



## 2018 3rd Quarter report

### Greetings from the Theodore Roosevelt Expressway Association

#### U.S. Highway 85 Environmental Impact Study

Moving forward (**slowly**) on the Environmental Impact Study (EIS) which is projected to be completed for the U.S. 85 (TRE) between Watford City and Interstate 94 in late November -December time frame.

North Dakota Department of Transportation is working with the lead and cooperating agencies to finalize the Final EIS. There are just a few points of coordination left to work through, then it will be submitted to Federal Highway Administration (FHWA) for their final review and legal sufficiency reviews. There may be some final adjustments to the document after those reviews, then it will be submitted to FHWA for a final decision.

The first phase of the project is to replace the Long-X Bridge, across the Little Missouri River. It was projected that bids could be let on Long X Replacement project this fall, but now it appears that won't happen until early 2019.

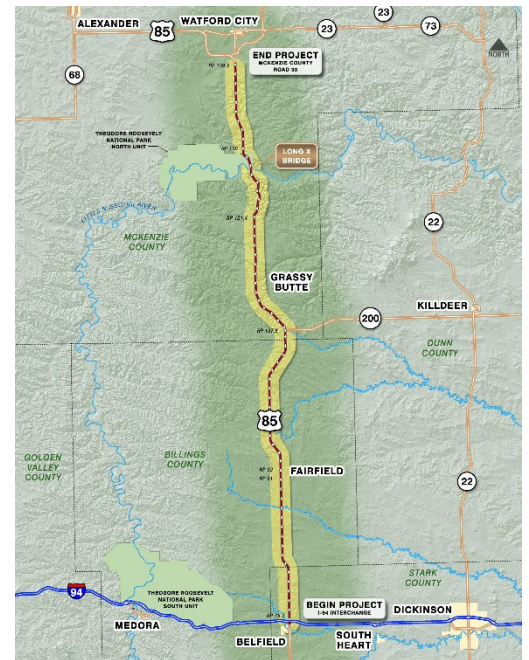
Funding has been approved by the North Dakota Legislature to replace the Long X Bridge on Highway 85 with a four-lane structure. The next step necessary will include having Highway 85 completely four-laned from Watford City to the intersection with I-94 for safety and efficiency reasons.

The Theodore Roosevelt Expressway Association (TREA) tracks the Overweight/Oversize Permits issued every quarter for various major freight corridors in North Dakota, and the numbers for U.S.85 continue to be at the top of issued oversized permitted loads in the State.

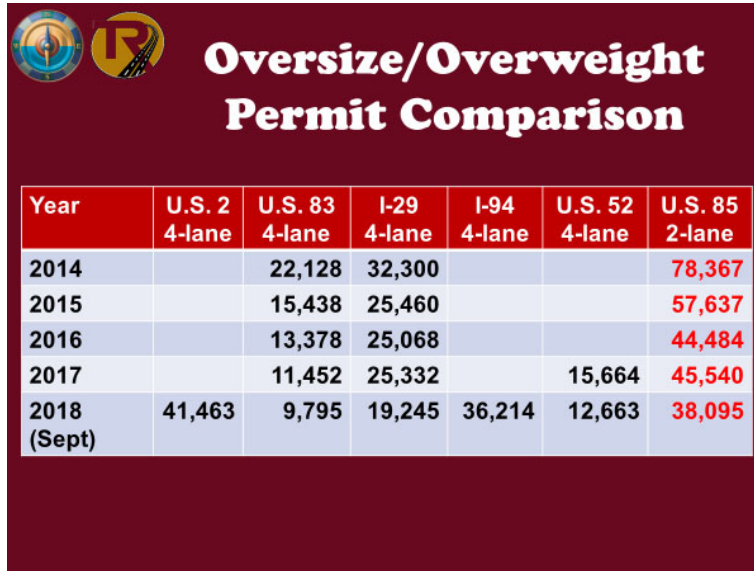
#### Overweight/Overweight Permitted Loads

The latest Overweight/Overweight Permits from the quarterly load report continues to support the need to four-lane Highway 85 from Watford City to I-94.

When provided the summary shown on the next page, James Leiman, Senior Manager of Economic Development Initiatives, North Dakota Department of Commerce said it well, *"Wow! You have a solid business case here! What has been the reasoning for not funding this?"*



### Highway 85 continues to carry heavy traffic loads



The graphic features two circular logos on the left: one with a compass and the other with a stylized 'IR' and a road. To the right, the title 'Oversize/Overweight Permit Comparison' is written in white on a dark red background. Below the title is a table with a red header and blue body, showing permit counts for various highways from 2014 to 2018 (September).

Year	U.S. 2 4-lane	U.S. 83 4-lane	I-29 4-lane	I-94 4-lane	U.S. 52 4-lane	U.S. 85 2-lane
2014		22,128	32,300			78,367
2015		15,438	25,460			57,637
2016		13,378	25,068			44,484
2017		11,452	25,332		15,664	45,540
2018 (Sept)	41,463	9,795	19,245	36,214	12,663	38,095

### Upcoming Activities

After the fall 2018 election’s TREA will continue to lobby State Legislatures and Congress for funding to expand Highway 85 to a four-lane. We continually stress the importance of rural highways and role transportation plays in rural economic development.

There is draft legislation in the federal infrastructure bill that increases the federal gasoline tax from \$0.183 per gallon to \$0.333 per gallon by 2020, a 15-cent per gallon increase over three years. The increased tax rate would be indexed to inflation before it is ultimately eliminated in September 2028.

If you or an organization you are aware of, that would like to have an update or presentation of the TREA progress and Ports to Plains activities please contact us and we will do our best to accommodate.

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