12.1%	244	10.4%	259	49-51
		WEST	2339	300	12.8%	262	11.2%	143	65-35
		EAST & WEST	4678	541	11.6%	484	10.3%		
203	MAX	NORTH	2315	567	24.5%	318	13.7%	390	45-55

**PERMANENT STATION  
PEAK HOUR & DESIGN HOUR  
STATISTICS FOR 2022**

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
<b>PRINCIPAL ARTERIAL RURAL</b>									
203	MAX	SOUTH	2291	444	19.4%	320	14.0%	290	52-48
		NORTH & SOUTH	4606	814	17.7%	598	13.0%		
205	GWINNER	EAST	547	127	23.2%	107	19.6%	9	92-8
		WEST	560	149	26.6%	124	22.1%	43	74-26
		EAST & WEST	1107	184	16.6%	158	14.3%		
215	JAMESTOWN	EAST	1573	216	13.7%	190	12.1%	131	59-41
		WEST	1550	226	14.6%	172	11.1%	171	50-50
		EAST & WEST	3123	371	11.9%	336	10.8%		
219	MANDAN	NORTH	877	309	35.2%	103	11.7%	126	45-55
		SOUTH	877	297	33.9%	120	13.7%	103	54-46
		NORTH & SOUTH	1754	399	22.7%	202	11.5%		
221	FAIRFIELD	NORTH	1382	170	12.3%	149	10.8%	185	45-55
		SOUTH	1397	207	14.8%	186	13.3%	98	65-35
		NORTH & SOUTH	2779	358	12.9%	297	10.7%		
229	COOPERSTOWN	EAST	429	158	36.8%	63	14.7%	31	67-33
		WEST	428	57	13.3%	42	9.8%	38	53-48
		EAST & WEST	857	103	12.0%	83	9.7%		
233	FOXHOLM	EAST	1093	292	26.7%	122	11.2%	117	51-49
		WEST	1119	184	16.4%	135	12.1%	109	55-45
		EAST & WEST	2212	392	17.7%	240	10.8%		
237	NEKOMA	NORTH	401	120	29.9%	55	13.7%	36	60-40
		SOUTH	408	117	28.7%	60	14.7%	46	57-43
		NORTH & SOUTH	809	141	17.4%	105	13.0%		
239	NEW TOWN	EAST	2295	307	13.4%	239	10.4%	208	53-47
		WEST	2321	308	13.3%	249	10.7%	227	52-48
		EAST & WEST	4616	542	11.7%	470	10.2%		
241	BOTTINEAU	EAST	585	128	21.9%	98	16.8%	41	71-29
		WEST	607	138	22.7%	85	14.0%	48	64-36
		EAST & WEST	1192	198	16.6%	157	13.2%		
251	HAGUE	NORTH	406	89	21.9%	55	13.5%	27	67-33
		SOUTH	408	75	18.4%	54	13.2%	55	50-50
		NORTH & SOUTH	814	134	16.5%	98	12.0%		
253	RUGBY	EAST	1302	216	16.6%	168	12.9%	132	56-44
		WEST	1307	769	58.8%	176	13.5%	145	55-45
		EAST & WEST	2609	829	31.8%	313	12.0%		
255	CROSBY	EAST	361	73	20.2%	48	13.3%	29	62-38
		WEST	364	72	19.8%	47	12.9%	32	59-41
		EAST & WEST	725	104	14.3%	84	11.6%		
257	WILLISTON	EAST	874	215	24.6%	98	11.2%	47	68-32
		WEST	879	218	24.8%	115	13.1%	61	65-35
		EAST & WEST	1753	282	16.1%	186	10.6%		
261	CARRINGTON	NORTH	876	196	22.4%	122	13.9%	83	60-40
		SOUTH	871	212	24.3%	126	14.5%	122	51-49

**PERMANENT STATION  
PEAK HOUR & DESIGN HOUR  
STATISTICS FOR 2022**

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
<b>PRINCIPAL ARTERIAL RURAL</b>									
261	CARRINGTON	NORTH & SOUTH	1747	298	17.1%	238	13.6%		
271	GOLDEN VALLEY	EAST	486	94	19.3%	52	10.7%	41	56-44
		WEST	486	87	17.9%	54	11.1%	46	54-46
		EAST & WEST	972	141	14.5%	100	10.3%		
273	NEW LEIPZIG	EAST	169	50	29.6%	29	17.2%	13	69-31
		WEST	171	52	30.4%	29	17.0%	33	47-53
		EAST & WEST	340	70	20.6%	49	14.4%		
281	SAWYER	EAST	2257	369	16.3%	329	14.6%	186	64-36
		WEST	2284	376	16.5%	350	15.3%	94	79-21
		EAST & WEST	4541	568	12.5%	509	11.2%		
297	WILLISTON NW	NORTH	1843	437	23.7%	208	11.3%	241	46-54
		SOUTH	1885	332	17.6%	215	11.4%	222	49-51
		NORTH & SOUTH	3728	547	14.7%	412	11.1%		
299	KILLDEER200W	EAST	839	120	14.3%	103	12.3%	74	58-42
		WEST	840	118	14.0%	101	12.0%	69	59-41
		EAST & WEST	1679	225	13.4%	189	11.3%		
303	MICHIGAN	EAST	1768	369	20.9%	275	15.6%	175	61-39
		WEST	1749	389	22.2%	273	15.6%	184	60-40
		EAST & WEST	3517	636	18.1%	483	13.7%		
307	WASHBURN	NORTH	2475	324	13.1%	251	10.1%	208	55-45
		SOUTH	2562	469	18.3%	335	13.1%	204	62-38
		NORTH & SOUTH	5037	719	14.3%	513	10.2%		
309	NEWTOWN EAST	EAST	1960	407	20.8%	328	16.7%	139	70-30
		WEST	1939	264	13.6%	232	12.0%	53	81-19
		EAST & WEST	3899	555	14.2%	478	12.3%		
311	WILLISTON 2N	EAST	3854	468	12.1%	420	10.9%	406	51-49
		WEST	3830	494	12.9%	454	11.9%	320	59-41
		EAST & WEST	7684	889	11.6%	814	10.6%		
315	RYDER E23	EAST	1060	221	20.8%	158	14.9%	47	77-23
		WEST	1041	162	15.6%	124	11.9%	26	83-17
		EAST & WEST	2101	293	13.9%	247	11.8%		
337	BLAISDELL E2	EAST	1910	375	19.6%	281	14.7%	140	67-33
		WEST	1922	316	16.4%	289	15.0%	44	87-13
		EAST & WEST	3832	509	13.3%	417	10.9%		
339	GRASSY BUTTE	NORTH	1571	191	12.2%	166	10.6%	95	64-36
		SOUTH	1556	269	17.3%	196	12.6%	120	62-38
		NORTH & SOUTH	3127	389	12.4%	336	10.7%		
341	ALEXANDER85W	NORTH	2672	322	12.1%	300	11.2%	212	59-41
		SOUTH	2679	315	11.8%	275	10.3%	190	59-41
		NORTH & SOUTH	5351	578	10.8%	533	10.0%		
343	WATFORD E23	EAST	1994	411	20.6%	338	17.0%	102	77-23
		WEST	1979	383	19.4%	307	15.5%	106	74-26

**PERMANENT STATION  
PEAK HOUR & DESIGN HOUR  
STATISTICS FOR 2022**

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
<b>PRINCIPAL ARTERIAL RURAL</b>									
343	WATFORD E23	EAST & WEST	3973	515	13.0%	458	11.5%		
345	WILLIAMS N85	NORTH	1056	154	14.6%	130	12.3%	67	66-34
		SOUTH	1025	161	15.7%	133	13.0%	124	52-48
		NORTH & SOUTH	2081	267	12.8%	241	11.6%		
349	BEULAH S49	NORTH	723	134	18.5%	97	13.4%	32	75-25
		SOUTH	727	147	20.2%	100	13.8%	79	56-44
		NORTH & SOUTH	1450	213	14.7%	178	12.3%		
351	COLUMBUS W5	EAST	234	50	21.4%	34	14.5%	27	56-44
		WEST	234	44	18.8%	28	12.0%	8	78-22
		EAST & WEST	468	69	14.7%	50	10.7%		
353	GRANVILLE E2	EAST	1279	218	17.0%	169	13.2%	111	60-40
		WEST	1283	258	20.1%	161	12.5%	139	54-46
		EAST & WEST	2562	395	15.4%	307	12.0%		
355	MOHALL W5	EAST	356	70	19.7%	49	13.8%	37	57-43
		WEST	353	74	21.0%	50	14.2%	11	82-18
		EAST & WEST	709	104	14.7%	85	12.0%		
419	EMERADO W2	EAST	2858	453	15.9%	348	12.2%	250	58-42
		WEST	2869	516	18.0%	420	14.6%	262	62-38
		EAST & WEST	5727	818	14.3%	697	12.2%		
429	LAKOTA S1	NORTH	271	150	55.4%	46	17.0%	9	84-16
		SOUTH	275	117	42.5%	51	18.5%	41	55-45
		NORTH & SOUTH	546	186	34.1%	89	16.3%		
447	DUNSEITH E	NORTH	1257	209	16.6%	140	11.1%	88	61-39
		SOUTH	1279	289	22.6%	170	13.3%	91	65-35
		NORTH & SOUTH	2536	352	13.9%	297	11.7%		
449	SHEYENNE N	NORTH	443	77	17.4%	63	14.2%	26	71-29
		SOUTH	442	86	19.5%	66	14.9%	29	69-31
		NORTH & SOUTH	885	129	14.6%	107	12.1%		
<b>MINOR ARTERIAL RURAL</b>									
231	GRAFTON	EAST	1126	267	23.7%	151	13.4%	107	59-41
		WEST	1127	351	31.1%	163	14.5%	108	60-40
		EAST & WEST	2253	373	16.6%	281	12.5%		
247	COURTENAY	NORTH	216	52	24.1%	36	16.7%	11	77-23
		SOUTH	212	56	26.4%	32	15.1%	28	53-47
		NORTH & SOUTH	428	79	18.5%	58	13.6%		
249	GARRISON	EAST	792	181	22.9%	129	16.3%	98	57-43
		WEST	790	184	23.3%	130	16.5%	94	58-42
		EAST & WEST	1582	353	22.3%	235	14.9%		
275	HANNOVER	NORTH	306	60	19.6%	42	13.7%	21	67-33
		SOUTH	301	67	22.3%	40	13.3%	10	80-20
		NORTH & SOUTH	607	86	14.2%	73	12.0%		
289	MANNING	NORTH	2090	447	21.4%	388	18.6%	71	85-15

