

**2023 HOUSE TRANSPORTATION**

**HB 1475**

# 2023 HOUSE STANDING COMMITTEE MINUTES

**Transportation Committee**  
Room JW327E, State Capitol

HB 1475  
1/26/2023

A bill relating to speed limitations on multilane highways.
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**Chairman D. Ruby** opened the hearing at 2:30PM.

**Members present:** Chairman Ruby, Vice Chairman Grueneich, Representatives Anderson, Christensen, Dyk, Frelich, Hauck, Koppelman, Murphy, Timmons, Wagner, Weisz, Dakane. **Members absent:** Representative Dobervich.

**Discussion Topics:**

- Highway speed limits
- Speeding penalties

**Representative Koppelman** introduced the bill in support (#17197).

**Jeff Simon**, private citizen, verbally testified in support.

**Wade Kadrmas, Chair of the Vision Zero Speeding/Aggressive Driving Priority Area Emphasis Team**, neutral testimony with a proposed amendment (#16930).

**Jacob Jones, Trooper-Crash Reconstructionist with North Dakota Highway Patrol**, neutral testimony (#17050).

**Matt Linneman, Deputy Director for Engineering for North Dakota Department of Transportation**, neutral testimony (#17102).

**Brian Gosch**, citizen, verbal neutral testimony.

**Additional written testimony:**

**Gene LaDoucer, AAA-The Auto Club Group**, neutral testimony #16700.

**Chairman D. Ruby** closed the hearing at 3:20PM.

*Mary Brucker, Committee Clerk*

# 2023 HOUSE STANDING COMMITTEE MINUTES

Transportation Committee  
Room JW327E, State Capitol

HB 1475  
2/2/2023

A bill relating to speed limitations on multilane highways.

**Chairman D. Ruby** opened the meeting at 10:16AM.

**Members present:** Chairman Ruby, Vice Chairman Grueneich, Representatives Anderson, Christensen, Dyk, Frelich, Hauck, Koppelman, Murphy, Timmons, Wagner, Weisz, Dakane, Dobervich. No members absent.

**Discussion Topics:**

- Speed limit
- Committee vote

**Representative Timmons** moved a Do Pass.

**Representative Dobervich** seconded the motion.

**Roll call vote:**

Representatives	Vote
Representative Dan Ruby	Y
Representative Jim Grueneich	Y
Representative Karen A. Anderson	N
Representative Cole Christensen	Y
Representative Hamida Dakane	Y
Representative Gretchen Dobervich	Y
Representative Scott Dyk	Y
Representative Kathy Frelich	Y
Representative Dori Hauck	Y
Representative Ben Koppelman	Y
Representative Eric James Murphy	Y
Representative Kelby Timmons	Y
Representative Scott Wagner	Y
Representative Robin Weisz	AB

**Motion carried 12-1-1**

**Representative Koppelman** is the bill carrier.

**Chairman D. Ruby** adjourned at 10:27AM.

*Mary Brucker, Committee Clerk*

**REPORT OF STANDING COMMITTEE**

**HB 1475: Transportation Committee (Rep. D. Ruby, Chairman)** recommends **DO PASS** (12 YEAS, 1 NAY, 1 ABSENT AND NOT VOTING). HB 1475 was placed on the Eleventh order on the calendar.

**2023 SENATE TRANSPORTATION**

**HB 1475**

# 2023 SENATE STANDING COMMITTEE MINUTES

**Transportation Committee**  
Fort Totten Room, State Capitol

HB 1475  
3/9/2023

Relating to speed limitations on multilane highways.

**10:30 AM Chairman Clemens** opened hearing.

Senators Present: **Clemens, Conley, Larsen, Rummel, Paulson.**

**Discussion Topics:**

- Agricultural vehicles
- Current traffic flow
- Fees schedule

**10:31 AM Representative Koppelman** introduced bill. #23349

**10:44 AM Jeff Simon, representing as a private citizen,** verbally testified in favor.

**10:46 AM Don Eaton, ND Citizen,** verbally testified in favor.

**10:50 AM Wade Kadrmas, Chair for the Vision Zero Speeding/Aggressive Driving Priority Area Emphasis Team,** testified neutrally. #23150

**11:17 AM Arik Spencer, ND Motor Carriers Association,** verbally testified neutral.

**11:19 AM Jacob Jones, State Highway Trooper,** testified neutral. #23148

**11:25 AM Matt Linneman, Deputy Director for Engineering for NDDOT,** testified neutral #23181

**Additional written testimony:**

Gene Ladoucer #23014

Cathy Chase #23188

**11:30 AM Vice Chairman Conley** adjourns hearing.

*Nathan Liesen, Committee Clerk*

# 2023 SENATE STANDING COMMITTEE MINUTES

**Transportation Committee**  
Fort Totten Room, State Capitol

HB 1475  
3/10/2023

Relating to speed limitations on multilane highways; and to provide a penalty.

**9:00 AM Chairman Clemens** opened the meeting. Senators Present: **Clemens, Conley,**

**Rummel, Paulson.** Senators Absent: **Larsen**

**Discussion Topics:**

- Amendment recommendations

**9:00 AM Pete Hanebutt, Director of Public Policy for NDDOT,** provided addition information.

**9:03 AM Chairman Clemens** adjourned the meeting.

*Nathan Liesen, Committee Clerk*

# 2023 SENATE STANDING COMMITTEE MINUTES

**Transportation Committee**  
Fort Totten Room, State Capitol

HB 1475  
3/10/2023

Relating to speed limitations on multilane highways; and to provide a penalty.

**10:07 AM Chairman Clemens** opened the meeting. Senators Present: **Clemens,**

**Conley, Rummel, Paulson.** Senators Absent: **Larsen**

**Discussion Topics:**

- Agriculture vehicles
- Safety

**10:07 AM Pete Hanebutt, Director of Public Policy NDFB,** provided additional information verbally neutral.

**10:12 AM Representative Murphy** answered questions verbally.

**10:14 AM Chairman Clemens** adjourned the meeting.

*Nathan Liesen, Committee Clerk*

# 2023 SENATE STANDING COMMITTEE MINUTES

**Transportation Committee**  
Fort Totten Room, State Capitol

HB 1475  
3/17/2023

Relating to speed limitations on multilane highways; and to provide a penalty.

**9:36 AM Chairman Clemens** opened the meeting.  
**Chairman Clemens, Senators Conley, Larsen, Paulson, Rummel** were present.

**Discussion Topics:**

- Speed Limits
- Ag Equipment
- Committee Action

**9:45 AM Wade Kadrmas, Chair, Vision Zero**, provided neutral information. #25697

**9:53 AM Senator D Larsen** moved Do Pass.

**9:53 AM Senator Conley** seconded.

Roll call vote.

<b>Senators</b>	<b>Vote</b>
Senator David A. Clemens	Y
Senator Cole Conley	Y
Senator Doug Larsen	Y
Senator Bob Paulson	Y
Senator Dean Rummel	Y

Passed 5-0-0

**Senator Paulson** will carry the bill.

**9:54 AM Chairman Clemens** closed the meeting.

*Nathan Liesen, Committee Clerk*

**REPORT OF STANDING COMMITTEE**

**HB 1475: Transportation Committee (Sen. Clemens, Chairman)** recommends **DO PASS** (5 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). HB 1475 was placed on the Fourteenth order on the calendar. This bill affects workforce development.

**TESTIMONY**

**HB 1475**



AAA-The Auto Club Group  
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Fargo, ND 58103-7268

(701) 367-9257  
[eladoucer@acg.aaa.com](mailto:eladoucer@acg.aaa.com)

Representative Dan Ruby  
State Capitol  
600 E. Boulevard Ave.  
Bismarck, ND 58505

Chairman Ruby and Members of the House Transportation Committee,

While AAA is not philosophically opposed to raising a given speed limit, we have reservations regarding the proposal to increase the limits on interstate highways in North Dakota as proposed in HB 1475. While it is true today's vehicles are safer, it can be argued that those driving them are not. Alcohol and drug impairment, distractions, aggression, and not using seat belts, among others, all contribute to an unacceptable level of death and injury on our roads. In forming your decision on HB 1475, AAA asks you to consider what other measures may be necessary to ensure an increase in speed limit won't result in additional loss of life on our highways. We ask that you keep in mind:

- Research shows that as speeds go up, so do fatal crashes. A 2016 study by the Insurance Institute for Highway Safety found that during a 20-year period (1993-2013) each 5 mph increase in the maximum stated speed limit was associated with an 8-percent increase in fatality rates on interstates and freeways and a 4-percent increase on other roads.
- Speed has a major impact on the number of crashes and injury severity. It increases the crash energy exponentially. For example, when impact speed increases from 40 to 60 mph (a 50 percent increase), the energy that needs to be managed increases by 125 percent.
- According to the 2020 North Dakota Crash Summary, speed and/or driving too fast for conditions is a factor in about one-third of fatal crashes in North Dakota each year. As a result, speed is a priority emphasis area in state's Vision Zero Plan and a major consideration in Safe Systems planning.
- A higher speed limit will likely have a disproportionately negative impact on young, inexperienced drivers, a group already overrepresented in speed-related crashes. According to the Governor's Highway Safety Association, between 2015-2019 the proportion of fatal crashes that involved speeding was higher for teenage drivers than for other age groups (43% versus 30%). This goes hand-in-hand with inexperience and not understanding when conditions warrant a slower speed.
- Speeds are already exceeding the capabilities of vehicle headlights. Recent AAA test results found that even with the most advanced headlight systems under ideal weather conditions, the ability to see an object in the roadway at night is reduced by as much as 60 percent when compared to driving in daylight. On high beam, headlights provide adequate lighting for maximum speeds of 48 to 55 mph.

- Numerous studies of travel speeds have shown that 85<sup>th</sup>-percentile speeds on rural interstate highways increased when speed limits were raised and then continued increasing. If the speed limit is raised, a new, higher 85th percentile speed will be the result. In North Dakota, the 85th percentile speed on both I-29 and I-94 is about 82 mph, according to the ND Department of Transportation. Without increased, high-visibility enforcement, that speed will increase.

AAA appreciates the fact that increasing the speed limit is a popular idea. While many drivers may favor increasing the speed limits, it is unlikely that any family is willing to sacrifice the life of a family member for the sake of the increase. Only after a thorough review of all factors related to the safety of road users – including consideration of increased enforcement and a primary seat belt requirement -- should a speed limit increase be considered.

Sincerely,

A handwritten signature in cursive script, appearing to read "Gene LaDoucer".

Gene LaDoucer  
Public Affairs Director

*AAA-The Auto Club Group (ACG) is a membership based, non-profit corporation operating in fourteen states and two US Territories. It is one of the largest American Automobile Association (AAA) clubs in the United States with approximately 14 million members. ACG provides travel, insurance, automotive, and financial services to its members. In North Dakota, AAA – The Auto Club Group serves more than 70,000 members and works to represent the interests of members and the traveling public in the state legislature.*



Good Afternoon Chairman Ruby and members of the House Transportation Committee. My name is Wade Kadrmas, and I serve as the Chair for the Vision Zero Speeding/Aggressive Driving Priority Area Emphasis Team. I am here today on behalf of the Speeding/Aggressive Team to provide neutral testimony on HB 1475 and to offer an amendment. I have been in law enforcement for over 25 years. I served three years as a correctional officer in Dickinson, three years as a police officer for the City of Dickinson, and the past 18 years as a trooper for the North Dakota Highway Patrol, with the last five serving as the agencies Safety and Education Officer, focusing on traffic safety education and outreach.

