



# North Dakota Department of Transportation

Francis G. Ziegler, P.E.  
*Director*

John Hoeven  
*Governor*

July 30, 2010

**RECEIVED**

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North Dakota Public Service Commission  
600 East Boulevard Avenue, Dept. 408  
Bismarck, ND 58505-0480

Dear Ladies and Gentlemen:

Subject: Case No. PU-10-130, Enbridge Pipelines (North Dakota) LLC  
Berthold Station Upgrade Project, Ward County Siting Application

My name is Francis G. Ziegler, P.E., and I am the Director of the North Dakota Department of Transportation (NDDOT).

NDDOT is aware that Enbridge Pipelines (North Dakota) LLC (Enbridge) has submitted its Siting Application to the ND-PSC. The Siting Application includes Enbridge's existing Berthold Station and the construction of LACT Facilities on an 80 acre parcel of land at the southeast corner of the intersection of U.S. Highway 2 and 296<sup>th</sup> Street in Berthold, North Dakota. NDDOT has been informed that the LACT Facilities will be used by Enbridge's shippers as a truck unloading location. Placing the LACT Facilities in service will result in an increase in truck traffic in and around Enbridge's existing Berthold Station and LACT Facilities.

Prior to the PSC Public Hearing of July 16, 2010, the city of Berthold (City), local public officials and Enbridge (collectively, the Interested Parties) voiced concerns to NDDOT District Engineer Walt Peterson, regarding traffic safety in and around Enbridge's

**35 PU-10-130** Filed: 8/2/2010  
Letter re. Traffic safety measures

Pages: 6

Department of Transportation

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existing Berthold Station and proposed LACT Facilities. Safety is a high priority for each of the Interested Parties. At the request of the Interested Parties, NDDOT has taken part in discussions, prior to and following the PSC Public Hearing, and has focused on addressing the Interested Parties' traffic safety concerns. As the appropriate state agency having proper jurisdiction over such concerns, NDDOT has evaluated the traffic safety concerns, as well as the roadways affected by Enbridge's proposed construction and operation. As a result of this evaluation, and through discussions with Enbridge, the safety aspects of the Siting Application are planned to be addressed in the following manner:

1. Enbridge is committed to cooperating in the implementation of NDDOT suggested and recommended traffic safety measures, which include:
  - a) Installing a combined right-turn and placarded-truck pullout lane for eastbound traffic at the BNSF Railroad Crossing (RR Crossing) and 296<sup>th</sup> Street;
  - b) Installing a combined acceleration and placarded-truck pullout lane for westbound traffic at the RR Crossing and 296<sup>th</sup> Street; and
  - c) Reducing the speed limit on U.S. Highway 2 once Enbridge's facility expansion is operational.
2. Enbridge has agreed to pay for implementation of traffic safety measures 1(a) and 1(b) above.

NDDOT, along with Enbridge, is prepared to implement items 1(a)-(c) above upon approval of Enbridge's Zoning Map Amendment Application. See attachment to this letter showing items 1(a)-(c) as discussed above.

Finally, based on the implementation of the traffic safety measures discussed herein, NDDOT could not support an exemption of the RR Crossing Stops at this time. The NDDOT prefers the uniform application of standards from a safety perspective.

Again, NDDOT is prepared to work with Enbridge to implement the safety measures discussed above when and if their Siting Application is approved. Please feel free to contact me directly if you have any questions. Thank you.

Sincerely,



Francis G. Ziegler, P.E.  
Director

# **Improvements for Enbridge Site West of Berthold (near US 2 RP 122)**

Revised per 07/30/10 meeting with

Francis G. Ziegler, Grant N. Levi, Scott D. Zainhofsky, and Dreux Kautzman – NDDOT (701) 328-2581

James D. Watts (715) 398-4741 and Bruce Homeniuk (701) 857-0839 – Enbridge

The North Dakota Department of Transportation (NDDOT) reviewed the traffic, signing, geometrics, and proposed development, referenced above. As a result of this study, the Department requests the following transportation improvements to US 2. These improvements are estimated to cost \$800,000 to \$1 million, excluding right of way acquisition and utility relocations that may be necessary.