**PERMANENT STATION  
PEAK HOUR & DESIGN HOUR  
STATISTICS FOR 2022**

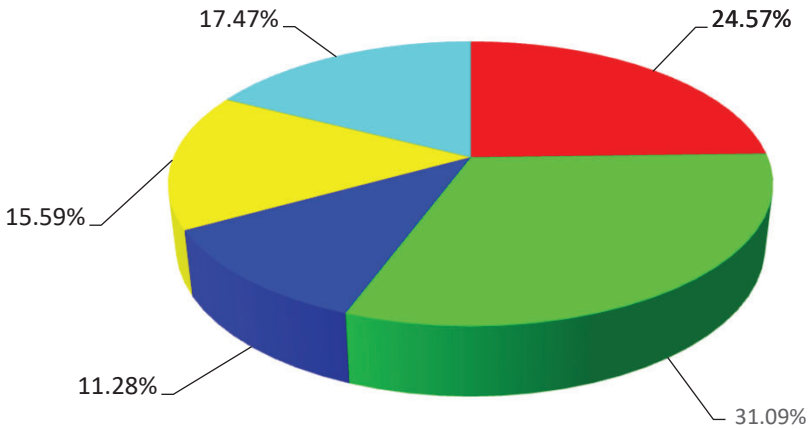
STATION NUMBER	STATION NAME	DIRECTION	ANNUAL AVERAGE DAILY TRAFFIC (AADT)	---- PEAK HOUR ----		----- DESIGN HOUR -----			
				VOLUME	% OF AADT	VOLUME	% OF AADT	VOLUME OPPOSITE DIR	DIRECTIONAL DISTRIBUTION
<b>MINOR ARTERIAL RURAL</b>									
289	MANNING	SOUTH	2079	410	19.7%	366	17.6%	150	71-29
		NORTH & SOUTH	4169	574	13.8%	514	12.3%		
291	MARMARTH	EAST	316	56	17.7%	46	14.6%	24	66-34
		WEST	316	57	18.0%	49	15.5%	25	66-34
		EAST & WEST	632	93	14.7%	79	12.5%		
293	KILLDEER	NORTH	1575	289	18.3%	255	16.2%	69	79-21
		SOUTH	1575	342	21.7%	262	16.6%	106	71-29
		NORTH & SOUTH	3150	445	14.1%	363	11.5%		
295	NECHE	NORTH	162	37	22.8%	29	17.9%	27	52-48
		SOUTH	176	67	38.1%	31	17.6%	20	61-39
		NORTH & SOUTH	338	77	22.8%	55	16.3%		
373	DICKINSON22S	NORTH	811	104	12.8%	87	10.7%		-
453	OAKES S1	NORTH	583	84	14.4%	71	12.2%	45	61-39
		SOUTH	578	97	16.8%	78	13.5%	46	63-37
		NORTH & SOUTH	1161	162	14.0%	139	12.0%		
461	THOMPSON W15	EAST	773	133	17.2%	112	14.5%	35	76-24
		WEST	724	154	21.3%	110	15.2%	103	52-48
		EAST & WEST	1497	214	14.3%	183	12.2%		
727	ENDERLIN E46	EAST	947	151	15.9%	118	12.5%	107	52-48
		WEST	922	177	19.2%	124	13.4%	110	53-47
		EAST & WEST	1869	273	14.6%	229	12.3%		
759	WILTON E36	EAST	290	55	19.0%	41	14.1%	20	67-33
		WEST	283	68	24.0%	39	13.8%	29	57-43
		EAST & WEST	573	93	16.2%	72	12.6%		
<b>MAJOR COLLECTOR - COUNTY</b>									
101	MINOT55ST NE	NORTH	1183	180	15.2%	157	13.3%	152	51-49
		SOUTH	1183	220	18.6%	165	13.9%	162	50-50
		NORTH & SOUTH	2366	374	15.8%	313	13.2%		
103	MINOT46AV NE	EAST	594	124	20.9%	105	17.7%	76	58-42
		WEST	589	164	27.8%	110	18.7%	84	57-43
		EAST & WEST	1183	219	18.5%	194	16.4%		
225	STERLING	EAST	420	102	24.3%	64	15.2%	30	68-32
		WEST	393	59	15.0%	49	12.5%	26	65-35
		EAST & WEST	813	141	17.3%	103	12.7%		
259	AYR	EAST	184	97	52.7%	30	16.3%	14	68-32
		WEST	183	48	26.2%	33	18.0%	22	60-40
		EAST & WEST	367	103	28.1%	57	15.5%		
277	REGENT	NORTH	151	37	24.5%	28	18.5%	16	64-36
		SOUTH	156	74	47.4%	29	18.6%	22	57-43
		NORTH & SOUTH	307	93	30.3%	51	16.6%		

**PERMANENT STATION  
PEAK HOUR & DESIGN HOUR  
STATISTICS FOR 2022**

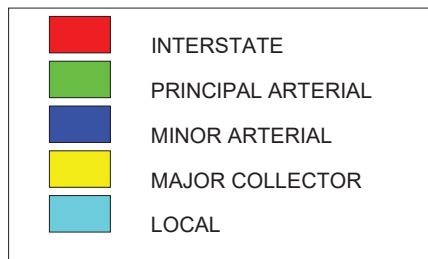
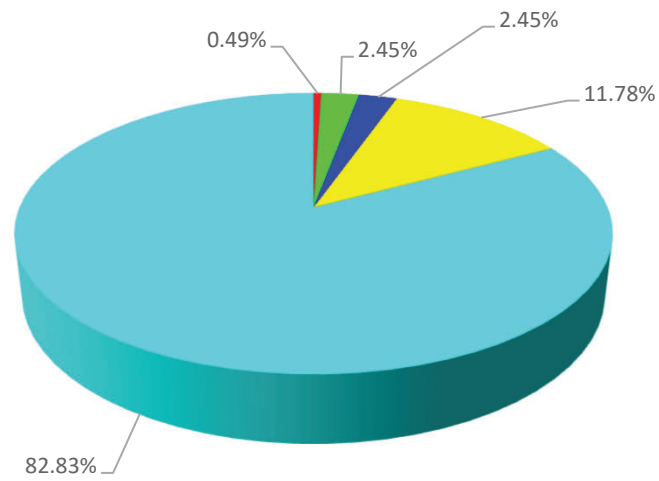
STATION NUMBER	STATION NAME	DIRECTION	ANNUAL AVERAGE DAILY TRAFFIC (AADT)	----- PEAK HOUR -----		----- DESIGN HOUR -----			
				VOLUME	% OF AADT	VOLUME	% OF AADT	VOLUME OPPOSITE DIR	DIRECTIONAL DISTRIBUTION
<b>MAJOR COLLECTOR - STATE</b>									
267	TRENTON	NORTH	1985	233	11.7%	195	9.8%	155	56-44
		SOUTH	1978	300	15.2%	244	12.3%	123	66-34
		NORTH & SOUTH	3963	489	12.3%	414	10.4%		
493	ST THOMAS W	EAST	309	66	21.4%	37	12.0%	30	55-45
		WEST	307	77	25.1%	52	16.9%	23	69-31
		EAST & WEST	616	103	16.7%	68	11.0%		
783	KULM S56	NORTH	95	38	40.0%	22	23.2%	11	67-33
		SOUTH	99	55	55.6%	31	31.3%		100-
		NORTH & SOUTH	194	58	29.9%	36	18.6%		
<b>PRINCIPAL ARTERIAL URBAN</b>									
287	GRAND FORKS	NORTH	10872	1,248	11.5%	1132	10.4%	1139	50-50
		SOUTH	10616	1,289	12.1%	1172	11.0%	1110	51-49
		NORTH & SOUTH	21488	2,488	11.6%	2265	10.5%		
501	FARGO (U)	NORTH	11190	1,317	11.8%	1253	11.2%	870	59-41
		SOUTH	13040	1,617	12.4%	1494	11.5%	960	61-39
		NORTH & SOUTH	24230	2,684	11.1%	2496	10.3%		
503	BISMARCK (U)	EAST	6744	938	13.9%	824	12.2%	731	53-47
		WEST	6635	799	12.0%	742	11.2%	877	46-54
		EAST & WEST	13379	1,713	12.8%	1515	11.3%		
513	WFARGO MAIN (U)	EAST	3154	919	29.1%	453	14.4%	243	65-35
		WEST	2934	593	20.2%	515	17.6%	331	61-39
		EAST & WEST	6088	1,475	24.2%	887	14.6%		
603	WILLISTON (U)	EAST	3256	370	11.4%	336	10.3%	297	53-47
		WEST	3227	352	10.9%	312	9.7%	280	53-47
		EAST & WEST	6483	696	10.7%	633	9.8%		
605	MANDAN (U)	EAST	8649	1,123	13.0%	887	10.3%	666	57-43
		WEST	9283	1,266	13.6%	1171	12.6%	799	59-41
		EAST & WEST	17932	2,124	11.8%	2007	11.2%		
<b>MINOR ARTERIAL-URBAN</b>									
607	DICKINSON (U)	EAST	1429	269	18.8%	205	14.3%	147	58-42
		WEST	1476	265	18.0%	229	15.5%	112	67-33
		EAST & WEST	2905	429	14.8%	360	12.4%		
611	MINOT (U)	EAST	972	170	17.5%	148	15.2%	86	63-37
		WEST	1015	282	27.8%	140	13.8%	123	53-47
		EAST & WEST	1987	390	19.6%	254	12.8%		
<b>COLLECTOR URBAN</b>									
609	MINOT (U)	EAST	1175	343	29.2%	144	12.3%	80	64-36
		WEST	1127	206	18.3%	150	13.3%	143	51-49
		EAST & WEST	2302	465	20.2%	280	12.2%		