I want to provide information on where fees collected for violations of state law and city ordinances are deposited. Under section two of article nine in the [North Dakota Constitution](#), relating to trust lands, it states “net proceeds of all fines for violation of state laws and all other sums which may be added by law, must be faithfully used and applied each year for the benefit of the common schools of the state”. [Click here to view the 2019-2021 North Dakota Trust Lands Biennial Report.](#)

North Dakota Century Code (NDCC) also determines where fines for city ordinances are to be deposited. Under [NDCC 40-11-13](#), *relating to fines and forfeitures for violation of ordinances paid into treasury*, states, “All fines, penalties, and forfeitures collected for offenses against the ordinances of a city, including those fines, penalties, and forfeitures collected as a result of a judgment of a district court rendered pursuant to section 40-18-19, must be paid into the city's treasury at such time and in such manner as may be prescribed by ordinance.”

The speed limit increase to 80 miles per hour (mph) has been attempted the past three legislative sessions. In 2017 [House Bill 1184](#) and [Senate Bill 2057](#) attempted to raise the speed limits. In 2019 [House Bill 1264](#) and in 2021 [House Bill 1315](#) attempted to raise the speed limits, all of these attempts have been unsuccessful. I have included links to the legislative history for these bills in my testimony if new members of the committee are interested in the past discussions on this topic.

There is plenty of information in the histories regarding the associated costs to increasing the speed limits, engineering concerns, as well as discussion about increasing speeding fines. The general overview is that an increase in the speed limit will result in additional funds being needed by NDDOT to update signs as well as eventually improving sections of I-29 and I-94 so the road can handle an 80 mph speed limit. Also, an increase in fines was mentioned in these histories as well for those that still wished to exceed the speed limit.

There are varying arguments for and against the raise in the speed limit. Some of the past arguments in favor of the increase have stated it will save tax payers time and money by reducing the fine and getting them home to their family sooner. I can't disagree it will reduce the fine for going 80 mph from \$25 to \$0 since 80 mph would be the new limit. It would also reduce the fine for going 85 mph from \$50 to \$25. The same

# VISION ZERO

Zero fatalities. Zero excuses.

risk is there at 85 mph regardless of the speed limit being 75 or 80. Motorists who were choosing to go 85 mph before shouldn't benefit from this bill by it reducing the speeding fine. The raise in the speed limit could also save time. At 75 mph a vehicle is traveling one mile in about 48 seconds, at 80 mph it travels one mile in about 45 seconds. This 3 second difference would save about 5 minutes every 100 miles if a driver were able to maintain a constant speed. So, from Bismarck to Fargo you roughly save 9 minutes and 30 seconds and from Fargo to Grand Forks you save about 3 minutes and 39 seconds, that is if you can maintain a constant speed between locations.

Arguments against the increase have been focused on the current engineering of the roadway and what it would cost to upgrade it over time as well as what the initial cost would be to change speed limit signs on current sections of the interstates that can handle the speeds. The other argument is what safety measures are being taken to ensure other motorists are safe, especially those who don't want the speed limit to increase, are we willing to ask every user of our interstate system to accept an 80 mph speed limit. Regardless of the speed limit being 75 mph or 80 mph anybody driving on the interstate must be willing to accept the danger of the higher speeds.

Members of the Speeding/Aggressive Driving Team have mixed feelings on this bill, some can see the benefits, some don't feel the extra 5 mph is worth it, and some will accept what the legislature decides. The main concern of the team is when higher speeds carry over into lower speed zones. The current three system fee schedule for speeding doesn't adequately address speeding when drivers continue the higher speeds into lower zones. There are several different speed zones connected to the interstate system that have reduced speeds of 65 mph, 60 mph, 55 mph and lower. The speed zones include reduced speeds on the interstate through urban areas, as well as secondary roads as motorists come off the interstate. These speed zones are currently assigned a lower fee schedule for exceeding the speed limit. In a three year time period from 2020 through 2022 the 65 mph and less zones accounted for roughly 87.5 percent of all severe crashes in the state. The map at the end of my testimony was prepared by the North Dakota Department of Transportation showing where these crashes occurred across the state.

In 2003, during the 58<sup>th</sup> Legislative Assembly, [House Bill 1047](#) was passed. This bill initially attempted to create one fee schedule but, in the end, it created three different fee schedules, along with increasing the speed limit on the interstate to 75 mph. In the bill history there was discussion about points and fees and how they both act as a deterrent. Many motorists today weigh these deterrents differently, that is why speeding fees and points should be set equally to act as an equal deterrent, regardless of the roadway, considering 87.5 percent of serious crashes occur in the lower speed zones.

The Speeding/Aggressive Driving Team asks that you consider the proposed amendments, which is included with my testimony, if the committee moves forward with the 80 mph speed limit. The proposed amendments would create one fee schedule and set it at the fee schedule for the interstate and divided highways such as

# VISION ZERO

Zero fatalities. Zero excuses.

US Highway 2 and US Highway 83, where the speed limit is 70 mph. The fee for all zones would be set at five dollars for every mile per hour over the posted speed limit. A spreadsheet is attached to my testimony showing the fees for exceeding the speed limit in our current three system fee schedule.

The proposed amendments will increase the safety on the interstate system to limit the number of times motorists encounter varying speeds on the interstate, which a trooper from the North Dakota Highway Patrol will testify about later. It will also create an equal deterrent for exceeding the speeding limit in any speed zone, especially in the lower zones along the interstate. We hope the committee considers these amendments that are meant to enhance safety. Thank you for the opportunity to speak and I would be willing to answer any questions.

North Dakota Speeding Penalties						
MPH Over	55 mph and less 39-06.1-06 (4) Since 1983		60-65 mph 39-06.1-06 (5) Since 1985		70 mph and greater 39-06.1-06 (7) Established 2003	
	Fine	Points	Fine	Points	Fine	Points
1 mph	\$ 5	0	\$ 2	0	\$ 5	0
2 mph	\$ 5	0	\$ 4	0	\$ 10	0
3 mph	\$ 5	0	\$ 6	0	\$ 15	0
4 mph	\$ 5	0	\$ 8	0	\$ 20	0
5 mph	\$ 5	0	\$ 10	0	\$ 25	0
6 mph	\$ 6	0	\$ 12	0	\$ 30	1
7 mph	\$ 7	0	\$ 14	0	\$ 35	1
8 mph	\$ 8	0	\$ 16	0	\$ 40	1
9 mph	\$ 9	0	\$ 18	0	\$ 45	1
10 mph	\$ 10	0	\$ 20	0	\$ 50	1
11 mph	\$ 11	1	\$ 25	1	\$ 55	3
12 mph	\$ 12	1	\$ 30	1	\$ 60	3
13 mph	\$ 13	1	\$ 35	1	\$ 65	3
14 mph	\$ 14	1	\$ 40	1	\$ 70	3
15 mph	\$ 15	1	\$ 45	1	\$ 75	3
16 mph	\$ 17	3	\$ 50	3	\$ 80	5
17 mph	\$ 19	3	\$ 55	3	\$ 85	5
18 mph	\$ 21	3	\$ 60	3	\$ 90	5
19 mph	\$ 23	3	\$ 65	3	\$ 95	5
20 mph	\$ 25	3	\$ 70	3	\$ 100	5
21 mph	\$ 28	5	\$ 75	5	\$ 105	7
22 mph	\$ 31	5	\$ 80	5	\$ 110	7
23 mph	\$ 34	5	\$ 85	5	\$ 115	7
24 mph	\$ 37	5	\$ 90	5	\$ 120	7
25 mph	\$ 40	5	\$ 95	5	\$ 125	7
26 mph	\$ 43	9	\$ 100	9	\$ 130	10
27 mph	\$ 46	9	\$ 105	9	\$ 135	10
28 mph	\$ 49	9	\$ 110	9	\$ 140	10
29 mph	\$ 52	9	\$ 115	9	\$ 145	10
30 mph	\$ 55	9	\$ 120	9	\$ 150	10
31 mph	\$ 58	9	\$ 125	9	\$ 155	12
32 mph	\$ 61	9	\$ 130	9	\$ 160	12
33 mph	\$ 64	9	\$ 135	9	\$ 165	12
34 mph	\$ 67	9	\$ 140	9	\$ 170	12
35 mph	\$ 70	9	\$ 145	9	\$ 175	12
36 mph	\$ 73	12	\$ 150	12	\$ 180	12

**PROPOSED AMENDEMNT TO House Bill No. 1475**

Page 1, after line 4, add

**“SECTION 1. AMENDMENT.** Section 39-06.1-06 of the North Dakota Century Code is amended and reenacted as follows:

~~4. Except as provided in subsections 5 and 7, for a violation of section 39-09-02, or an equivalent ordinance, a fee established as follows:~~

~~Miles per hour over  
lawful speed limit Fee~~

~~1-5 \$ 5~~

~~6-10 \$ 5 plus \$1/each mph over 5 mph over limit~~

~~11-15 \$ 10 plus \$1/each mph over 10 mph over limit~~

~~16-20 \$ 15 plus \$2/each mph over 15 mph over limit~~

~~21-25 \$ 25 plus \$3/each mph over 20 mph over limit~~

~~26-35 \$ 40 plus \$3/each mph over 25 mph over limit~~

~~36-45 \$ 70 plus \$3/each mph over 35 mph over limit~~

~~46 +\$100 plus \$5/each mph over 45 mph over limit~~

~~5. On a highway on which the speed limit is a speed higher than fifty-five miles [88.51 kilometers] an hour, for a violation of section 39-09-02, or an equivalent ordinance, a fee established as follows:~~

~~Miles per hour over  
lawful speed limit Fee~~

~~1-10 \$2/each mph over limit~~

~~11-2 +\$0 plus \$5/each mph over 10 mph over limit~~

4. 6. For a violation of subsection 3 of section 39-21-46, a fee established as follows:

a. Driving more than eleven hours since the last ten hours off duty, driving after fourteen hours on duty since the last ten hours off duty, driving after sixty hours on duty in seven days or seventy hours in eight days, no record of duty status or log book in possession, failing to retain previous seven-day record of duty status or log book, or operating a vehicle with four to six out-of-service defects, one hundred dollars;

b. False record of duty status or log book or operating a vehicle with seven to nine out-of-service defects, two hundred fifty dollars;

c. Operating a vehicle after driver placed out of service, operating a vehicle with ten or more out-of-service defects, or operating a vehicle that has been placed out of service prior to its repair, five hundred dollars; and

d. All other violations of motor carrier safety rules adopted under subsection 3 of section 39-21-46, fifty dollars.

5. 7. On a highway on which the speed limit is posted in excess of sixty five miles [104.61 kilometers] an hour, ~~f~~or a violation of section 39-09-02, or equivalent ordinance, a fee of five dollars for each mile per hour over the limit.

~~6. 8.~~ For a violation of a school zone speed limit under subdivision b of subsection 1 of section 39-09-02, a fee of forty dollars for one through ten miles per hour over the posted speed; and forty dollars, plus one dollar for each additional mile per hour over ten miles per hour over the limit unless a greater fee would be applicable under this section.

~~7. 9.~~ For a violation of a highway construction zone speed limit under subsection 2 of section 39-09-02, a fee of eighty dollars for one through ten miles per hour over the posted speed; and eighty dollars plus two dollars for each mile per hour over ten miles per hour over the limit, unless a greater fee would be applicable under this section. The fee in this subsection does not apply to a highway construction zone unless individuals engaged in construction are present at the time and place of the violation and the posted speed limit sign states "Minimum Fee \$80".

**SECTION 2. AMENDMENT.** Section 39-09-09 of the North Dakota Century Code is amended and reenacted as follows:

**39-09-09. Minimum speed limits.**

1. An individual may not drive a motor vehicle at a reduced speed so as to impede the normal and reasonable movement of traffic except when reduced speed is necessary for safe operation or in compliance with law.

