

Truck Education and Outreach Partnership for North Dakota



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**TRUCK EDUCATION AND OUTREACH PARTNERSHIP
FOR NORTH DAKOTA**

Research Summary

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INTRODUCTION

Trucks are a vital part of the nation's economy and essential in U.S. market functionality. They are, however, a relatively high-risk segment in the vehicle crash population. Among the serious injuries resulting from crashes between passenger vehicles and large trucks between 2016 and 2020, four of five injuries were to the passenger vehicle occupants (UGPTI, 2021). Therefore, these truck crashes are not only an industry issue but a much larger public safety issue. The rural road risk aspect is amplified when these crashes are stratified to consider the crash location among road classes. In large truck occupant fatalities, a large majority occur on rural roads: 79% for single-vehicle fatalities and 74% for combination truck fatalities (NHTSA, 2021).

North Dakota is a rural state that is heavily reliant on a natural-resource-based economy, and extremely aware that safe travel includes operation by and around large trucks. Economic statistics show the agricultural and energy production industries account for over one-quarter of the state's private industry GDP (Bureau of Economic Analysis, 2022). North Dakota was also in the upper quartile among a distribution of truck-involved crash fatality rates in 2019 (Federal Motor Carrier Safety Administration, 2021). Thus, a robust strategy to leverage enforcement with a multifaceted education partnership aimed at large truck crash prevention would prove beneficial to prevent these crashes. This ideal aligns strongly with a U.S. Department of Transportation safe system approach to strategically eliminate crash risk and economic strengthening in an equitable and competitive transportation system (USDOT, 2022).

North Dakota state crash records show even more prominence with 66.7% of serious crashes, which includes fatal and disabling injury events, occurring on rural roads between 2016 and 2020 (UGPTI, 2021). The crash locations are not specifically assigned a functional class in the state crash records to further define the degree of rurality. Using crash site surface type as a rough proxy, however, loose aggregate surfaces such as gravel and scoria could be largely attributed to highly rural roads. The 13% share of truck-involved injury crashes that occurred on loose aggregate road surfaces between 2016 and 2020 (UGPTI, 2021) is over twice the rate of 5% for crashes not involving trucks. Thus, improved large truck safety generated from attention to rural roadways and remote communities would significantly contribute to crash reduction.

PROBLEM STATEMENT

Public education and outreach activities increase the effectiveness of what law enforcement does to prevent large truck-involved crashes. North Dakota's natural-resource-based economy makes the state particularly susceptible to truck crashes. Between 2016 and 2020, severe outcomes in multi-vehicle crashes evident as fatal or disabling injuries to any occupant was 22% in truck-involved injury crashes compared with 11% in other crash injury events (NDDOT, 2022). Unlike states with evident crash clusters related to economic hubs, such as manufacturing or exporting, truck traffic is widely dispersed and difficult to predict beyond seasonal trends. As discussed in the previous section, rural roads have heightened truck-involved crash risks. Therefore, a demonstration project was conducted to unite key stakeholders while forming a partnership.

The concept of a truck outreach liaison (TOL) was introduced in this demonstration project. The TOL championed the education and outreach program. This large truck safety subject matter expert (SME) helped to facilitate events, communication, and knowledge-sharing to deliver a sustained truck safety education and outreach program.

The demonstration project was conducted through two components, (1) a primary education program and (2) a complementary education program designed to be conducted around planned high-visibility safety events. The sustained team partnership and education program has the potential to become a nationwide implementation model. Local awareness and a sustained commitment to preventing large truck involved crashes will strengthen the state's commitment to the issue.

The project objectives were as follows:

- Objective 1. Engage traditional and new stakeholders in a partnership to increase public awareness and deliver continuous education to prevent large truck crashes in a state truck education and outreach partnership (ND TE-OP). The notion of a TOL would be explored as a facet in the sustained partnership. This position would provide continuity in activities, communications, relationships, and ongoing improvement initiatives.
- Objective 2. Analyze North Dakota crash and citation records, with a spatial association, to identify statewide priorities, at-need driver groups, and high-risk regions in a data-informed annual education and outreach program for the state.
- Objective 3. Develop training and outreach products aimed at large truck fact sharing, teen driver education, and truck driver career insights.
- Objective 4. Develop roles to facilitate and deliver large truck safety education to a diverse audience. The Vision Zero and broader Safe System approaches created a shared space for traditional partners to engage a breadth of stakeholders in pursuing these objectives. We recognize that two National Roadway Safety Strategy objectives are clearly encompassed in a strategic partnership with Safer People and Safety Speeds (US DOT, 2022). Opportunities may certainly arise to highlight elements in roadways, vehicles, and incident management.