## 2022 COMPARISON OF VEHICLE MILES TO RURAL ROAD MILES

### VEHICLE MILES TRAVLELED



### ROAD MILES



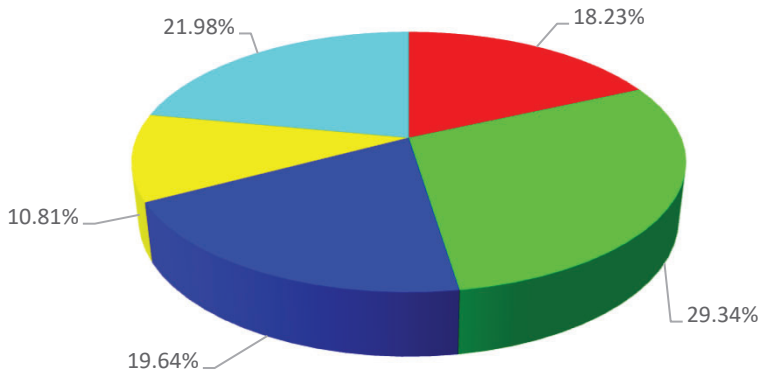
#### Interesting Facts:

- Local roads comprise about 83% of the roads in the state but only carry about 17% of the traffic.
- Interstates comprise less than 1% of the roads but carry around 25% of the traffic.
- Principal Arterials comprise less than 3% of the roads but carry about 31% of the traffic.

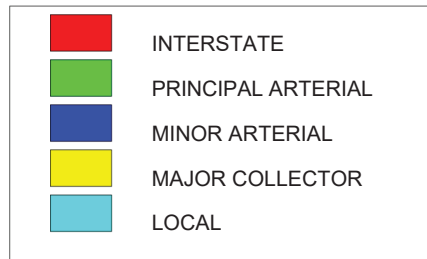
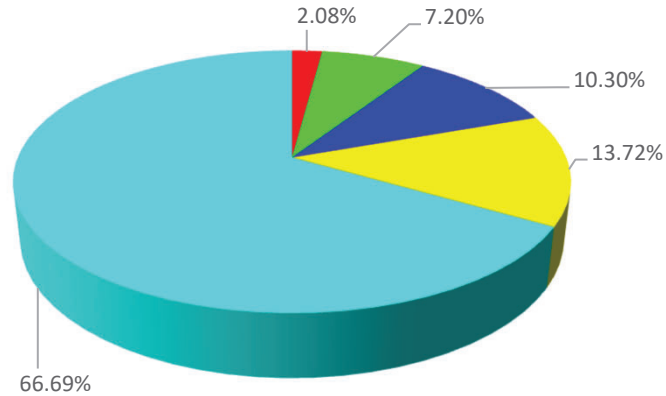


## 2022 COMPARISON OF VEHICLE MILES TO URBAN ROAD MILES

### VEHICLE MILES TRAVELED



### ROAD MILES



### Interesting Facts:

-Local roads comprise about 67% of the urban roads in the state but only carry about 22% of the traffic.

**NORTH DAKOTA DEPARTMENT OF TRANSPORTATION  
SUMMARY OF 2022 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	
<b>STATE</b>							
INTERSTATE RURAL	230.9	278.8	0.0	0.0	0.0	509.7	509.7
INTERSTATE URBAN	23.0	38.2	0.0	0.0	0.0	61.2	61.2
TOTAL	253.9	317.0	0.0	0.0	0.0	570.9	570.9
PRINCIPAL ARTERIAL RURAL	2,778.8	164.8	0.0	0.0	0.0	2,943.6	2,943.6
PRINCIPAL ARTERIAL URBAN	92.8	66.6	0.0	0.0	0.0	159.4	159.4
TOTAL	2,871.6	231.4	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	1,137.7	16.8	0.0	0.0	0.0	1,154.5	
TOTAL	1,137.7	16.8	0.0	0.0	0.0	1,154.5	
LOCAL RURAL	39.6	0.0	0.6	0.0	0.0	40.2	
LOCAL URBAN	3.4	0.0	0.0	0.0	0.0	3.4	
TOTAL	43.0	0.0	0.6	0.0	0.0	43.6	
<b>TOTAL STATE HIGHWAY SYSTEM</b>	<b>6,844.0</b>	<b>570.5</b>	<b>0.6</b>	<b>0.0</b>	<b>0.0</b>	<b>7,415.1</b>	<b>3,673.9</b>
<b>COUNTY</b>							
	<u>PAVED</u>		<u>GRAVEL</u>	<u>GRADED/ DRAINED</u>	<u>UNIMPROVED ROADS</u>	<u>TOTALS</u>	
MAJOR COLLECTOR RURAL	4,701.2		6,044.9	0.8	3.2	10,750.0	
MAJOR COLLECTOR CITY	202.9		44.1	0.0	0.0	247.1	
TOTAL	4,904.1		6,089.0	0.8	3.2	10,997.1	
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	0.7		0.0	0.0	0.0	0.7	
TOTAL	0.7		0.0	0.0	0.0	0.7	
LOCAL RURAL ROADS	1,030.4		50,482.2	8,425.8	23,217.1	83,155.5	
LOCAL ROADS CITY	1,238.2		879.8	44.2	71.8	2,224.4	
TOTAL	2,268.6		51,362.0	8,470.0	23,288.8	85,389.5	
<b>TOTAL COUNTY SYSTEM</b>	<b>7,176.0</b>		<b>57,451.0</b>	<b>8,470.8</b>	<b>23,292.0</b>	<b>96,389.8</b>	
<b>URBAN</b>							
PRINCIPAL ARTERIAL	49.7		0.8	0.0	0.0	50.5	45.0
MINOR ARTERIAL	278.4		5.8	0.0	0.0	284.2	
COLLECTOR	391.0		9.9	0.0	0.0	400.9	
LOCAL	1,667.2		250.9	16.5	19.9	1,954.5	
<b>TOTAL URBAN SYSTEM</b>	<b>2,386.2</b>		<b>267.4</b>	<b>16.5</b>	<b>19.9</b>	<b>2,690.1</b>	
<b>TOTAL RURAL ROADS</b>	<b>12,966.8</b>		<b>56,682.9</b>	<b>8,435.5</b>	<b>23,233.1</b>	<b>101,318.3</b>	
<b>TOTAL CITY STREETS</b>	<b>4,010.1</b>		<b>1,036.1</b>	<b>51.8</b>	<b>78.9</b>	<b>5,176.9</b>	
<b>TOTAL</b>	<b>16,976.9</b>		<b>57,719.0</b>	<b>8,487.3</b>	<b>23,312.0</b>	<b>106,495.2</b>	
<b>TOTAL NHS</b>							<b>3,721.5</b>
<b>FUNCTIONAL CLASS SYSTEM</b>							
<b>SYSTEM</b>	<b>RURAL</b>	<b>URBAN</b>	<b>TOTAL</b>				
INTERSTATE	509.7	61.2	570.9				
PRINCIPAL	2,944.6	211.5	3,156.1				
MINOR	2,525.5	302.4	2,828.0				
COLLECTOR	11,903.3	649.1	12,552.5				
LOCAL	83,567.5	3,820.2	87,388.7				
<b>TOTAL</b>	<b>101,450.7</b>	<b>5,044.5</b>	<b>106,495.2</b>				