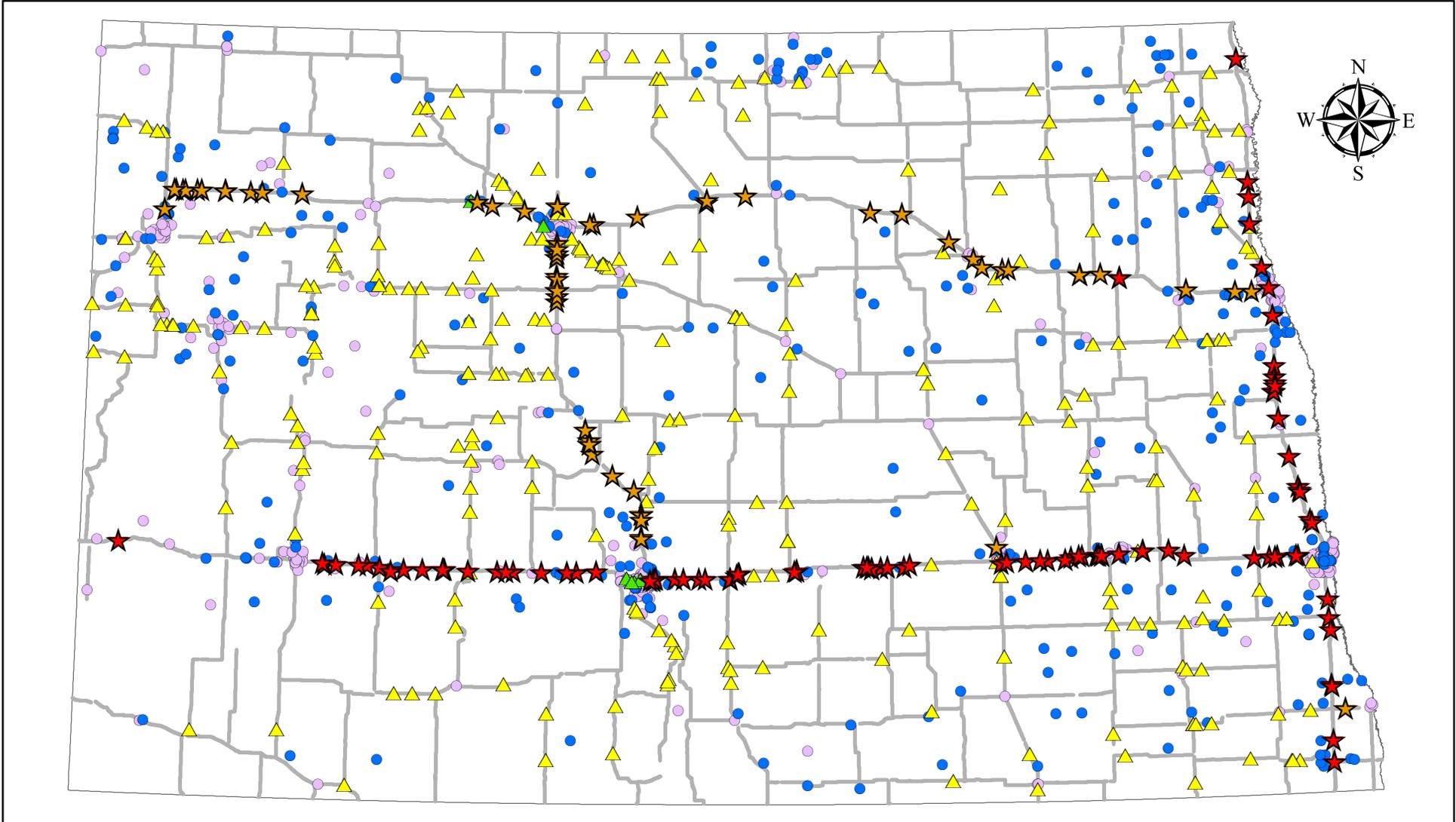
2. ~~If~~Subject to subsection 3, if the director and the superintendent of the highway patrol, acting jointly, or a local authority within the authority's jurisdiction, determines on the basis of an engineering and traffic investigation that slow speeds on any highway or part of a highway impede the safe, normal, and reasonable movement of traffic, the director and superintendent or the local authority may determine and declare a minimum speed limit below which an individual may not drive a vehicle except when necessary for safe operation or in compliance with law, and that limit is effective when posted upon appropriate fixed or variable signs.

3. Except as otherwise authorized by law, an individual may not drive a motor vehicle at a speed of less than forty miles (64.37 kilometers) an hour while on an access-controlled, paved and divided, multilane interstate highway unless the hazard lights on the vehicle are activated and operational, and the vehicle is driven as far to the right upon the paved portion of the roadway. This section does not apply to department of transportation highway operations.

Page 1, line 5, after "**SECTION**" replace "1" with "3"

# Severe Crashes by Speed Limit

23 USC § 407 Documents  
 NDDOT Reserves All Objections



3yr Time Period = 1/1/2020 - 12/31/2022\* \*preliminary data  
 Severe Crashes = crash severity of Fatal or Incapacitating Injury.

Severe Crashes by Posted Speed Limit					
★	★	▲	▲	●	●
75mph	70mph	65mph	60mph	55mph	<55mph
100	63	277	7	307	552
7.7%	4.8%	21.2%	0.5%	23.5%	42.3%

PREPARED BY THE  
 North Dakota Department of Transportation  
 Programming Division  
 Traffic Operations Section  
 January 2023



68<sup>th</sup> Legislative Assembly

Testimony in **Neutral** of

**House Bill No. 1475**

**House Transportation Committee**

January 26, 2023

TESTIMONY OF

**Trooper Jacob Jones**

Good morning, Chairman Ruby, and members of the House Transportation Committee. I am here today to provide neutral testimony regarding increasing the speed limit to 80 mph on interstate roadways. I have been a trooper with the North Dakota Highway Patrol for 12 years and I am a member of our crash reconstruction team. As a full-time reconstruction analyst, I have attended numerous trainings pertaining to human causation in crash investigations.

One of the biggest dangers to drivers while behind the wheel is encountering speed variance. Variance in vehicle travel speeds leads to drivers changing lanes, passing, and slowing down. In an ideal world all the vehicles on the roadway would travel at a uniform speed, keeping adequate distance between them. However, the highway is shared by many different users who travel at various speeds due to vehicle types, capabilities, and simply driver preference. Today, I want to talk to you about a specific type of hazard that drivers encounter on highways: closing on a lead vehicle.

Simply put, closing on a lead vehicle involves a faster vehicle approaching a slower vehicle while both are traveling in the same direction. It is not the same as following too closely in a group of vehicles, but rather a faster vehicle encountering a slower vehicle unexpectedly.

While this can happen on lower posted speed limit roads such as 55 mph to 75 mph, at 80 mph there would be more opportunity for speed variance. Approaching a slower vehicle is so dangerous because humans have difficulty discerning the speed of an object ahead of them unless they have more information.

An example of more information would be if there are people standing next to a vehicle roadside or a vehicle is over on the shoulder with its hazard lights on. These cues tell the approaching driver that the vehicle ahead is not moving or is moving slowly. Other cues include flashing lights or brake lights. Without roadside cues such as these, the human eye relies on the rate at which objects grow in the field of vision to determine how fast something is moving toward or away from them.

There is a mathematical equation for radians per second of change that is required to achieve this visual expansion threshold. The easier to understand explanation is that a speed difference of 45 mph to 50 mph becomes a major problem for drivers. Human factors expert Jeffrey Muttart puts this threshold at closing speeds of 35 mph or greater. This lower threshold is likely giving allowance to those 85th percentile drivers who may have longer perception reaction times. At the closing speed of 45 mph and greater, a crash is almost guaranteed: or least a very near miss. At these

closing speeds, the hard emergency stopping distance (or distance to match speed) plus the driver's perception reaction distance exceeds the available distance to eventual impact. Simply stated, by the time your brain tells you that you are in a dangerous situation, it becomes impossible for you to avoid the slower hazard.

Law enforcement officers exceed the speed limit, and you may be thinking, "why aren't they in more crashes because of this?" When a driver, in this argument, a law enforcement officer recognizes the speed variance is a factor, the slower vehicles become a non-immediate hazard that can be dealt with far in advance. The issue is not knowing the speed variance is present.

I will admit that these cases of stopped or slowly moving vehicles in the travel lane are very rare. The probability of a driver encountering a stopped or almost stopped vehicle on a controlled access highway is below one percent. However, according to the Driver's Responses in Emergency Situations 3<sup>rd</sup> Edition by Jeffrey W. Mottart, crash statistics of these highway rear-end crashes show that 34% involved closing speeds of 30 mph or greater.

While it might seem odd that I am impartial about motorists traveling at higher speeds, it is the controlled access environment and speed variance that concerns me- whether the speed limits change or not. On these types of roadways, drivers are usually expecting to activate the cruise control and don't expect the types of hazards they would be alert for on an uncontrolled access road. I believe that if a bill is being considered about increasing the maximum, a discussion should be had about implementing a minimum speed on the controlled access roadways.

To be clear, I am not recommending banning certain vehicles from driving on the shoulder, I am concerned about ordinary roadway users traveling dangerously slow in the travel lanes of the interstate roadways. Inclement weather aside, drivers should not be traveling that slowly under normal driving conditions. I understand this information may be new to you. Thank you for your time and I will stand for questions.

**House Bill No. 1475****House Transportation Committee**

Room 327E | January 26, 2023, 2:30 pm

Matt Linneman, Deputy Director for Engineering

Good afternoon, Mr. Chairman and members of the committee. I'm Matt Linneman, Deputy Director for Engineering for the North Dakota Department of Transportation (DOT). I'm here to provide information on House Bill 1475.

House Bill 1475 proposes to increase the speed limit on the interstate system to 80 mph. The NDDOT has done a preliminary engineering review of the interstate for potential geometric design and feature related concerns related to the proposed increased speed limit. The attached map displays areas of little concern (solid green), areas of additional analysis needed (yellow) and areas that will likely need a reduced (less than 80 mph) speed limit (red).

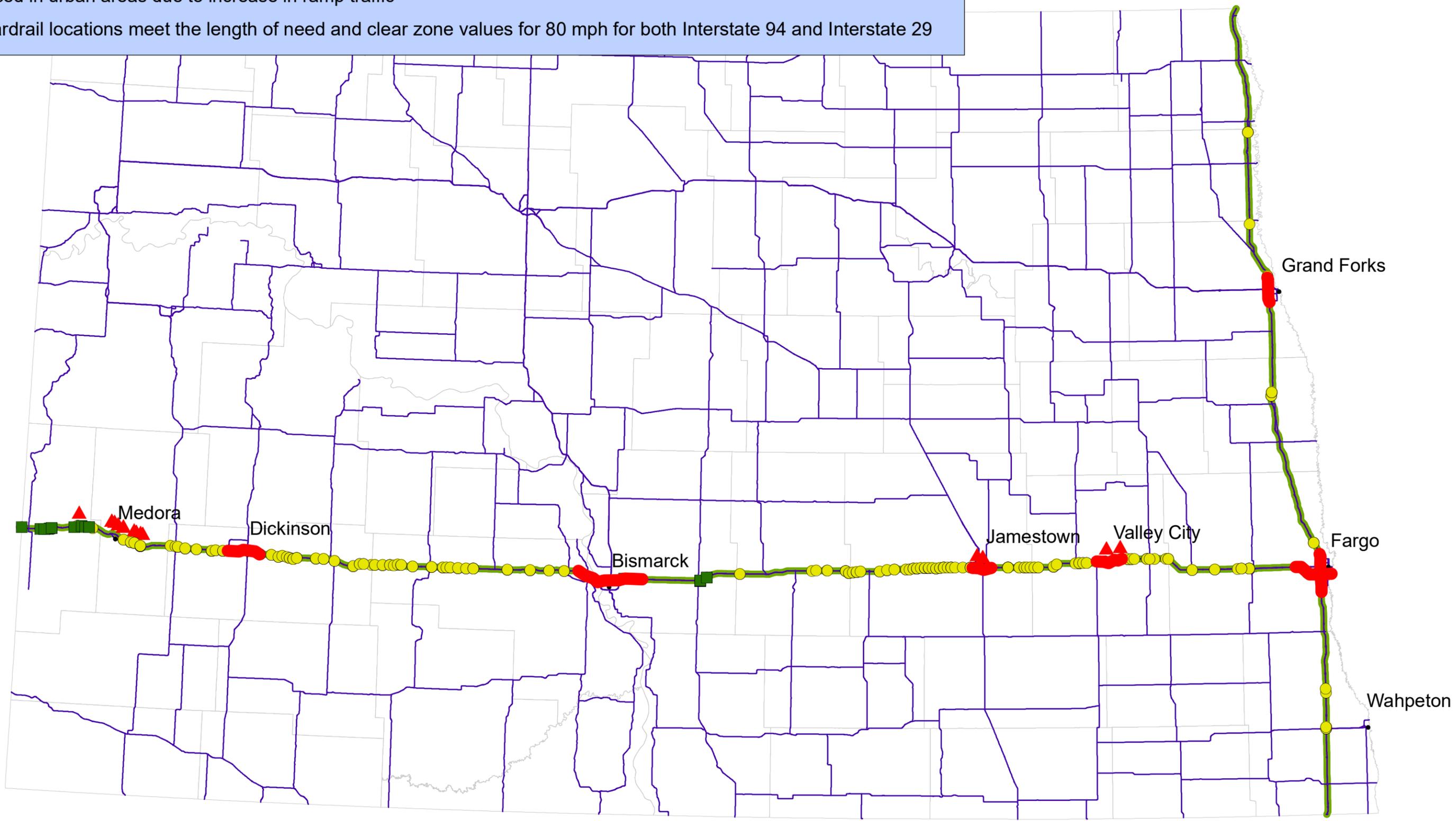
Upon passage of this bill it would be the NDDOTs intent to simply replace the 75 mph signs on the interstate with 80 mph signs. There are areas of the interstate that currently have reduced speed limits, and those would likely remain at a reduced speed. There may also be areas that cannot safely support an increase to 80 mph (at a minimum the areas in red on the map). In these areas an engineering analysis will be performed to determine the appropriate speed limit.