## **1. *WB US 2 Auxiliary Lane (see Figure #1)***

In order to get WB slow-moving vehicles and stopping vehicles (that stop at the RR tracks even when trains are not present) out of the path of high speed non-stopping vehicles, a WB US 2 auxiliary lane should be installed on the outside (right) shoulder from 296<sup>th</sup> St NW to 1200ft west of the RR tracks (Figure 1). The outside (right) shoulder was chosen rather than a median shoulder auxiliary lane, because of the following reasons:

- The wide turning path for NB to WB left-turning trucks at 296<sup>th</sup> St NW naturally directs the trucks to the outside (right) shoulder of WB US 2.
- Mainline WB trucks are more likely to use an outside (right) shoulder lane to stop at the RR tracks, as opposed to a median lane.
- Less cost. Less dirt work would be needed due to the wider outside shoulder – the outside shoulder is 10ft, whereas the median shoulder is only 4ft.
- The outside (right) shoulder RR crossing gate foundation for WB US 2 may be far enough from the roadway that it may not need to be re-located.
- At the end of the WB auxiliary lane, merging would be consistent with typical driver expectation – slower trucks would merge into the driving lane, rather than the passing lane.

Work items to install an outside (right) shoulder auxiliary lane would likely include:

- Widening and paving the WB US 2 outside (right) shoulder.
- Install appropriate signing and pavement markings.
- Cover the existing outside shoulder rumble strips on WB US 2.
- Relocate the RR crossing gate foundation (if too close to the road) and lengthen crossing gate.
  - It appears this would not be necessary, but a design-level survey is needed to be certain.
- Install another RR crossing panel(s) for WB US 2 (so 3 WB lanes cross the RR tracks).

## **2. *Long EB to SB Right Turn Lane (see Figure #2)***

In order to get EB slow-moving vehicles and stopping vehicles (that stop at the RR tracks) out of the path of high-speed non-stopping vehicles, a long EB to SB right turn lane should be installed for 296<sup>th</sup> St NW (Figure 2). The turn lane should extend west of the railroad crossing so EB vehicles can pull into the lane, decelerate, and stop at the RR tracks without impeding through traffic.

Work items to install a long EB to SB right turn lane would likely include:

- Widening and paving the outside (right) shoulder of EB US 2.
- Install appropriate signing and pavement markings.
- Cover the existing outside shoulder rumble strips on EB US 2.
- Relocate the outside RR crossing gate support foundation and lengthen the crossing arm.
- Install another RR crossing panel(s) for EB US 2 (so 3 EB lanes cross the RR tracks).

## **3. *Speed Limit***

The existing 70-mph speed limit would be reduced to 55 mph, as indicated in Figures 1 and 2.

#### 4. *Cost and Work Split*

Enbridge agreed to:

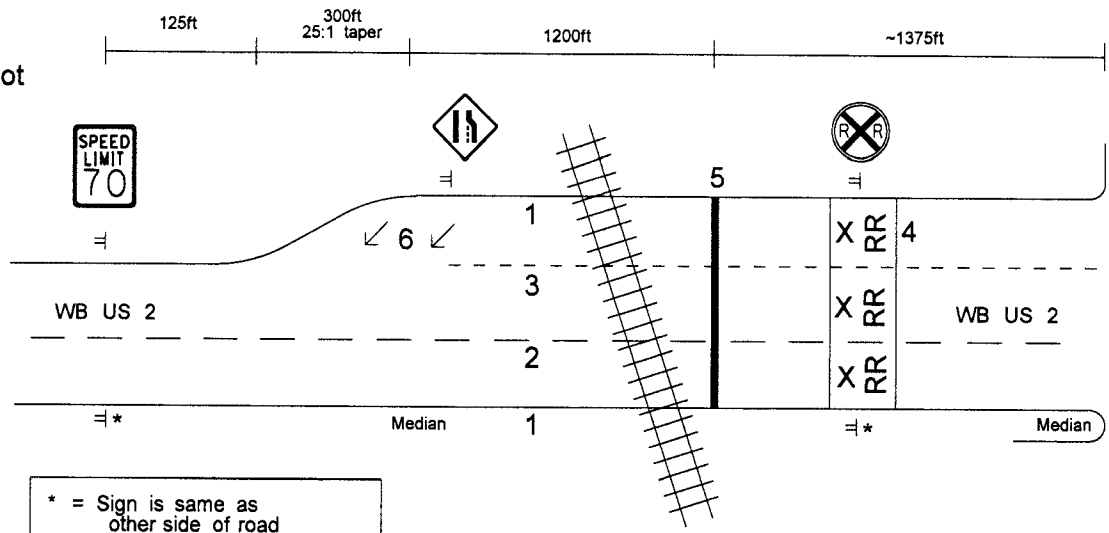
- Prepare a first draft of a Memorandum of Understanding detailing the cost and work split for this project, once it has obtained all necessary approvals and permits to proceed with construction of its proposed facility expansion.
- Design, construct, and inspect all project elements not otherwise funded or undertaken by the NDDOT.
  - o Generally, the above means the grading, aggregate base, paving, pavement marking, temporary work-zone traffic control, environmental mitigation, right of way acquisition, and utility relocation, but may include other items.
- Provide NDDOT the opportunity to review and approve all plans and specifications for work related to US 2.
- Coordinate efforts with Walt Peterson, NDDOT Williston District Engineer (701) 774-2700.