**2022 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
<b>BISMARCK</b>	52,041	215,732	93,801	66,660	101,239	<b>529,474</b>
<b>DEVILS LAKE</b>		16,599	5,446	5,254	4,889	<b>32,188</b>
<b>DICKINSON FARGO/</b>	15,136	31,911	31,748	13,766	30,328	<b>122,889</b>
<b>WEST FARGO</b>	317,381	193,305	236,093	118,291	257,052	<b>1,122,122</b>
<b>GRAND FORKS</b>	32,543	115,982	47,281	34,022	56,746	<b>286,575</b>
<b>JAMESTOWN</b>	21,921	29,920	9,603	9,080	16,124	<b>86,648</b>
<b>MANDAN</b>	72,328	43,274	32,466	10,286	21,959	<b>180,313</b>
<b>MINOT</b>		125,238	59,344	22,896	93,485	<b>300,963</b>
<b>VALLEY CITY</b>	16,110	5,218	6,070	4,444	5,647	<b>37,489</b>
<b>WAHPETON</b>		11,317	6,517	3,827	10,814	<b>32,475</b>
<b>WILLISTON Grand</b>		66,360	40,139	24,329	37,806	<b>168,635</b>
<b>Total</b>	<b>527,459</b>	<b>854,856</b>	<b>568,510</b>	<b>312,856</b>	<b>636,089</b>	<b>2,899,770</b>

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

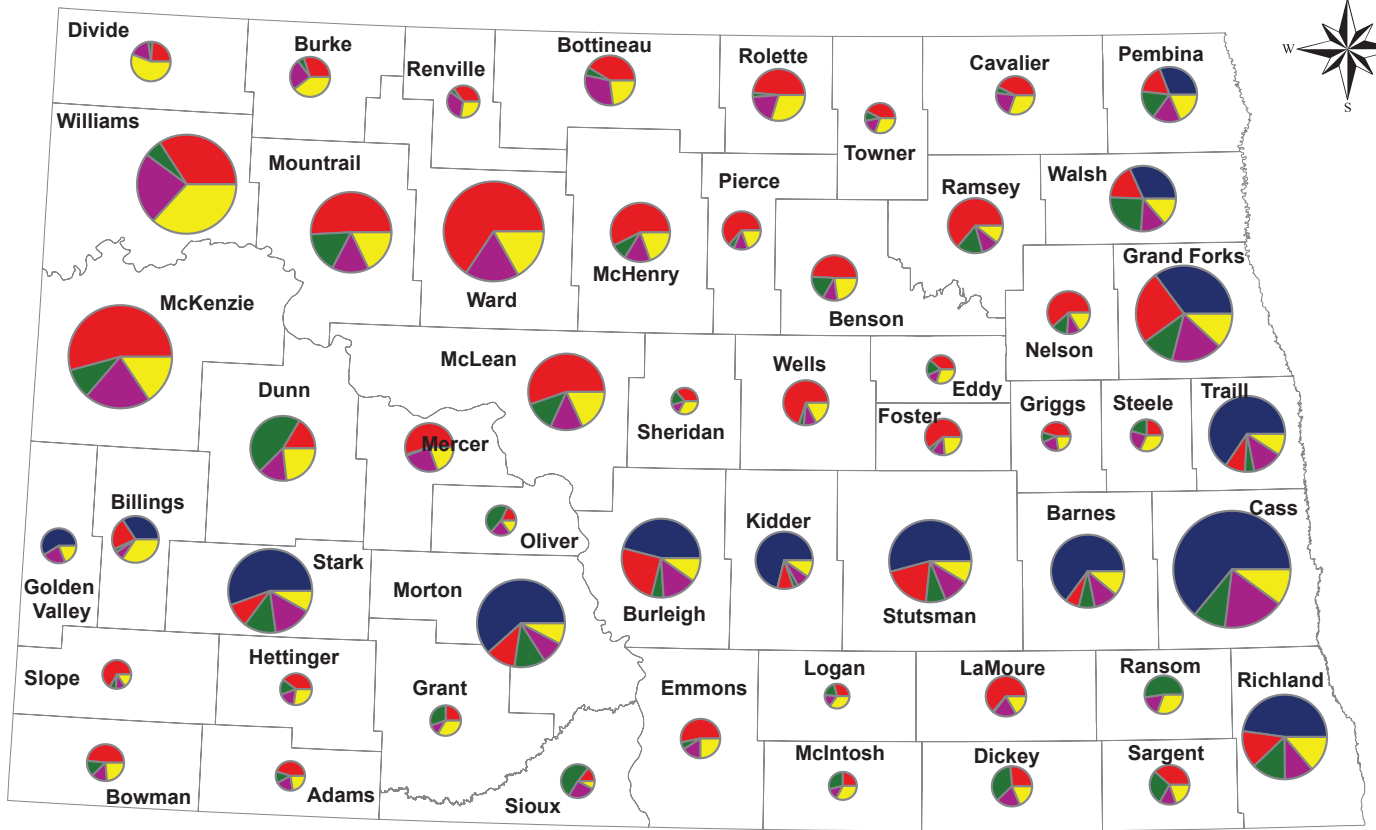
**2022 RURAL ANNUAL VEHICLE MILES OF TRAVEL BY FUNCTIONAL CLASS  
(VEHICLE MILES OF TRAVEL SHOWN IN THOUSANDS)**

COUNTY	INTERSTATE	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COLLECTOR	LOCAL ROADS	TOTAL
Adams		13,728	3,870	5,958	6,789	30,345
Barnes	122,067	11,809	13,332	20,303	20,755	188,266
Benson		35,464	12,642	7,626	16,437	72,170
Billings	26,312	17,558	2,015	4,638	26,427	76,949
Bottineau		36,493	4,727	26,873	20,263	88,355
Bowman		23,152	6,689	6,665	11,363	47,869
Burke		16,971	2,994	14,146	22,261	56,372
Burleigh	100,367	54,950	10,817	30,946	21,434	218,514
Cass	309,463		43,222	81,347	48,752	482,784
Cavalier		22,369	2,809	11,306	15,912	52,396
Dickey		15,067	20,435	11,057	10,565	57,124
Divide		13,085	1,866	9,364	30,698	55,013
Dunn		24,367	68,042	21,024	34,364	147,797
Eddy		10,877	5,066	3,716	8,463	28,122
Emmons		28,840	3,266	8,605	13,593	54,304
Foster		28,482	1,702	5,635	11,088	46,906
Golden Valley	25,305			9,555	8,200	43,061
Grand Forks	114,807	80,807	35,938	55,785	38,792	326,129
Grant		8,199	9,841	3,743	10,924	32,707
Griggs		13,221	3,313	5,979	6,540	29,053
Hettinger		14,024	5,571	5,946	9,657	35,198
Kidder	81,967	10,569	2,971	8,485	11,157	115,148
LaMoure		36,759	592	10,700	9,688	57,740
Logan		6,280	4,250	3,508	7,483	21,522
McHenry		70,706	10,928	17,494	24,147	123,274
McIntosh		6,970	7,815	3,748	8,960	27,494
McKenzie		203,720	35,693	77,493	58,672	375,578
McLean		113,466	26,502	28,088	37,046	205,103
Mercer		45,343	839	20,602	16,158	82,941
Morton	167,153	29,836	30,813	22,350	21,049	271,201
Mountrail		115,841	37,608	33,684	40,819	227,952
Nelson		39,651	7,904	6,342	10,518	64,415
Oliver		5,782	14,657	6,906	4,819	32,165
Pembina	33,183	18,766	18,190	17,508	20,069	107,716
Pierce		32,674	2,521	6,070	10,164	51,429
Ramsey		68,135	16,284	10,958	11,219	106,596
Ransom			27,230	8,865	15,890	51,984
Renville		12,915	1,736	11,957	10,108	36,716
Richland	120,602	36,016	32,801	27,821	34,856	252,096
Rolette		46,505	2,597	18,147	28,446	95,694
Sargent		21,267	15,694	7,497	10,833	55,291
Sheridan		9,099	4,589	3,146	8,142	24,975
Sioux		5,772	20,763	10,414	3,075	40,025
Slope		19,564	2,029	3,120	4,521	29,235
Stark	137,827	23,092	30,529	36,625	20,073	248,146
Steele		8,980	7,448	8,184	11,360	35,972
Stutsman	128,937	45,715	18,524	24,050	20,847	238,073
Towner		13,711	3,355	5,315	9,764	32,145
Traill	132,876	17,476	8,100	25,671	18,785	202,908
Walsh	47,895	26,915	37,200	18,734	20,585	151,330
Ward		230,394	552	61,478	59,066	351,489
Wells		49,995	2,506	6,460	12,387	71,348
Williams		117,785	19,827	80,888	126,950	345,451
<b>TOTAL</b>	<b>1,548,761</b>	<b>1,959,163</b>	<b>711,204</b>	<b>982,523</b>	<b>1,100,935</b>	<b>6,302,586</b>