The NDDOT also supports the amendment proposed by the North Dakota Highway Patrol to include a 40-mph minimum speed on the interstate. This will help to mitigate the unsafe driving conditions caused by large speed differentials on the interstate.

This concludes my testimony. Thank you.

# Curves Not Meeting Current AASHTO Design Standards for 80 mph Reconstruction

- 24 vertical curves that will be updated in the next few years with programmed reconstruction projects
  - 320 vertical curves that do not fall within the limits of programmed reconstruction projects
  - ▲ 21 horizontal curves
  - ▬ Speed reduced in urban areas due to increase in ramp traffic
- Note: Nearly all guardrail locations meet the length of need and clear zone values for 80 mph for both Interstate 94 and Interstate 29



## **HB 1475**

### **Rep. Ben Koppelman- Testimony**

Mr. Chairman and Members of the Committee, thank you for the opportunity to introduce HB 1475 to your committee. HB 1475 will raise speed limit on interstates from 75 to 80 MPH, while still allowing the cities located along these corridors to control the speed of the sections of these highways where they pass through city limits. This increase in speed will be a phased in approach that will allow DOT to initially increase speeds in all the areas that can easily handle the speed, and work toward upgrading other areas that can handle the speed with minor improvements. The remaining areas of interstate will be phased in over time as roads are improved. The intent of the bill is to not interfere with DOT's ability to reduce speed in areas of highly dangerous highway, such as the scenic section of I-94, on a case-by-case basis if there is not a reasonable way to make it safe at the full speed limit.

Six of our neighboring states already have interstate speeds of 80 MPH, and they are all contiguous to each other as they are to us. These states are SD, MT, WY, ID, UT, and NV. Texas has highways at 80 MPH

and even some at 85 MPH. The irony here is that we probably have the highways with the least number of curves and hills.

Some would say that the prevailing speed limit is already 80 to 82 MPH on the interstates, and that if we increase the speed limit from 75 to 80 MPH that everyone would automatically drive in excess of 85 MPH. I disagree with that assessment. Although that is a possibility, I believe that if this bill is enacted, that law enforcement would likely reduce how many miles over the speed limit they would allow before ticketing. Also, studies have shown that as speed limit increase, drivers do not necessarily increase their speed by the same amount. For example, back when interstate speed limits were 55 MPH, it was not uncommon to have drivers going 10-15 miles over the limit, whereas now 5 MPH over is more common.

Over the past few session, some have criticized this proposal by saying, 'Everyone is already driving 5 MPH over the speed limit on these highways, why should we raise the limit? Is it that you want to drive 85 on the interstate?' To those questions I respond with this: As members of the Legislative branch, it is our responsibility to set policy, and it is the responsibility of the executive branch to decide how to execute that policy. Now, I am not here to criticize the Highway Patrol or other

law enforcement, but rather to recognize the separation of powers in our government. Therefore, it is my contention that since it appears that the roads continue to be safe with a prevailing speed of 5 MPH over the limit now that we should raise the limits to that point, and let the administrative branch decide if there should be any grace to those limits based on safety and other factors.

The Federal Highway Administration, the National Cooperative Highway Research Program, and the Institute of Transportation Engineers all recommend using the 85% rule to determine speed limits. That rule states that if more than 85% of the regular traffic drives above the **Posted Speed Limit**, then steps should be taken to raise the limit. In my experience, the prevailing speed on these highways is about 5 MPH over the respective limits. Why does the 85% rule work? Raising the limit causes slower traffic to move up to the prevailing speed and brings a more uniform traffic flow.

A study in Utah following their increase to 80 MPH found a 20% reduction in the number of people driving more than 80 MPH. The study showed that in some places the average speed increased by 2 MPH and in another area it went down 2 MPH. The overall effect was no change in the average speed. Utah is now looking at increases in the

speed limits on their rural roads. The bottom line is **People drive the speed that they feel safe and comfortable at, not the speed limit.**

Some will argue that everyone will just drive 85 MPH on interstates, but the violation statistics show that that just hasn't happened. If we use our sister state of South Dakota as an example, before the change in interstate speed limit from 75 to 80 MPH, there was an average of 2,800 speeding violations per month. After the change, that number dropped to 20 per month. At an average of \$50 per ticket, that is a reduction in fines that drivers paid from \$1.68M to \$12k. SD residents are now saving \$1.67M per year. In ND, we issued 4,400 tickets per month in 2016- half again more than SD did prior to their 80 MPH change. There is no doubt that the taxpayers of ND will see some additional upfront costs to implement the new speed limits, but I believe with the costs of fewer traffic stops and less fines paid, the citizens of ND will realize a net benefit from this change.

This is the fourth session that I have sponsored a bill like this, and hopefully the fourth time is a charm. Many of you may recall that the subject of this bill was important to former Speaker Wes Belter as well as the late Senator Lonny Laffen when they served in the legislature, and I believe that it will honor their legacy if we pass this bill.

Mr. Chairman and members of the committee, this bill will save our citizens time and money. It will not result in a substantial increase in our prevailing speed and it is not likely to change our traffic accident statistics related to speed in a negative way. It does have the potential of reducing the number of traffic stops each year which would reduce the safety risk to our law enforcement. I respectfully request a DO-PASS recommendation from the committee. Thank You for your time.



March 8, 2023

Senator David A. Clemens  
State Capitol  
600 E. Boulevard Ave.  
Bismarck, ND 58505

AAA-The Auto Club Group  
4950 13<sup>th</sup> Ave. S., Ste. 15  
Fargo, ND 58103-7268

(701) 367-9257  
[eladoucer@acg.aaa.com](mailto:eladoucer@acg.aaa.com)

Chairman Clemens and Members of the Senate Transportation Committee,

While AAA is not philosophically opposed to raising a given speed limit, we have reservations regarding the proposal to increase the limits on interstate highways in North Dakota as proposed in HB 1475. While it is true today's vehicles are safer, it can be argued that those driving them are not. Alcohol and drug impairment, distractions, aggression, and not using seat belts, among others, all contribute to an unacceptable level of death and injury on our roads. In forming your decision on HB 1475, AAA asks you to consider what other measures may be necessary to ensure an increase in speed limit won't result in additional loss of life on our highways. Expediency should not take priority over safety. We ask that you keep in mind:

- Research shows that as speeds go up, so do fatal crashes. A 2016 study by the Insurance Institute for Highway Safety found that during a 20-year period (1993-2013) each 5 mph increase in the maximum stated speed limit was associated with an 8-percent increase in fatality rates on interstates and freeways and a 4-percent increase on other roads.
- Speed has a major impact on the number of crashes and injury severity. It increases the crash energy exponentially. For example, when impact speed increases from 40 to 60 mph (a 50 percent increase), the energy that needs to be managed increases by 125 percent.
- According to the 2020 North Dakota Crash Summary, speed and/or driving too fast for conditions is a factor in about one-third of fatal crashes in North Dakota each year. As a result, speed is a priority emphasis area in state's Vision Zero Plan and a major consideration in Safe Systems planning.
- A higher speed limit will likely have a disproportionately negative impact on young, inexperienced drivers, a group already overrepresented in speed-related crashes. According to the Governor's Highway Safety Association, between 2015-2019 the proportion of fatal crashes that involved speeding was higher for teenage drivers than for other age groups (43% versus 30%). This goes hand-in-hand with inexperience and not understanding when conditions warrant a slower speed.
- Speeds are already exceeding the capabilities of vehicle headlights. Recent AAA test results found that even with the most advanced headlight systems under ideal weather conditions, the ability to see an object in the roadway at night is reduced by as much as 60 percent when

compared to driving in daylight. On high beam, headlights provide adequate lighting for maximum speeds of 48 to 55 mph.

- Numerous studies of travel speeds have shown that 85<sup>th</sup>-percentile speeds on rural interstate highways increased when speed limits were raised and then continued increasing. If the speed limit is raised, a new, higher 85th percentile speed will be the result. In North Dakota, the 85th percentile speed on both I-29 and I-94 is about 82 mph, according to the ND Department of Transportation. Without increased, high-visibility enforcement, that speed will increase.

AAA appreciates the fact that increasing the speed limit is a popular idea. While many drivers may favor increasing the speed limits, it is unlikely that any family is willing to sacrifice the life of a family member for the sake of the increase. Only after a thorough review of all factors related to the safety of road users – including consideration of increased enforcement and a primary seat belt requirement -- should a speed limit increase be considered.

Sincerely,

A handwritten signature in cursive script, appearing to read "Gene LaDoucer".

Gene LaDoucer  
Public Affairs Director

*AAA-The Auto Club Group (ACG) is a membership based, non-profit corporation operating in fourteen states and two US Territories. It is one of the largest American Automobile Association (AAA) clubs in the United States with approximately 14 million members. ACG provides travel, insurance, automotive, and financial services to its members. In North Dakota, AAA – The Auto Club Group serves more than 70,000 members and works to represent the interests of members and the traveling public in the state legislature.*



68<sup>th</sup> Legislative Assembly

Testimony in **Neutral** of

**Senate Bill 2169**

**House Transportation Committee**

March 8, 2023

TESTIMONY OF

**Trooper Jacob Jones**

Good morning, Chairman Clemens, and members of the Senate Transportation Committee. I am here today to provide neutral testimony regarding increasing the speed limit to 80 mph on interstate roadways. I have been a trooper with the North Dakota Highway Patrol for almost 12 years and I am a member of our crash reconstruction team. As a full-time reconstruction analyst, I have been to numerous training courses pertaining to human causation in crash investigations.

One of the biggest dangers to drivers while behind the wheel is encountering speed variance. Variance in vehicle travel speeds leads to drivers to change lanes, pass other vehicles, and slowing down. In an ideal world, all the vehicles on the roadway would travel at a uniform speed, keeping adequate distance between them. However, the highway is shared by many different users who travel at various speeds due to vehicle types, capabilities, and simply driver preference. Today, I want to talk to you about a specific type of hazard that drivers encounter on highways: closing on a lead vehicle.