SUBJECT MATTER EXPERT MEETINGS

An SME committee was formed at the outset of the study to help guide the project's objectives and needs. Table 1 shows the individuals who served on the SME committee. Members represented influential groups well versed in trucking safety issues. Organizations involved within the group included the North Dakota Department of Transportation (NDDOT), the North Dakota Highway Patrol (NDHP), and North Dakota Motor Carriers Association (NDMCA), among others. Members representing agriculture were also involved from the outset of the study to gain their insight into specific ag trucking safety issues that are prevalent in North Dakota.

Table 1. Subject Matter Expert Committee

Name	Agency	Role
Ryan Gellner	NDDOT	Vision Zero, Manager
Kyle Patterson	NDDOT	Vision Zero, NW Region
Kaitlin Atkinson	NDDOT	Vision Zero, NE Region
Theresa Liebsch	NDDOT	Vision Zero, SW Region
Leah Kelm	NDDOT	Vision Zero, SE Region
Kelly Aberle	NDDOT	Program Manager, Work w Truck Safety
Trooper Joshua Anderson	NDHP	
Cindy Solberg	NDHP	
Lt. Luke Hendrickson	NDHP	
Kacey Heidrich	NDMCA	Administrator
Clint Larby	NDMCA Board	Advisory Council Member, BMT Trucking
Matt Purdue	NDFU	Advisory Council Member, Govt. Relations Director
Melissa Dixon	Dixon Insurance	
Deputy Bryce Noonan	Cass County Sheriff	
Sgt. Ray Beebe	McKenzie County Sheriff	
Paul Mueller	Sugarbeet Industry	Farmer, EMS Volunteer
Kelly Krapu	FM Transportation Club	
Angie Johnson	NDSU Extension	Extension Coordinator, Farm & Ranch Safety
Steven Fischer	AGCND	Safety Director
Brenda Lantz	UGPTI	Co-Director
Mark Tangen	API Dickinson	Chariman

Eleven separate half-hour to one-hour meetings were held with the full committee while sub-committees were formed to deal with specific truck safety areas stemming from full committee input and findings. These areas included ag transportation safety and a high visibility public service announcement opportunity. The SME group was influential in guiding all areas of the study by offering their perspective and insight during meetings and through personal one-on-one communication.

The SME committee was polled to determine which key truck safety topic areas they felt were of greatest importance to the industry. These were separated into two categories: one representing public topics and the other representing truck driver/trucking firm level topics. The most important public topics polled were:

- Sharing the road with large trucks and agricultural equipment
- No-Zone
- Stopping distance
- New American drivers

Truck driver/trucking firm level topics, which were ranked highest among polled SME committee members, included:

- State vs. county permitting
- Safety and insurance impacts
- Commercial driver's license questions
- Agricultural transportation hazards

These survey findings guided the research in determining focus areas for outreach materials as well as upgrades to the North Dakota Agriculture Transportation Handbook, and the need for public service safety announcements targeting both truck drivers and the public in rural areas of North Dakota.

TRUCK OUTREACH LIAISON

The large truck safety SME position was designed to facilitate events while providing communication and knowledge-sharing to deliver a sustained truck safety education and outreach program. Mark Wolters was hired in 2023 to accomplish these goals. During Mark's time with the project, he has been involved with numerous truck safety activities highlighted by:

- Working with the Fargo-Moorhead Transportation Club
- Providing training and safety education to local trucking firms
- Preparing a booth with information for the North Dakota Motor Carriers Conference
- Promoting safety around commercial motor vehicles through a NO-ZONE demonstration at a Career Expo attended by nearly 4,000 students in Fargo
- Working with contacts in western North Dakota to develop a potential truck driving competition.

He also provided insight and feedback regarding outreach materials and activities from a commercial truck driver perspective throughout the study period.

AG SAFETY HANDBOOK UPDATE

In 2015, UGPTI participated in the development of a Regional Ag Transportation Handbook. This handbook covered state and federal statutes, and ag industry rules and exemptions for North Dakota, Minnesota, Montana, and South Dakota. This handbook was published in November 2015 and included sections on anhydrous ammonia, health card/age/drug & alcohol, height/weight limits, hours of service, implements of husbandry, truck inspections, licensing & registration, parts and accessories, and special agricultural permits and provisions for each of the aforementioned states.

In 2017, UGPTI produced an updated Ag Transportation Handbook for North Dakota. This version included information on the new 129,000 gross vehicle weight primary network permit on selected roadways, including all of U.S. 2 in North Dakota, U.S. 52 segments, U.S. 83 segments, and U.S. 85 segments. Other updates were made to reflect changes in state statutes and rules.

This handbook was once again updated in 2023 as part of the Large Truck Safety Education Study project. The handbook included changes based on North Dakota statutes and the North Dakota Highway Patrol (NDHP) Trucker's Handbook. Updates included information on electronic logging devices for vehicles requiring a commercial driver's license (CDL) with interstate and intrastate regulations. Several meetings were held with staff from the NDHP to obtain input and clarifications on rule changes made since the previous handbook was produced in 2017. The NDSU Extension staff also provided input for changes to the transporting of anhydrous ammonia and husbandry implements.