**2022 ANNUAL VEHICLE MILES OF TRAVEL BY COUNTY  
(VEHICLE MILES OF TRAVEL SHOWN IN THOUSANDS)**

<b>COUNTY</b>	<b>RURAL</b>	<b>URBAN</b>	<b>COUNTY TOTAL</b>	<b>PERCENT OF STATE TRAVEL</b>
Adams	30,345		30,345	0.33%
Barnes	188,266	37,489	225,755	2.45%
Benson	72,170		72,170	0.78%
Billings	76,949		76,949	0.84%
Bottineau	88,355		88,355	0.96%
Bowman	47,869		47,869	0.52%
Burke	56,372		56,372	0.61%
Burleigh	218,514	529,474	747,988	8.13%
Cass	482,784	1,122,122	1,604,906	17.44%
Cavalier	52,396		52,396	0.57%
Dickey	57,124		57,124	0.62%
Divide	55,013		55,013	0.60%
Dunn	147,797		147,797	1.61%
Eddy	28,122		28,122	0.31%
Emmons	54,304		54,304	0.59%
Foster	46,906		46,906	0.51%
Golden Valley	43,061		43,061	0.47%
Grand Forks	326,129	286,575	612,704	6.66%
Grant	32,707		32,707	0.36%
Griggs	29,053		29,053	0.32%
Hettinger	35,198		35,198	0.38%
Kidder	115,148		115,148	1.25%
LaMoure	57,740		57,740	0.63%
Logan	21,522		21,522	0.23%
McHenry	123,274		123,274	1.34%
McIntosh	27,494		27,494	0.30%
McKenzie	375,578		375,578	4.08%
McLean	205,103		205,103	2.23%
Mercer	82,941		82,941	0.90%
Morton	271,201	180,313	451,514	4.91%
Mountrail	227,952		227,952	2.48%
Nelson	64,415		64,415	0.70%
Oliver	32,165		32,165	0.35%
Pembina	107,716		107,716	1.17%
Pierce	51,429		51,429	0.56%
Ramsey	106,596	32,188	138,785	1.51%
Ransom	51,984		51,984	0.56%
Renville	36,716		36,716	0.40%
Richland	252,096	32,475	284,571	3.09%
Rolette	95,694		95,694	1.04%
Sargent	55,291		55,291	0.60%
Sheridan	24,975		24,975	0.27%
Sioux	40,025		40,025	0.43%
Slope	29,235		29,235	0.32%
Stark	248,146	122,889	371,034	4.03%
Steele	35,972		35,972	0.39%
Stutsman	238,073	86,648	324,721	3.53%
Towner	32,145		32,145	0.35%
Traill	202,908		202,908	2.20%
Walsh	151,330		151,330	1.64%
Ward	351,489	300,963	652,452	7.09%
Wells	71,348		71,348	0.78%
Williams	345,451	168,635	514,085	5.59%
<b>TOTAL</b>	<b>6,302,586</b>	<b>2,899,770</b>	<b>9,202,355</b>	<b>100.00%</b>

# 2022 RURAL ANNUAL VEHICLE MILES OF TRAVEL BY FUNCTIONAL CLASSIFICATION



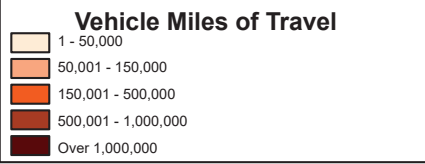
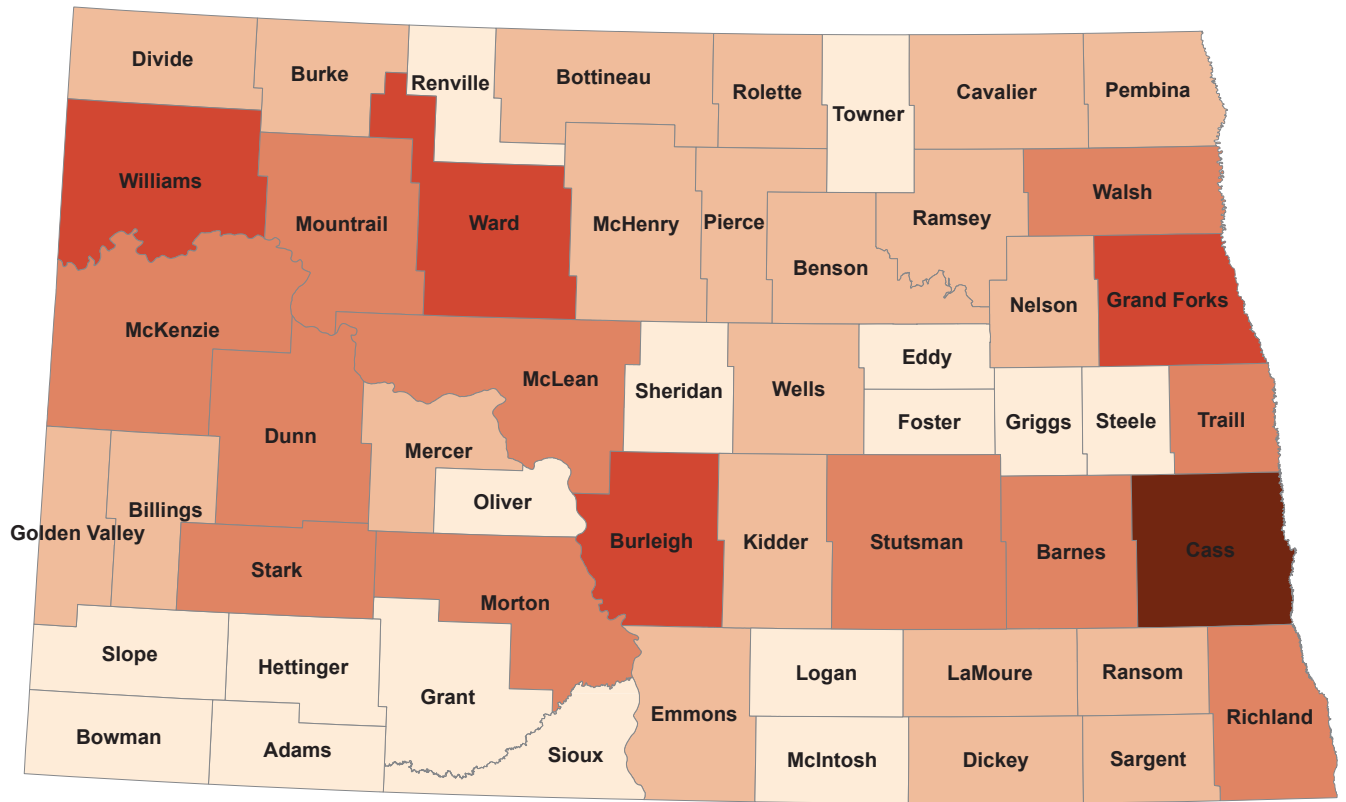
### FUNCTIONAL CLASSES

- Interstate
- Principal Arterial
- Minor Arterial
- Major Collector
- Local Road