Closing on a lead vehicle involves a faster vehicle approaching a slower vehicle with both traveling in the same direction. It is not the same as following too closely in a grouping of vehicles, but rather the faster vehicle encountering the slower vehicle unexpectedly.

While this can happen on lower posted speed limit roads such as 55 mph, 60 mph, or 75 mph; at 80 mph there would be more opportunity for speed variance. Approaching a slower vehicle is so dangerous because humans have difficulty discerning the speed of an object ahead of them unless they have more information.

An example of more information would be if there are people standing next to a vehicle roadside or a vehicle is over on the shoulder with its hazard lights on. These cues tell the approaching driver that the vehicle ahead is not moving or is moving slowly. Without roadside cues such as flashing lights or brake lights, the human eye relies on the rate at which objects grow in the field of vision to determine how fast something is moving toward or away from them.

While this mathematical equation can be very complex, it simply can be explained that the speed difference of 45 mph to 50 mph becomes a major problem for drivers. Human factors expert Jeffrey Muttart puts this threshold at closing speeds of 35 mph or greater. At the closing speed of 45 mph and greater, a crash is almost guaranteed: or at least it is a very near miss. This is because at the closing speed of 45 mph or greater, the hard emergency stopping distance (or distance to match speed) plus the driver's reaction distance needed will exceed the available distance to eventual impact. Simply stated, by the time your brain tells you that you are in a dangerous situation, it becomes impossible for you to avoid the slower hazard ahead.

An argument that you may be thinking about is - what about law enforcement officers who exceed the speed limit, why aren't they in more crashes? In this case, when a driver, in this case law enforcement, knows they are traveling faster than the other vehicles on the road, these slower vehicles become a non-immediate hazard that can be dealt with far in advance. The issue for the average driver is that they do not recognize the presence of the speed variance.

I will admit that these cases of stopped or slowly moving vehicles in the travel lane are very rare. The probability of a driver encountering a stopped or almost stopped vehicle on a controlled access highway is below one percent. However, crash statistics of these highway rear-end crashes show that 34% involved closing speeds of 30 mph or greater.

While it might seem odd that I am impartial about motorists traveling at higher speeds, it is the controlled access environment and speed variance that is concerning to me: regardless of the change of the speed limit. On these types of roadways which are controlled access, drivers usually activate cruise control and do not expect the types of hazards they would be more alert for on an uncontrolled access road.

As stated, I am providing neutral testimony on this bill, but would like for you to keep this in mind from someone who studies crashes nearly every workday. When a 5,000-pound SUV travels at 80 mph versus 75 mph, the kinetic energy increases approximately 130,000-foot-pounds of energy and an 80,000-pound semitruck will have an increase of just over 2-million-foot pounds of energy. If you remember from your science studies, kinetic energy has to go somewhere and, in a crash, it will go to the object the vehicle hits.

I know I gave some very specific numbers and information in a short amount of time, but I would be happy to answer any questions.

## KINETIC ENERGY W/ SPEED AND WEIGHT

Find a Kinetic Energy with Speed and Weight or Speed and Mass.

**CASE NUMBER:** None

3/8/2023

$$KE = \frac{W \times S^2}{30}$$

$$KE = \frac{5000.00 \times 75.00^2}{30}$$

$$KE = \frac{5000.00 \times 5625.00}{30}$$

$$KE = \frac{28125000.00}{30}$$

*KE = The Kinetic Energy in ft-lbs or Joules.  
 W = The Weight in pounds.  
 S = The Speed in mph/kph.  
 30 = A Constant.*

$KE = 937500.00$

**Formula Inputs:**

The Weight in pounds is:  
 The Speed in mph is:

5000.00  
 75.00

**Formula Results:**

The Kinetic Energy (ft-lb or Joules) is: 937500.00

**Incrementation Results**

<u>Speed</u>	<u>K Energy</u>	<u>Speed</u>	<u>K Energy</u>	<u>Speed</u>	<u>K Energy</u>
75.00	937500.00	80.00	1066666.66		

## KINETIC ENERGY W/ SPEED AND WEIGHT

Find a Kinetic Energy with Speed and Weight or Speed and Mass.

**CASE NUMBER:** None

3/8/2023

$$KE = \frac{W \times S^2}{30}$$

$$KE = \frac{80000.00 \times 75.00^2}{30}$$

$$KE = \frac{80000.00 \times 5625.00}{30}$$

$$KE = \frac{450000000.00}{30}$$

*KE = The Kinetic Energy in ft-lbs or Joules.  
 W = The Weight in pounds.  
 S = The Speed in mph/kph.  
 30 = A Constant.*

$$KE = 15000000.00$$

**Formula Inputs:**

The Weight in pounds is:  
 The Speed in mph is:

80000.00  
 75.00

**Formula Results:**

The Kinetic Energy (ft-lb or Joules) is: 15000000.00

**Incrementation Results**

<u>Speed</u>	<u>K Energy</u>	<u>Speed</u>	<u>K Energy</u>	<u>Speed</u>	<u>K Energy</u>
75.00	15000000.00	80.00	17066666.66		



Good Afternoon Chairman Clemens and members of the Senate Transportation Committee. My name is Wade Kadrmas, and I serve as the Chair for the Vision Zero Speeding/Aggressive Driving Priority Area Emphasis Team. I am here today on behalf of the Speeding/Aggressive Team to provide neutral testimony on House Bill 1475. I want to start out by thanking the committee for passing Senate Bill 2168, which increased fines for speeds of 21 mph and greater over the posted limit. Your support is valuable in setting policy that is meant to deter motorists from exceeding posted speed limits.

During the last three legislative sessions, there have been four attempts to increase the speed limit on the interstate to eighty miles per hour. These bills were [House Bill 1184](#) and [Senate Bill 2057](#) in 2017; [House Bill 1264](#) in 2019; and [House Bill 1315](#) in 2021. A historical review of these bills indicates none of them included enhancing the deterrent to keep motorists from exceeding the higher limit. Speed limits and speeding fines are related and need to be addressed in the same bill other wise there is a chance of one passing and not the other.

The history of these bills also includes arguments for and against raising the speed limit. Arguments in favor state the increased limit will save taxpayers time and money by reducing fines getting people home to their families sooner. If this bill passes, the current fine of \$25 for traveling 80 mph would be eliminated, but an unintended result would also be that those traveling at speeds of 85, 90, 95, 100, 105 mph, and higher would see reduced fines due to the current fee structure. While Senate Bill 2168 it is a good start to discouraging excessive speeds, there is room to legislatively enhance safety on North Dakota roadways.

One of the concerns the Speeding/Aggressive Driving Team has is when motorists transition from a higher speed zone to a lower one, it creates a greater speed variance and exponentially increases the energy in a crash if the motorists was involved in a crash at the higher speed. According to the [Insurance Institute for Highway Safety](#) "Some people contend that speed variation, not speeding, is the real danger. This idea is rooted in research conducted in the 1960s on two-lane rural roads, which found that vehicles traveling much faster or much slower than average were more likely to be involved in crashes (Solomon, 1964). However, that same research found that involvement in severe crashes increased with speed. While less speed variation is associated with fewer crashes because it cuts down on passing maneuvers and lane changes (Transportation Research Board, 1984; Garber & Ehrhart, 2000), the risk of death and severe injury is a direct exponential function of speed, not speed differences."

So, what does this mean, it means that regardless of the speed zone, motorists who exceed the posted speed limit create a greater risk to other motorists. From a traffic safety perspective this means that speeding should be treated equally regardless of the speed limit. Our current three-tier fee schedule structure doesn't adequately address speeding in all speed zones, which is evident when you transition between speed zones along the interstate system in North Dakota. There are several different speed zones along the interstate system where speeds are reduced to 65 mph, 60 mph, and 55 mph. These lower speed zones are currently assigned a lower fee for exceeding the speed limit.



Zero fatalities. Zero excuses.

For example, if a driver is traveling 80 mph and continues at that speed into a 65-mph zone, thus 15 mph over the limit, a \$45 dollar fine and one point would be assessed. If the motorist is going 80 mph into the 55-mph zone, which would be 25 mph over the limit, the driver would be assessed a \$40 dollar fine (\$80 if SB 2168 passes) and five points. Between the two examples, the driver would currently pay 5 dollars less but assessed more points against their record. However, the points assessed for these violations could be waived if the driver notifies the court that they will complete a defensive driving course within the next thirty days.

We believe speeding fines need to be consistent across all speed zones, especially if the speed zones are on the same roadway. The current structure of varying fines for going the same amount over the posted speed limit is called a fluctuating deterrent. These types of deterrents aren't effective especially when the fine is reduced such as the example above. Vision Zero focuses on educating the public about the dangers of risky driving behaviors and working to deter those behaviors. A streamlined, simple policy that is easy for motorists to understand is needed and would facilitate our education efforts on consequences of speeding and other dangerous driving behaviors.

On behalf of the Speeding/Aggressive Driving Team, please consider the proposed amendment at the end of my testimony. The amendment would move all speed zones under the fee schedule for the interstate and divided highways where the speed limit is 70 mph or greater. Exceeding the speed limit in any zone is dangerous and puts other motorists at risk. The proposed amendment would place a deterrent for motorists who do not lower speeds when the limit changes on these roadways where the majority of serious injury crashes are occurring.

Thank you for the opportunity to speak and I would be willing to answer any questions.



Zero fatalities. Zero excuses.

Amount Over	55 and less		60-65		70 and greater	
	Fine	Points	Fine	Points	Fine	Points
1 mph	\$ 5	0	\$ 2	0	\$ 5	0
2 mph	\$ 5	0	\$ 4	0	\$ 10	0
3 mph	\$ 5	0	\$ 6	0	\$ 15	0
4 mph	\$ 5	0	\$ 8	0	\$ 20	0
5 mph	\$ 5	0	\$ 10	0	\$ 25	0
6 mph	\$ 6	0	\$ 12	0	\$ 30	1
7 mph	\$ 7	0	\$ 14	0	\$ 35	1
8 mph	\$ 8	0	\$ 16	0	\$ 40	1
9 mph	\$ 9	0	\$ 18	0	\$ 45	1
10 mph	\$ 10	0	\$ 20	0	\$ 50	1
11 mph	\$ 11	1	\$ 25	1	\$ 55	3
12 mph	\$ 12	1	\$ 30	1	\$ 60	3
13 mph	\$ 13	1	\$ 35	1	\$ 65	3
14 mph	\$ 14	1	\$ 40	1	\$ 70	3
15 mph	\$ 15	1	\$ 45	1	\$ 75	3
16 mph	\$ 17	3	\$ 50	3	\$ 80	5
17 mph	\$ 19	3	\$ 55	3	\$ 85	5
18 mph	\$ 21	3	\$ 60	3	\$ 90	5
19 mph	\$ 23	3	\$ 65	3	\$ 95	5
20 mph	\$ 25	3	\$ 70	3	\$ 100	5
21 mph	\$ 28	5	\$ 75	5	\$ 105	7
22 mph	\$ 31	5	\$ 80	5	\$ 110	7
23 mph	\$ 34	5	\$ 85	5	\$ 115	7
24 mph	\$ 37	5	\$ 90	5	\$ 120	7
25 mph	\$ 40	5	\$ 95	5	\$ 125	7
26 mph	\$ 43	9	\$100	9	\$ 130	10
27 mph	\$ 46	9	\$105	9	\$ 135	10
28 mph	\$ 49	9	\$110	9	\$ 140	10
29 mph	\$ 52	9	\$115	9	\$ 145	10
30 mph	\$ 55	9	\$120	9	\$ 150	10
31 mph	\$ 58	9	\$125	9	\$ 155	12
32 mph	\$ 61	9	\$130	9	\$ 160	12
33 mph	\$ 64	9	\$135	9	\$ 165	12
34 mph	\$ 67	9	\$140	9	\$ 170	12
35 mph	\$ 70	9	\$145	9	\$ 175	12
36 mph	\$ 73	12	\$150	12	\$ 180	12



Zero fatalities. Zero excuses.