NDDOT agreed to:

- Procure and fund the installation of:
  - o All railroad appurtenances (i.e. crossing planks and signal relocations)
  - o All permanent signing
- Provide this document with attached figures in an electronic format for Enbridge to use in public presentations to acquire necessary approvals and permits for its facility expansion.
- Notify BNSF Railroad that this project is likely going to occur, in hopes of expediting installation of the rail crossing upgrades, if the project proceeds.

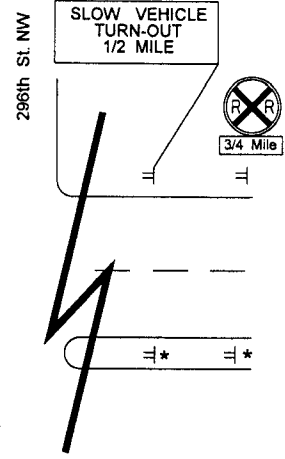
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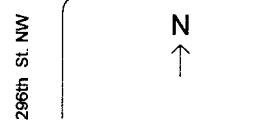
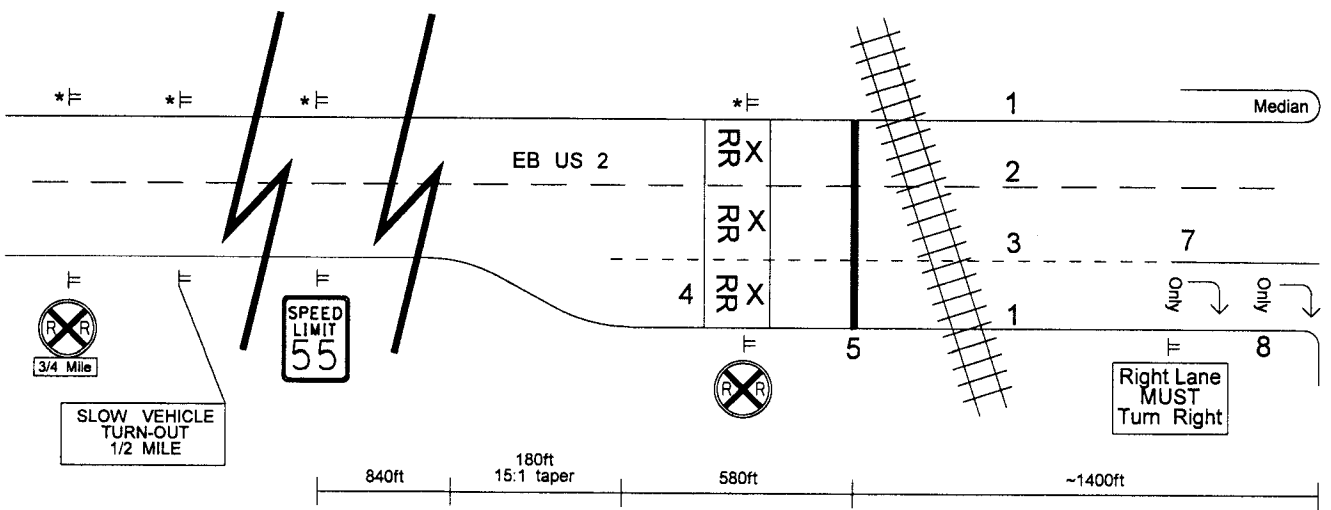
- \* = Sign is same as other side of road
- 1 = Yellow 4" edgeline
- 2 = White 4" centerline
- 3 = White 8" dotted 3ft line 9 ft gap
- 4&5 = White RR markings
- 6 = White lane reduction arrows
- 7 = White 8" channel line
- 8 = White right turn markings

Figure 1  
WB US 2 Outside Shoulder Auxiliary Lane



23 USC §409 Documents  
NDDOT Reserves All Objections

Figure 2  
Long EB to SB Right Turn Lane



# BERTHOLD STATION UPGRADE PROJECT