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

## 2022 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  
 July 2023

## Statewide VMT

### All State Highways

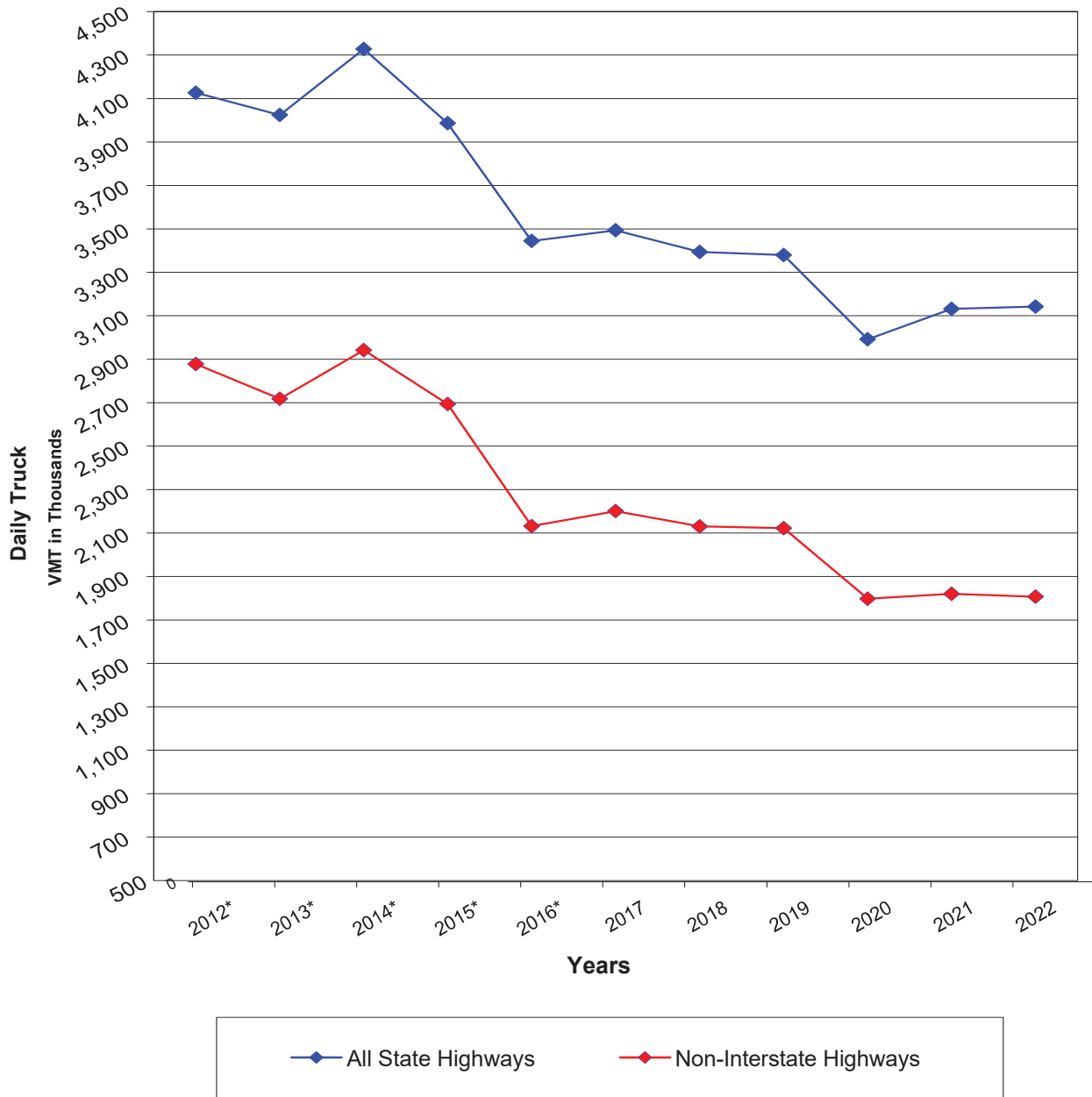
Years	Annual Daily VMT	Annual VMT	Annual Daily Truck VMT	Annual Truck VMT	% Total Trucks	% Combination Trucks
2005	12,843,726	4,687,959,947	2,109,678	770,032,420	16.43%	12.43%
2006	12,864,635	4,695,591,775	2,081,109	759,604,785	16.18%	12.18%
2007	13,143,830	4,797,497,950	2,121,611	774,388,015	16.14%	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	5,035,188,140	3,142,427	1,146,985,839	20.39%	16.39%

### Non-Interstate Highways

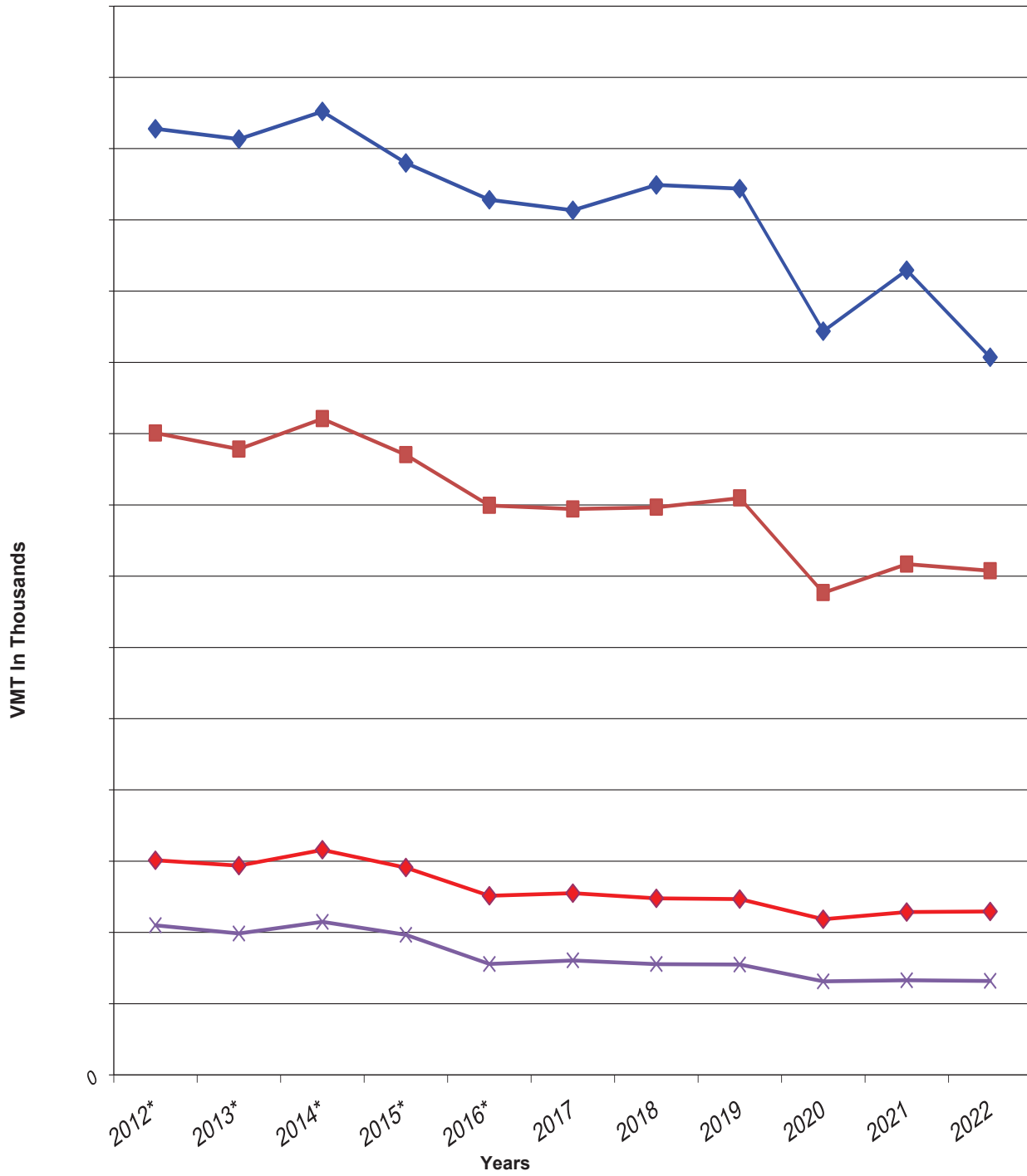
Years	Annual Daily VMT	Annual VMT	Annual Daily Truck VMT	Annual Truck VMT	% Total Trucks	% Combination Trucks
2005	8,161,190	2,978,834,350	1,154,376	421,347,240	14.14%	11.14%
2006	8,177,826	2,984,906,490	1,100,032	401,511,680	13.45%	10.45%
2007	8,131,192	2,967,885,080	1,108,160	404,478,400	13.63%	10.63%
2008	8,242,828	3,008,632,220	1,213,812	443,041,380	14.73%	11.73%
2009	8,831,321	3,223,432,165	1,398,467	510,440,455	15.84%	12.84%
2010	9,480,532	3,460,394,180	1,616,106	589,878,690	17.05%	14.05%
2011	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%
2017	10,878,158	3,970,527,670	2,200,746	803,272,290	20.23%	17.23%
2018	10,912,447	3,983,043,155	2,130,594	777,666,810	19.52%	15.52%
2019	11,090,717	4,048,111,705	2,122,462	774,698,630	17.83%	14.82%
2020	9,633,503	3,516,228,936	1,797,530	656,098,450	18.66%	14.66%
2021	9,821,055	3,584,685,249	1,820,145	664,353,056	18.53%	14.53%
2022	9,691,609	3,537,437,433	1,806,851	659,500,539	18.64%	14.64%