**I-94 Eastbound Into Fargo**  
**80mph in 65 mph Zone (15 mph over - \$45/1 point)**



**I-94 Eastbound Through Fargo**  
**80 mph in 55 mph zone (25 mph over - \$40/5 points) (\$80 if 2168 Passed)**



# VISION ZERO

Zero fatalities. Zero excuses.

**I-94 Eastbound Into Mandan**  
**80 mph in 60 mph zone (20 mph over - \$70/3points)**



**I-94 Eastbound Through Bismarck**  
**80 mph in 60 mph zone (20 mph over - \$70/3 points)**



# VISION ZERO

Zero fatalities. Zero excuses.

## Expressway Eastbound Through Mandan

80 mph in 55 mph zone (25 mph over - \$40/5 points) (\$80 if SB 2168 Passed)

90 mph in 55 mph zone (35 mph over - \$70/9 points) (\$140 if SB 2168 Passed)



## Highway 2 Westbound into Minot

70 mph in 55 mph zone (15 mph over - \$15/1 point)



# VISION ZERO

Zero fatalities. Zero excuses.

**Highway 2 Westbound – Surrey**  
**70 mph in 60 mph zone (10 mph over - \$20/0 points)**



**PROPOSED AMENDEMNT TO House Bill No. 1475**

Page 1, after line 4, add

**“SECTION 1. AMENDMENT.** Section 39-06.1-06 of the North Dakota Century Code is amended and reenacted as follows:

~~4. Except as provided in subsections 5 and 7, for a violation of section 39-09-02, or an equivalent ordinance, a fee established as follows:~~

~~Miles per hour over  
lawful speed limit Fee~~

~~1-5 \$ 5~~

~~6-10 \$ 5 plus \$1/each mph over 5 mph over limit~~

~~11-15 \$ 10 plus \$1/each mph over 10 mph over limit~~

~~16-20 \$ 15 plus \$2/each mph over 15 mph over limit~~

~~21-25 \$ 25 plus \$3/each mph over 20 mph over limit~~

~~26-35 \$ 40 plus \$3/each mph over 25 mph over limit~~

~~36-45 \$ 70 plus \$3/each mph over 35 mph over limit~~

~~46+ \$100 plus \$5/each mph over 45 mph over limit~~

~~5. On a highway on which the speed limit is a speed higher than fifty five miles [88.51 kilometers] an hour, for a violation of section 39-09-02, or an equivalent ordinance, a fee established as follows:~~

~~Miles per hour over  
lawful speed limit Fee~~

~~1-10 \$2/each mph over limit~~

~~11-2+ \$0 plus \$5/each mph over 10 mph over limit~~

4. 6. For a violation of subsection 3 of section 39-21-46, a fee established as follows:

a. Driving more than eleven hours since the last ten hours off duty, driving after fourteen hours on duty since the last ten hours off duty, driving after sixty hours on duty in seven days or seventy hours in eight days, no record of duty status or log book in possession, failing to retain previous seven-day record of duty status or log book, or operating a vehicle with four to six out-of-service defects, one hundred dollars;

b. False record of duty status or log book or operating a vehicle with seven to nine out-of-service defects, two hundred fifty dollars;

c. Operating a vehicle after driver placed out of service, operating a vehicle with ten or more out-of-service defects, or operating a vehicle that has been placed out of service prior to its repair, five hundred dollars; and

d. All other violations of motor carrier safety rules adopted under subsection 3 of section 39-21-46, fifty dollars.

~~5. 7. On a highway on which the speed limit is posted in excess of sixty five miles [104.61 kilometers] an hour, for a violation of section 39-09-02, or equivalent ordinance, a fee of five dollars for each mile per hour over the limit.~~

6. 8. For a violation of a school zone speed limit under subdivision b of subsection 1 of section 39-09-02, a fee of forty dollars for one through ten miles per hour over the posted speed; and forty dollars, plus one dollar for each additional mile per hour over ten miles per hour over the limit unless a greater fee would be applicable under this section.

7. ~~9.~~ For a violation of a highway construction zone speed limit under subsection 2 of section 39-09-02, a fee of eighty dollars for one through ten miles per hour over the posted speed; and eighty dollars plus two dollars for each mile per hour over ten miles per hour over the limit, unless a greater fee would be applicable under this section. The fee in this subsection does not apply to a highway construction zone unless individuals engaged in construction are present at the time and place of the violation and the posted speed limit sign states "Minimum Fee \$80".

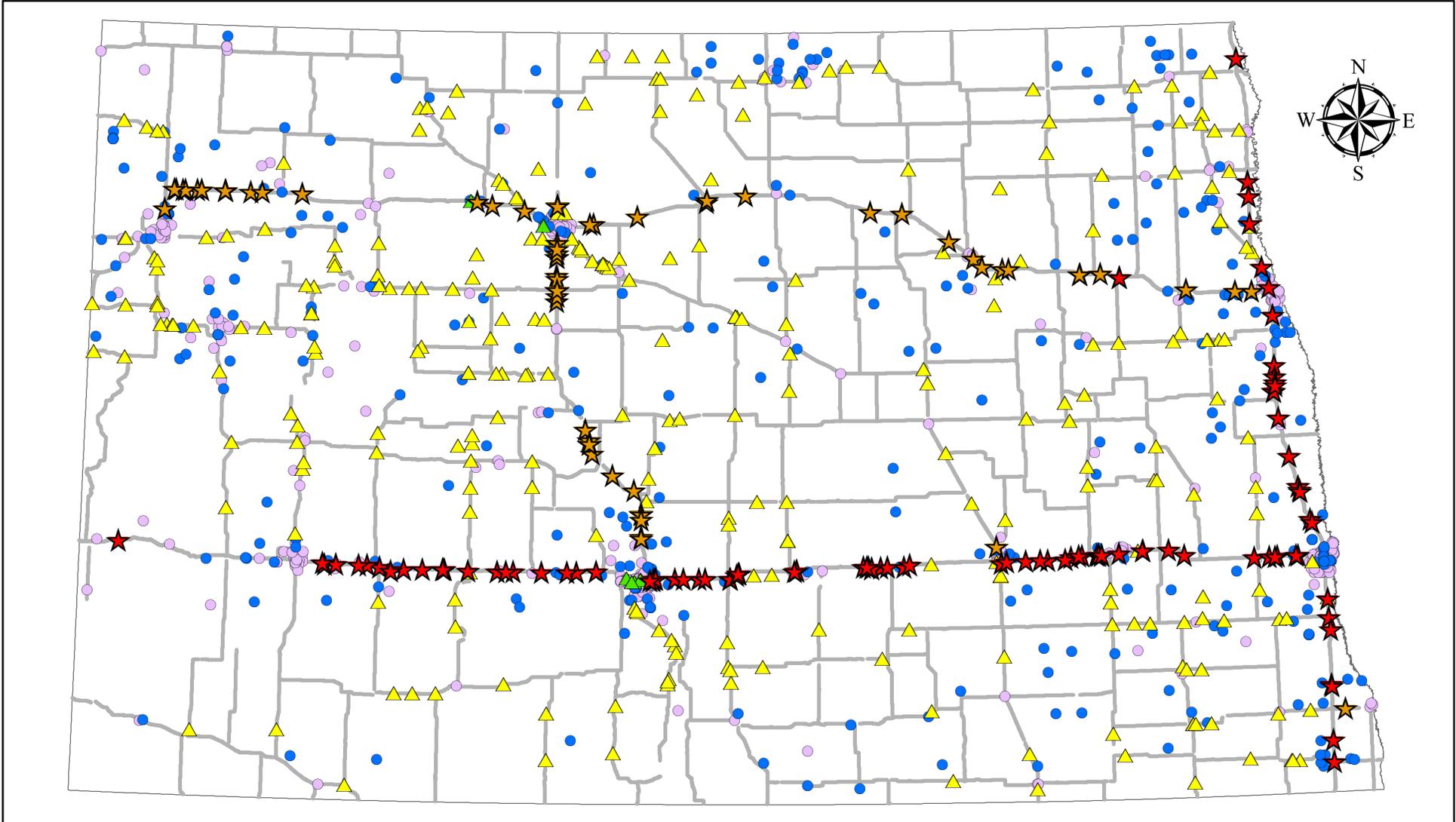
Page 1, line 5, after "**SECTION**" replace "**1**" with "**2**"

Impact of HB 1475		
Speed of Vehicle	75 mph Fee Schedule 39-06.1-06 (7) Established 2003	80 MPH Speed Limit Fee Schedule
MPH	Fine	Fine
76	\$ 5	\$ -
77	\$ 10	\$ -
78	\$ 15	\$ -
79	\$ 20	\$ -
80	\$ 25	\$ -
81	\$ 30	\$ 5
82	\$ 35	\$ 10
83	\$ 40	\$ 15
84	\$ 45	\$ 20
85	\$ 50	\$ 25
86	\$ 55	\$ 30
87	\$ 60	\$ 35
88	\$ 65	\$ 40
89	\$ 70	\$ 45
90	\$ 75	\$ 50
91	\$ 80	\$ 55
92	\$ 85	\$ 60
93	\$ 90	\$ 65
94	\$ 95	\$ 70
95	\$ 100	\$ 75
96	\$ 105	\$ 80
97	\$ 110	\$ 85
98	\$ 115	\$ 90
99	\$ 120	\$ 95
100	\$ 125	\$ 100
101	\$ 130	\$ 105
101	\$ 135	\$ 110
103	\$ 140	\$ 115
104	\$ 145	\$ 120
105	\$ 150	\$ 125
106	\$ 155	\$ 130
107	\$ 160	\$ 135
108	\$ 165	\$ 140
109	\$ 170	\$ 145
110	\$ 175	\$ 150
111	\$ 180	\$ 155
112	\$ 185	\$ 160
113	\$ 190	\$ 165
114	\$ 195	\$ 170
115	\$ 200	\$ 175
116	\$ 205	\$ 180
117	\$ 210	\$ 185
118	\$ 215	\$ 190
119	\$ 220	\$ 195
120	\$ 225	\$ 200
121	\$ 230	\$ 205
122	\$ 235	\$ 210
123	\$ 240	\$ 215
124	\$ 245	\$ 220
125	\$ 250	\$ 225

Impact of HB 1475 on SB 2168		
Speed of Vehicle	75 MPH Zone Enhanced Fine	80 MPH Zone Enhanced Fine
MPH	Fine	Fine
76	\$ 5	\$ -
77	\$ 10	\$ -
78	\$ 15	\$ -
79	\$ 20	\$ -
80	\$ 25	\$ -
81	\$ 30	\$ 5
82	\$ 35	\$ 10
83	\$ 40	\$ 15
84	\$ 45	\$ 20
85	\$ 50	\$ 25
86	\$ 55	\$ 30
87	\$ 60	\$ 35
88	\$ 65	\$ 40
89	\$ 70	\$ 45
90	\$ 75	\$ 50
91	\$ 80	\$ 55
92	\$ 85	\$ 60
93	\$ 90	\$ 65
94	\$ 95	\$ 70
95	\$ 100	\$ 75
96	\$ 210	\$ 80
97	\$ 220	\$ 85
98	\$ 230	\$ 90
99	\$ 240	\$ 95
100	\$ 250	\$ 100
101	\$ 260	\$ 105
101	\$ 270	\$ 110
103	\$ 280	\$ 115
104	\$ 290	\$ 120
105	\$ 300	\$ 125
106	\$ 310	\$ 130
107	\$ 320	\$ 135
108	\$ 330	\$ 140
109	\$ 340	\$ 145
110	\$ 350	\$ 150
111	\$ 360	\$ 155
112	\$ 370	\$ 160
113	\$ 380	\$ 165
114	\$ 390	\$ 170
115	\$ 400	\$ 175
116	\$ 410	\$ 180
117	\$ 420	\$ 185
118	\$ 430	\$ 190
119	\$ 440	\$ 195
120	\$ 450	\$ 200
121	\$ 460	\$ 205
122	\$ 470	\$ 210
123	\$ 480	\$ 215
124	\$ 490	\$ 220
125	\$ 500	\$ 225

# Severe Crashes by Speed Limit

23 USC § 407 Documents  
NDDOT Reserves All Objections



3yr Time Period = 1/1/2020 - 12/31/2022\* \*preliminary data  
Severe Crashes = crash severity of Fatal or Incapacitating Injury.