Annual Daily Truck VMT for Statewide



Annual VMT for Statewide



## VMT for Interstate

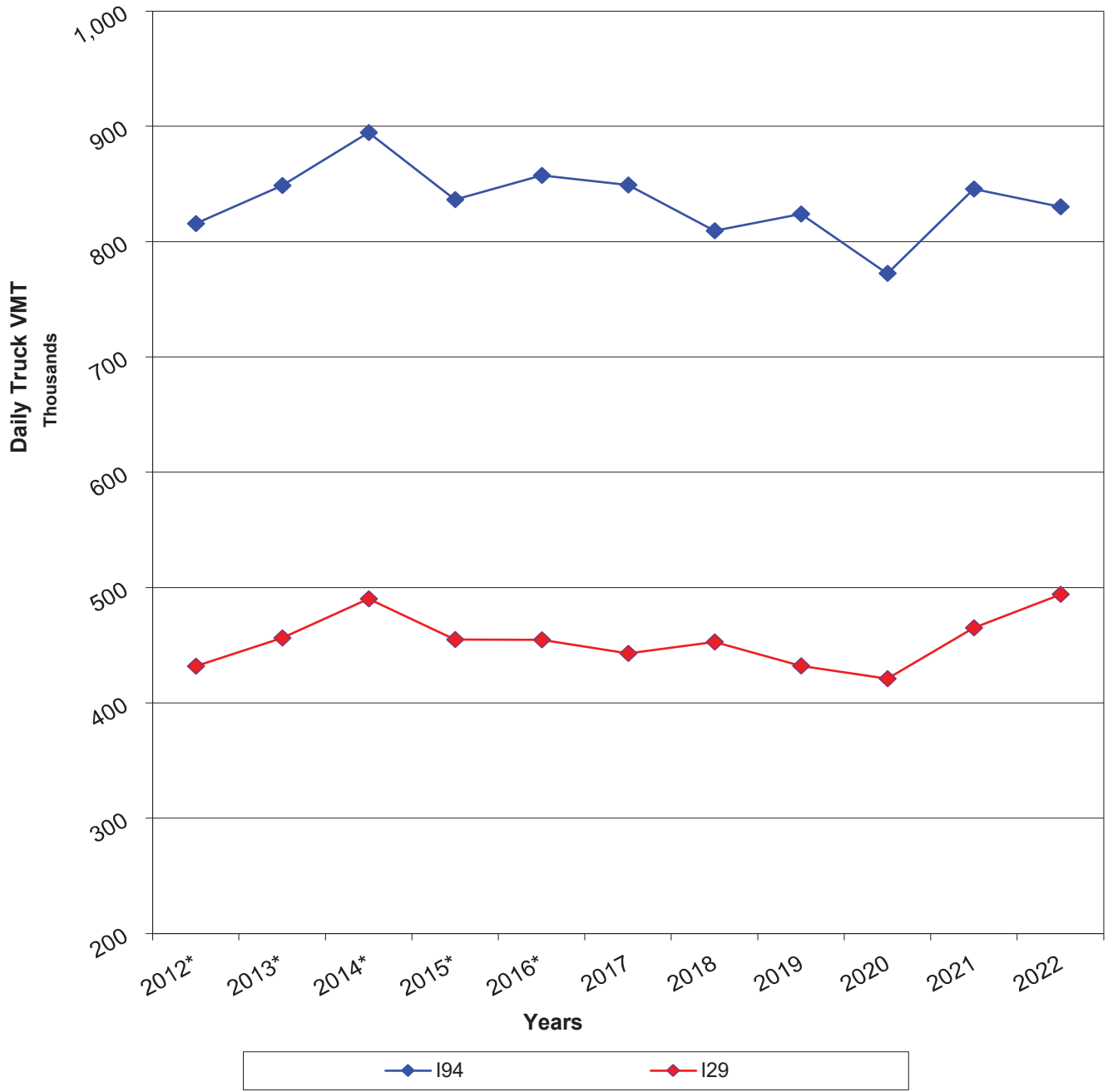
### I-94

Years	Annual Daily VMT	Annual VMT	Annual Daily Truck VMT	Annual Truck VMT	% Total Trucks	% Combination Trucks
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%

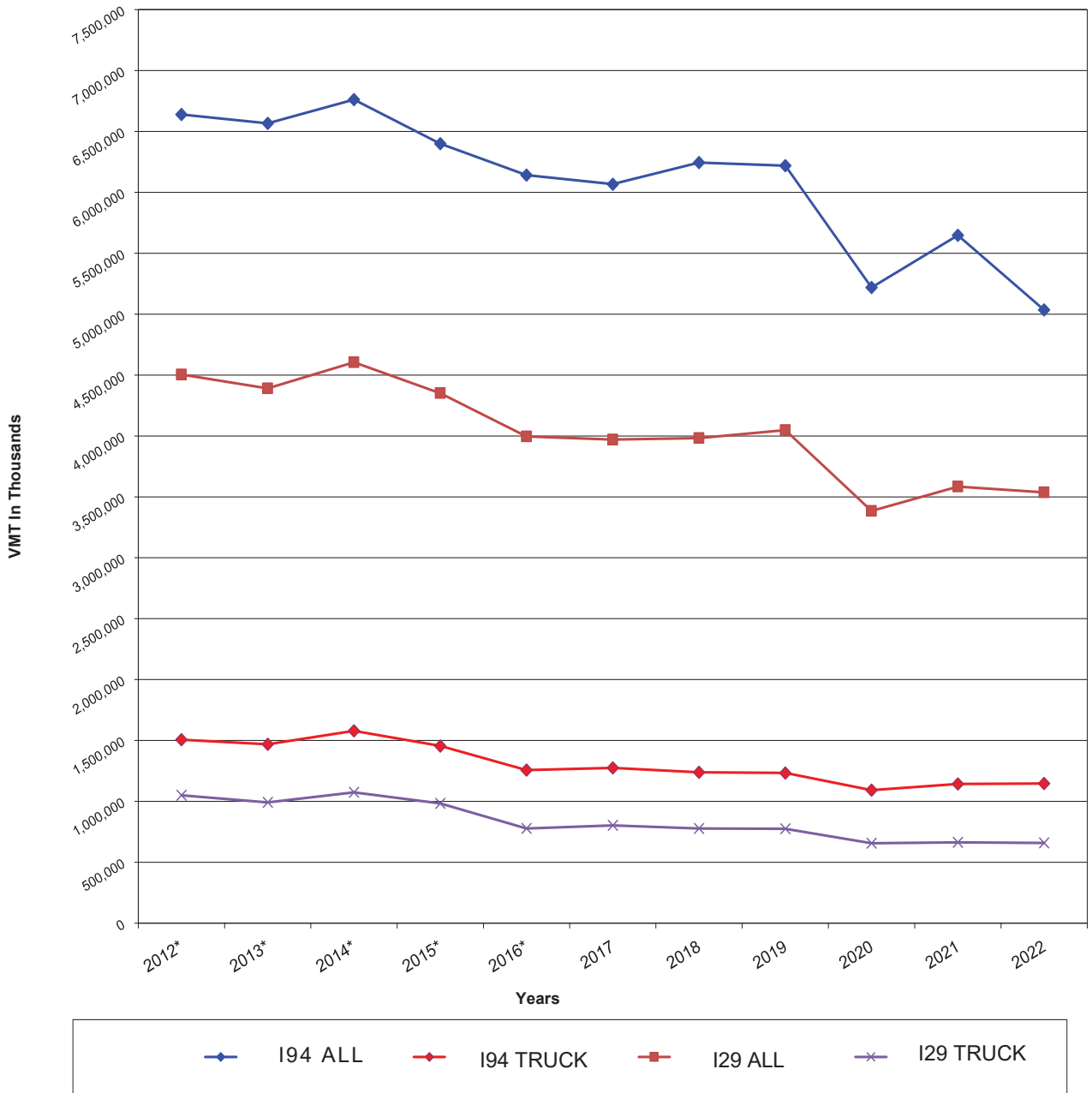
### I-29

Years	Annual Daily VMT	Annual VMT	Annual Daily Truck VMT	Annual Truck VMT	% Total Trucks	% Combination Trucks
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%

### Annual Daily Truck VMT for Interstate



### Annual VMT for Statewide



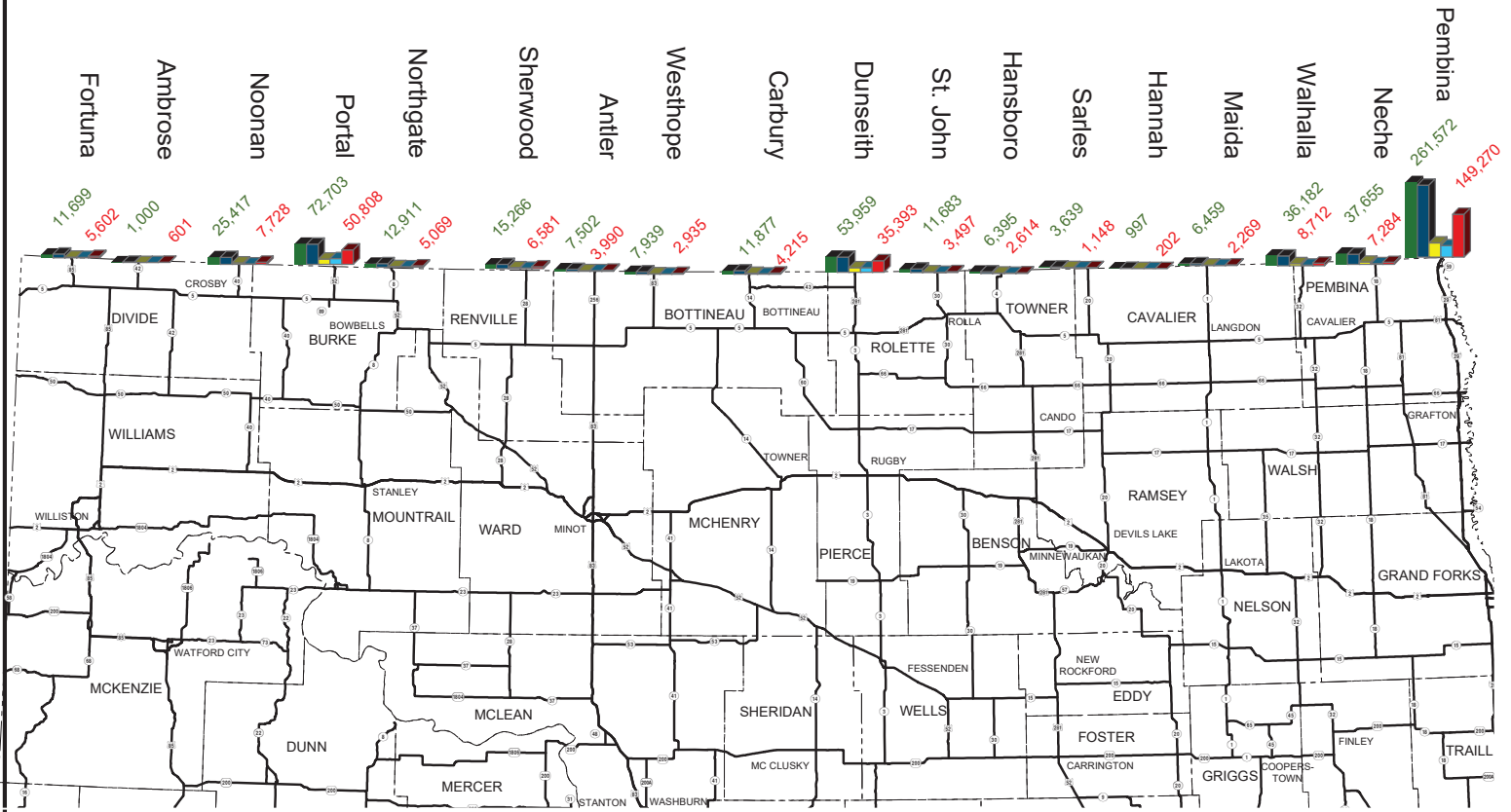
**BORDER CROSSINGS**  
(VEHICLES ENTERING THE UNITED STATES FROM CANADA)

PORT OF ENTRY	HWY	----- AUTOMOBILES -----			----- TRUCKS -----		
		2021	2022	% CHANGE	2021	2022	% CHANGE
FORTUNA	85	1,724	5,602	224.94%	1,368	2,979	117.76%
AMBROSE	42	119	601	405.04%	4	5	25.00%
NOONAN	40	1,768	7,728	337.10%	1,537	910	-40.79%
PORTAL	52	20,448	50,808	148.47%	88,659	89,645	1.11%
NORTHGATE	8	1,604	5,069	216.02%	6,305	3,692	-41.44%
SHERWOOD	28	2,130	6,581	208.97%	3,398	3,011	-11.39%
ANTLER	256	2,110	3,990	89.10%	1,671	973	-41.77%
WESTHOPE	83	754	2,935	289.26%	1,752	1,123	-35.90%
CARBURY	14	1,456	4,215	189.49%	395	180	-54.43%
DUNSEITH	281	15,676	35,393	125.78%	25,162	26,378	4.83%
ST. JOHN	30	1,057	3,497	230.84%	540	873	61.67%
HANSBORO	4	1,052	2,614	148.48%	351	760	116.52%
SARLES	20	460	1,148	149.57%	678	851	25.52%
HANNAH	CMC 1013	66	202	206.06%	93	21	-77.42%
MAIDA	1	669	2,269	239.16%	509	853	67.58%
WALHALLA	32	2,479	8,712	251.43%	8,265	7,727	-6.51%
NECHE	18	2,644	7,284	175.49%	6,561	8,019	22.22%
PEMBINA	I-29	40,006	149,270	273.12%	240,231	231,617	-3.59%
<b>TOTAL</b>		96,222	297,918	209.62%	381,821	379,617	-0.58%

Starting in 2022 we will be reporting Border crossing by the Calendar year instead of Fiscal year. Pg's 57,58 and 59 have been updated retroactively to 2018 with Calendar 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

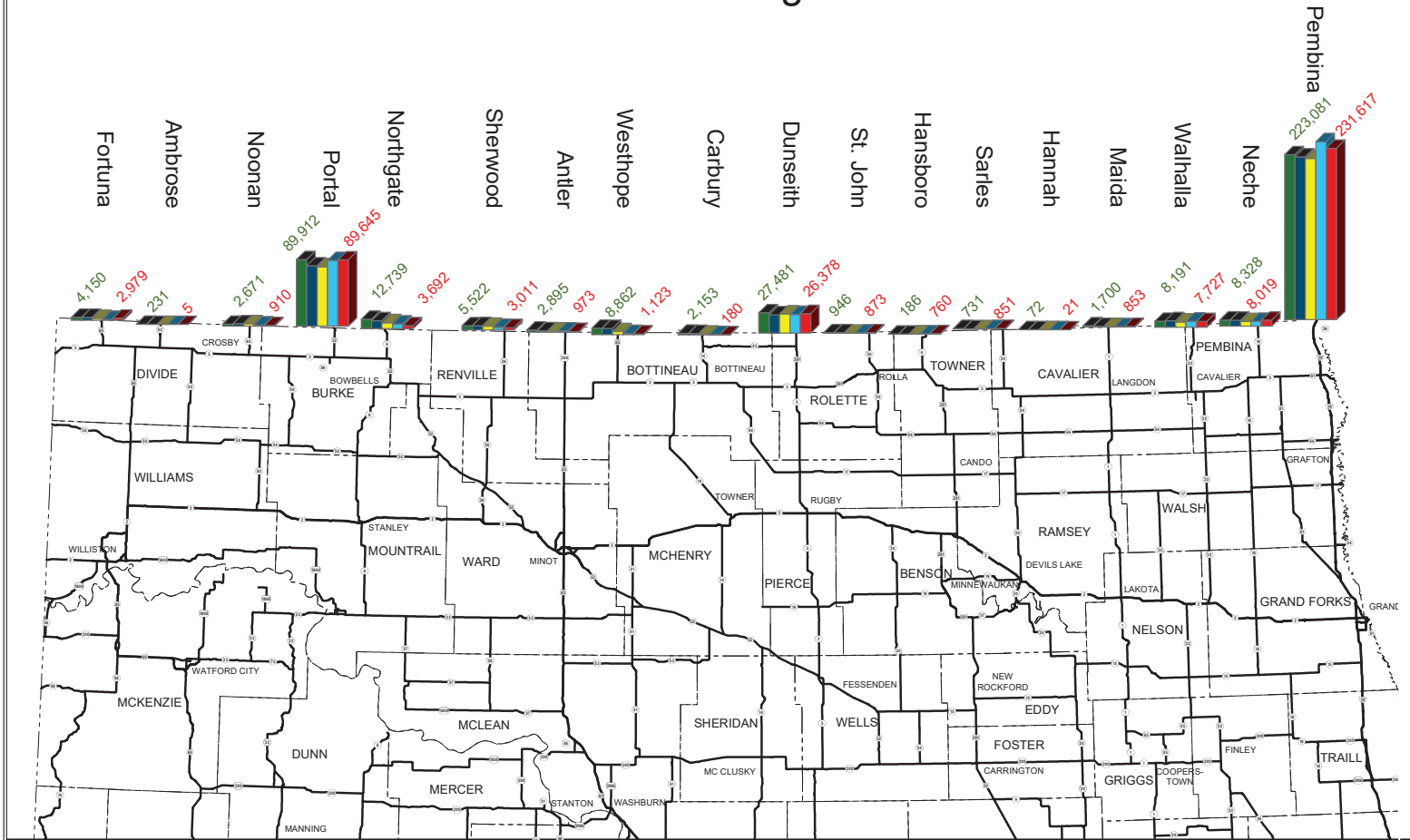


NOTE - The size of the bar chart corresponds to total autos by border crossing.  
 - The numbers given above the charts are for the years 2018 (green) and 2022 (red).  
 - This border crossing data is provided by the U.S. Department of Homeland Security.  
 - The reporting period is the 2022 Calendar year



Planning & Asset Management Division  
 Traffic Data Section  
 March 2023

# Total Truck Volume Entering from Canada



### Bar Chart Years

- 2018
- 2019
- 2020
- 2021
- 2022

**NOTE** - The size of the bar chart corresponds to total trucks by border crossing.  
 - The numbers given above the charts are for the years 2018 (green) and 2022 (red).  
 - This border crossing data is provided by the U.S. Department of Homeland Security.  
 - The reporting period is the calendar year 2022



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