Severe Crashes by Posted Speed Limit					
★	★	▲	▲	●	●
75mph	70mph	65mph	60mph	55mph	<55mph
100	63	277	7	307	552
7.7%	4.8%	21.2%	0.5%	23.5%	42.3%

PREPARED BY THE  
North Dakota Department of Transportation  
Programming Division  
Traffic Operations Section  
January 2023



Transportation

**House Bill No. 1475****Senate Transportation Committee**

Roughrider Room | March 9, 2023, 10:30 am

Matt Linneman, Deputy Director for Engineering

Good afternoon, Mr. Chairman and members of the committee. I'm Matt Linneman, Deputy Director for Engineering for the North Dakota Department of Transportation (NDDOT). I'm here to provide information on House Bill 1475.

House Bill 1475 proposes to increase the speed limit on the interstate system to 80 mph. The NDDOT has done a preliminary engineering review of the interstate for potential geometric design and feature-related concerns resulting from an increased speed limit. The attached map displays areas of little concern (solid green), areas of additional analysis needed (yellow) and areas that will likely need a reduced (less than 80 mph) speed limit (red).

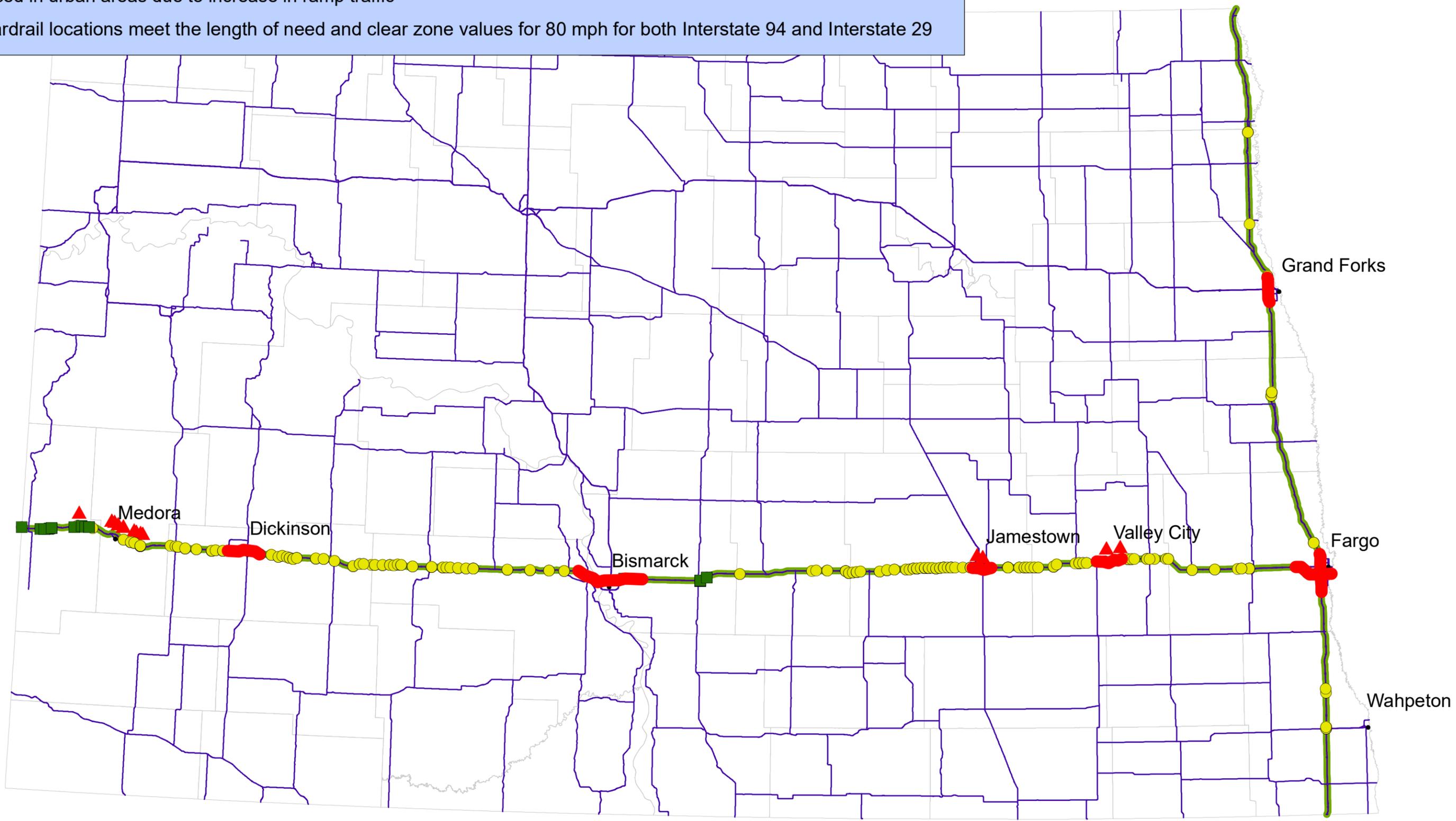
Upon passage of this bill, it would be the NDDOT's intent to simply replace the 75 mph signs on the interstate with 80 mph signs. There are areas of the interstate that currently have reduced speed limits and there may also be areas that cannot safely support an increase to 80 mph (at a minimum the areas in red on the map). The NDDOT would perform an engineering analysis in all these locations to determine the appropriate speed limit.

The NDDOT also requests the addition of amendment to impose a 40-mph minimum speed on the interstate. This will help to mitigate the unsafe driving conditions caused by large speed differentials on the interstate.

This concludes my testimony. Thank you.

# Curves Not Meeting Current AASHTO Design Standards for 80 mph Reconstruction

- 24 vertical curves that will be updated in the next few years with programmed reconstruction projects
  - 320 vertical curves that do not fall within the limits of programmed reconstruction projects
  - ▲ 21 horizontal curves
  - ▬ Speed reduced in urban areas due to increase in ramp traffic
- Note: Nearly all guardrail locations meet the length of need and clear zone values for 80 mph for both Interstate 94 and Interstate 29





ADVOCATES  
FOR HIGHWAY  
& AUTO SAFETY



savir  
Society for Advancement of  
Violence and Injury Research

March 8, 2023

The Honorable David A. Clemens, Chair  
The Honorable Cole Conley, Vice Chair  
Senate Transportation Committee  
North Dakota State Senate  
Bismarck, North Dakota 58505

Dear Chair Clemens and Vice Chair Conley:

As representatives of leading public health and safety organizations working to pass highway and auto safety laws that prevent deaths and injuries and contain crash costs, we urge you to oppose House Bill (HB) 1475. This legislation will permit an increase in speed limits to 80 miles per hour (mph) on access-controlled, paved and divided, multilane interstate highways across North Dakota, endangering state residents as well as visitors.

In 2021, 27 percent of all traffic fatalities in the U.S were speeding related, a five percent increase from 2020.<sup>i</sup> According to the National Highway Traffic Safety Administration (NHTSA), in the first nine months of 2022, 80 people died as a result of traffic crashes on North Dakota roadways.<sup>ii</sup> Speeding is a major factor leading to traffic fatalities, contributing to at least 26 percent of traffic fatalities in the state in 2020.<sup>iii</sup> Excess speed contributes to both the frequency and severity of motor vehicle crashes and proves especially dangerous for vulnerable road users such as pedestrians, bicyclists and roadside first responders who lack the protective structure of a vehicle.

Speeding reduces a driver's ability to react to emergencies created by driver inattention, unsafe maneuvers of other vehicles, roadway hazards, vehicle issues (such as tire blowouts) or hazardous weather conditions. Higher speeds will result in more preventable fatalities as well as serious and expensive injuries. Traffic crashes are not only devastating to individuals and families, but they are also costly. In 2019, the economic cost of motor vehicle crashes in North Dakota totaled \$735 million or \$965 per resident.<sup>iv</sup> During the same year, crashes in which at least one driver was speeding cost our nation more than \$46 billion.<sup>v</sup>

Research and statistics consistently and convincingly show speeding is a major safety problem and raising speed limits increases traffic fatalities. Even seemingly modest speed limit changes can have huge impacts on overall traffic safety. Crash tests conducted in 2019 showed that modest five to 10 mph increases in speed can have a severe impact on a driver's risk of injury or even death.<sup>vi</sup> According to the Insurance Institute for Highway Safety (IIHS), "Raising speed limits leads to more deaths. People often drive faster than the speed limit, and if the limit is raised, they will go faster still. Research shows that when speed limits are raised, speeds go up, as do fatal crashes."<sup>vii</sup>

Advancing HB 1475 will cause more death and destruction on North Dakota roads. We urge you to reject this legislation and prioritize the safety of North Dakotan families.

Sincerely,

Chuck Clairmont, Executive Director  
North Dakota Safety Council

Catherine Chase, President  
Advocates for Highway and Auto Safety

Janette Fennell, Founder and President  
Kids and Car Safety

Lorraine Martin, CEO  
National Safety Council

Stephen Hargarten, MD, MPH, Founding President  
Society for the Advancement of Violence and Injury  
Research

- 
- <sup>i</sup> Traffic Safety Facts: Crash Stats, Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 2020, NHTSA, May 2022, DOT HS 813 298, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813298>; and Traffic Safety Facts 2020 Data: Speeding, NHTSA, June 2022, DOT HS 813 320, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813320>
- <sup>ii</sup> Traffic Safety Facts: Crash Stats, Early Estimate of Motor Vehicle Traffic Fatalities for the First 9 Months (January – September) of 2022, NHTSA, December 2022, DOT HS 813 406, Available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813406>
- <sup>iii</sup> Traffic Safety Facts: Speeding, NHTSA, June 2022, DOT HS 813 320, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813320>
- <sup>iv</sup> The Economic and Societal Impact of Motor Vehicle Crashes, 2019, NHTSA, December 2022, DOT HS 813 403, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403>
- <sup>v</sup> The Economic and Societal Impact of Motor Vehicle Crashes, 2019, NHTSA, December 2022, DOT HS 813 403, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403>
- <sup>vi</sup> Impact of Speeds on Drivers and Vehicles – Results from Crash Tests, AAA Foundation for Safety, Humanetics, and IIHS, Jan. 2021, available at <https://www.iihs.org/api/datastore/document/bibliography/2218>
- <sup>vii</sup> “Speed.” Topic Overview. IIHS. Web.

## **HB 1475**

### **Rep. Ben Koppelman- Testimony**

Mr. Chairman and Members of the Committee, thank you for the opportunity to introduce HB 1475 to your committee. HB 1475 will raise speed limit on interstates from 75 to 80 MPH, while still allowing the cities located along these corridors to work with DOT to control the speed of the sections of these highways where they pass through city limits. This increase in speed will be a phased in approach that will allow DOT to initially increase speeds in all the areas that can easily handle the speed, and work toward upgrading other areas that can handle the speed with minor improvements. The remaining areas of interstate will be phased in over time as roads are improved. The intent of the bill is to not interfere with DOT's ability to reduce speed in areas of highly dangerous highway, such as the scenic section of I-94 near Medora, on a case-by-case basis if there is not a reasonable way to make it safe at the full speed limit.

Six of our neighboring states already have interstate speeds of 80 MPH, and they are all contiguous to each other as they are to us. These states are SD, MT, WY, ID, UT, and NV. Texas has highways at 80 MPH

that policy. Now, I am not here to criticize the Highway Patrol or other law enforcement, but rather to recognize the separation of powers in our government. Therefore, it is my contention that since it appears that the roads continue to be safe with a prevailing speed of 5 MPH over the limit now that we should raise the limits to that point, and let the administrative branch decide if there should be any grace to those limits based on safety and other factors.

The Federal Highway Administration, the National Cooperative Highway Research Program, and the Institute of Transportation Engineers all recommend using the 85% rule to determine speed limits. That rule states that if more than 85% of the regular traffic drives above the **Posted Speed Limit**, then steps should be taken to raise the limit. In my experience, the prevailing speed on these highways is about 5 MPH over the respective limits. Why does the 85% rule work? Raising the limit causes slower traffic to move up to the prevailing speed and brings a more uniform traffic flow.

A study in Utah following their increase to 80 MPH found a 20% reduction in the number of people driving more than 80 MPH. The study showed that in some places the average speed increased by 2 MPH and in another area it went down 2 MPH. The overall effect was

although I am supportive of efforts to increase penalties for those that are driving 20 MPH over the speed limit or driving in a reckless and out-of-control manner, I would ask that you pass this bill out of committee in its current form.

Now, some of you may recall that the subject of this bill was very important to former Speaker Wes Belter as well as the late Senator Lonny Laffen when they served in the legislature, and I believe that this bill will honor their legacy if it passes.

Mr. Chairman and members of the committee, although some would say it is minor, this bill will save our citizens time and money. It will not result in a substantial increase in our prevailing speed and it is not likely to change our traffic accident statistics related to speed in a negative way. It does have the potential of reducing the number of traffic stops each year which would reduce the safety risk to our law enforcement. I respectfully request a DO-PASS recommendation from the committee. Thank You for your time, and I would be happy to try and answer your questions.

North Dakota Speed Zone Fee Schedules											
Speed Limit Zones	25 mph zone	35 mph zone	45 mph zone	55 mph zone	60 mph zone	65 mph zone	70 mph zone	75 mph zone	80 mph zone	School zone with children	Construction zone with workers
MPH Over	Fine	Fine									
1 mph	\$ 5	\$ 5	\$ 5	\$ 5	\$ 2	\$ 2	\$ 5	\$ 5	\$ 5	\$ 40	\$ 80
2 mph	\$ 5	\$ 5	\$ 5	\$ 5	\$ 4	\$ 4	\$ 10	\$ 10	\$ 10	\$ 40	\$ 80
3 mph	\$ 5	\$ 5	\$ 5	\$ 5	\$ 6	\$ 6	\$ 15	\$ 15	\$ 15	\$ 40	\$ 80
4 mph	\$ 5	\$ 5	\$ 5	\$ 5	\$ 8	\$ 8	\$ 20	\$ 20	\$ 20	\$ 40	\$ 80
5 mph	\$ 5	\$ 5	\$ 5	\$ 5	\$ 10	\$ 10	\$ 25	\$ 25	\$ 25	\$ 40	\$ 80
6 mph	\$ 6	\$ 6	\$ 6	\$ 6	\$ 12	\$ 12	\$ 30	\$ 30	\$ 30	\$ 40	\$ 80
7 mph	\$ 7	\$ 7	\$ 7	\$ 7	\$ 14	\$ 14	\$ 35	\$ 35	\$ 35	\$ 40	\$ 80
8 mph	\$ 8	\$ 8	\$ 8	\$ 8	\$ 16	\$ 16	\$ 40	\$ 40	\$ 40	\$ 40	\$ 80
9 mph	\$ 9	\$ 9	\$ 9	\$ 9	\$ 18	\$ 18	\$ 45	\$ 45	\$ 45	\$ 40	\$ 80
10 mph	\$ 10	\$ 10	\$ 10	\$ 10	\$ 20	\$ 20	\$ 50	\$ 50	\$ 50	\$ 40	\$ 80
11 mph	\$ 11	\$ 11	\$ 11	\$ 11	\$ 25	\$ 25	\$ 55	\$ 55	\$ 55	\$ 41	\$ 82
12 mph	\$ 12	\$ 12	\$ 12	\$ 12	\$ 30	\$ 30	\$ 60	\$ 60	\$ 60	\$ 42	\$ 84
13 mph	\$ 13	\$ 13	\$ 13	\$ 13	\$ 35	\$ 35	\$ 65	\$ 65	\$ 65	\$ 43	\$ 86
14 mph	\$ 14	\$ 14	\$ 14	\$ 14	\$ 40	\$ 40	\$ 70	\$ 70	\$ 70	\$ 44	\$ 88
15 mph	\$ 15	\$ 15	\$ 15	\$ 15	\$ 45	\$ 45	\$ 75	\$ 75	\$ 75	\$ 45	\$ 90
16 mph	\$ 34	\$ 34	\$ 34	\$ 34	\$ 100	\$ 100	\$ 160	\$ 160	\$ 160	\$ 92	\$ 184
17 mph	\$ 38	\$ 38	\$ 38	\$ 38	\$ 110	\$ 110	\$ 170	\$ 170	\$ 170	\$ 94	\$ 188
18 mph	\$ 42	\$ 42	\$ 42	\$ 42	\$ 120	\$ 120	\$ 180	\$ 180	\$ 180	\$ 96	\$ 192
19 mph	\$ 46	\$ 46	\$ 46	\$ 46	\$ 130	\$ 130	\$ 190	\$ 190	\$ 190	\$ 98	\$ 196
20 mph	\$ 50	\$ 50	\$ 50	\$ 50	\$ 140	\$ 140	\$ 200	\$ 200	\$ 200	\$ 100	\$ 200
21 mph	\$ 56	\$ 56	\$ 56	\$ 56	\$ 150	\$ 150	\$ 210	\$ 210	\$ 210	\$ 102	\$ 204
22 mph	\$ 62	\$ 62	\$ 62	\$ 62	\$ 160	\$ 80	\$ 220	\$ 220	\$ 220	\$ 104	\$ 208
23 mph	\$ 68	\$ 68	\$ 68	\$ 68	\$ 170	\$ 170	\$ 230	\$ 230	\$ 230	\$ 106	\$ 212
24 mph	\$ 74	\$ 74	\$ 74	\$ 74	\$ 180	\$ 180	\$ 240	\$ 240	\$ 240	\$ 108	\$ 216
25 mph	\$ 80	\$ 80	\$ 80	\$ 80	\$ 190	\$ 190	\$ 250	\$ 250	\$ 250	\$ 110	\$ 220
26 mph	\$ 86	\$ 86	\$ 86	\$ 86	\$ 200	\$ 200	\$ 260	\$ 260	\$ 260	\$ 112	\$ 224
27 mph	\$ 92	\$ 92	\$ 92	\$ 92	\$ 210	\$ 210	\$ 270	\$ 270	\$ 270	\$ 114	\$ 228
28 mph	\$ 98	\$ 98	\$ 98	\$ 98	\$ 220	\$ 220	\$ 280	\$ 280	\$ 280	\$ 116	\$ 232
29 mph	\$ 104	\$ 104	\$ 104	\$ 104	\$ 230	\$ 230	\$ 290	\$ 290	\$ 290	\$ 118	\$ 236
30 mph	\$ 110	\$ 110	\$ 110	\$ 110	\$ 240	\$ 240	\$ 300	\$ 300	\$ 300	\$ 120	\$ 240
31 mph	\$ 116	\$ 116	\$ 116	\$ 116	\$ 250	\$ 250	\$ 310	\$ 310	\$ 310	\$ 122	\$ 244
32 mph	\$ 122	\$ 122	\$ 122	\$ 122	\$ 260	\$ 260	\$ 320	\$ 320	\$ 320	\$ 124	\$ 248
33 mph	\$ 128	\$ 128	\$ 128	\$ 128	\$ 270	\$ 270	\$ 330	\$ 330	\$ 330	\$ 126	\$ 252
34 mph	\$ 134	\$ 134	\$ 134	\$ 134	\$ 280	\$ 280	\$ 340	\$ 340	\$ 340	\$ 128	\$ 256
35 mph	\$ 140	\$ 140	\$ 140	\$ 140	\$ 290	\$ 290	\$ 350	\$ 350	\$ 350	\$ 130	\$ 260
36 mph	\$ 146	\$ 146	\$ 146	\$ 146	\$ 300	\$ 300	\$ 360	\$ 360	\$ 360	\$ 132	\$ 262
37 mph	\$ 152	\$ 152	\$ 152	\$ 152	\$ 310	\$ 310	\$ 370	\$ 370	\$ 370	\$ 134	\$ 268
38 mph	\$ 158	\$ 158	\$ 158	\$ 158	\$ 320	\$ 320	\$ 380	\$ 380	\$ 380	\$ 136	\$ 272
39 mph	\$ 164	\$ 164	\$ 164	\$ 164	\$ 330	\$ 330	\$ 390	\$ 390	\$ 390	\$ 138	\$ 276
40 mph	\$ 170	\$ 170	\$ 170	\$ 170	\$ 340	\$ 340	\$ 400	\$ 400	\$ 400	\$ 140	\$ 280
41 mph	\$ 176	\$ 176	\$ 176	\$ 176	\$ 350	\$ 350	\$ 410	\$ 410	\$ 410	\$ 142	\$ 284
42 mph	\$ 182	\$ 182	\$ 182	\$ 182	\$ 360	\$ 360	\$ 420	\$ 420	\$ 420	\$ 144	\$ 288
43 mph	\$ 188	\$ 188	\$ 188	\$ 188	\$ 370	\$ 370	\$ 430	\$ 430	\$ 430	\$ 146	\$ 292
44 mph	\$ 194	\$ 194	\$ 194	\$ 194	\$ 380	\$ 380	\$ 440	\$ 440	\$ 440	\$ 148	\$ 296
45 mph	\$ 200	\$ 200	\$ 200	\$ 200	\$ 390	\$ 390	\$ 450	\$ 450	\$ 450	\$ 150	\$ 300
46 mph	\$ 210	\$ 210	\$ 210	\$ 210	\$ 400	\$ 400	\$ 460	\$ 460	\$ 460	\$ 152	\$ 304
47 mph	\$ 220	\$ 220	\$ 220	\$ 220	\$ 410	\$ 410	\$ 470	\$ 470	\$ 470	\$ 154	\$ 308
48 mph	\$ 230	\$ 230	\$ 230	\$ 230	\$ 420	\$ 420	\$ 480	\$ 480	\$ 480	\$ 156	\$ 312
49 mph	\$ 240	\$ 240	\$ 240	\$ 240	\$ 430	\$ 430	\$ 490	\$ 490	\$ 490	\$ 158	\$ 316
50 mph	\$ 250	\$ 250	\$ 250	\$ 250	\$ 440	\$ 440	\$ 500	\$ 500	\$ 500	\$ 160	\$ 320
51 mph	\$ 260	\$ 260	\$ 260	\$ 260	\$ 450	\$ 450	\$ 510	\$ 510	\$ 510	\$ 162	\$ 324
52 mph	\$ 270	\$ 270	\$ 270	\$ 270	\$ 460	\$ 460	\$ 520	\$ 520	\$ 520	\$ 164	\$ 328
53 mph	\$ 280	\$ 280	\$ 280	\$ 280	\$ 470	\$ 470	\$ 530	\$ 530	\$ 530	\$ 166	\$ 332
54 mph	\$ 290	\$ 290	\$ 290	\$ 290	\$ 480	\$ 480	\$ 540	\$ 540	\$ 540	\$ 168	\$ 336
55 mph	\$ 300	\$ 300	\$ 300	\$ 300	\$ 490	\$ 490	\$ 550	\$ 550	\$ 550	\$ 170	\$ 340

**Fines for traveling 80 mph through all speed zones.**

Constructions zone fines when workers present. Minimum of \$80 unless a greater fine would be applicable. Zones with speed limits of 55 mph or less use these fines. Zones with speed limits of 60-65 mph use some of these fines until the fine is higher in the standard zone.

School zone fines when childred are present. The fines jump back to the 55 mph and less zone at 33 mph over the speed limit because the fine is greater in that fine schedule.

12 points assessed to license.