Industry specific topics were gathered during the meetings. Depending on the type of freight being hauled, the origins and destinations, and the types of equipment being used, there are unique cases specific to individual industries. Throughout the SME process, multiple topics relating to the petroleum and agricultural industries in North Dakota were discussed. Oil development and exploration contributes a significant amount of truck volume in the western portion of the state and may involve hazardous materials. Agricultural transportation, specifically farm trucking, includes drivers who may not have a CDL and may not have been exposed to the training required to obtain a CDL.

The project included printing new hard copy handbooks and a post card with a QR code that can be used to access the entire handbook from a smartphone. There is extensive information on the February 2022 commercial CDL and entry level driver training (ELDT) requirements set by the Federal Motor Carrier Safety Administration. These new regulations require new drivers to attend classroom instruction and

skills training provided by a certified instructor or company. CDL applicants who obtain a Class A or Class B CDL for the first time or are upgrading from Class B to Class A, along with new applicants for hazardous materials, passenger bus, and school bus endorsements, will need to go through ELDT.

OUTREACH MATERIALS FOR TRUCKING AND AGRICULTURE

A number of outreach materials (handouts) were developed as a result of SME meetings. Materials focused on No Zone Education, truck operating knowledge, truck crash facts, and several agricultural transportation issues such as public roadway travel, and general ag transportation safety while transporting large farm trucks and equipment. The SME group felt that ag truck safety is not mentioned often enough during the busy spring and fall planting and harvesting seasons. This eventually led to the discussion of PSAs targeted at farming communities throughout northeast North Dakota. Most of the ag truck safety discussions were more general, and a focus on farm trucks and machinery transported after dark also concerned members of the SME group. Specifically, it was mentioned that transporting large farm equipment after dark should be accompanied by an escort vehicle at reduced speeds in contrast to traditional highway traffic. These findings were incorporated into the outreach materials within the ag transportation safety handout.

LARGE TRUCK SAFETY PUBLIC SERVICE ANNOUNCEMENTS

As a result of a meeting with NDSU Extension and UGPTI, it was decided to pursue and deliver a series of public service announcements (PSAs) on large truck and agricultural safety topics for National Safety Month in June. Efforts were made in March to contact two Fargo radio stations that would be able to provide coverage to the targeted area of northeast North Dakota. The objective was to have project team members, including the NDHP and county sheriff departments, read 30-second PSAs that would be recorded and broadcast in June and during the fall harvest period.

One station responded and sent a proposal, which included 100 30-second PSAs for \$1,500. The station, WDAY 970, has several affiliated stations throughout the American Ag Network that covers northeast North Dakota. The proposal also included an additional 100 PSAs that the radio station would donate.

The project team was asked to find sponsors to cover the costs as the grant funds would not qualify for this expense. By early May, the North Dakota Motor Carriers Association Foundation fund sent \$500 to WDAY start the project. An additional \$250 was provided by the Transportation Club of Fargo-Moorhead. With funding secured, WDAY agreed to begin writing scripts for team members. The scripts were reviewed and approved by the project director and UGPTI communications staff. During the review process, it was decided to add a tag line at the beginning of each PSA to identify the sponsors who purchased the spots.

The volunteer voice members represent ND Vision Zero, NDHP, NDMCA, UGPTI, and an ambulance service driver. There are plans to include local law enforcement staff in future PSAs. Volunteer voices from the team were asked by WDAY to provide three safety concerns they would like to mention in a PSA. The station's staff then wrote scripts for review by UGPTI and the volunteer readers. Recordings began so that some of the PSAs could be aired in June with the balance being aired in the fall of 2024.

The radio station scheduled the recordings, which were done either at its Fargo studio or remotely. The balance of funds, \$750, was secured in late May from Dixon Insurance. The funds were paid directly by the donors to WDAY to cover recording cost and play-back time on the air. By the end of June, eight recordings were completed by project committee members and UGPTI staff. WDAY began playing these recordings by the end of June, and by the end of July, 134 PSAs had been aired on its main station as well as its affiliated stations on the American Ag Network. In addition to this effort, WDAY has granted free

access to the recordings for use by UGPTI and Vision Zero on its web and social media sites as well as other radio station networks. Project staff from UGPTI contacted the Simmons Radio Network in early August to offer these PSAs for its program efforts. Simmons has stations in northeast North Dakota, including Grafton KXPO AM and Rock Farm Radio FM in Langdon. By the end of August, WDAY had played an additional 75 PSA recordings on its network. More spots are planned for broadcast during the sugar beet fall harvest in eastern North Dakota.

TRUCK EDUCATION AND OUTREACH WEBSITE

Initially, a draft project website was created to consolidate truck-related safety events into a single location. As the project moved forward, educational materials developed based on SME group discussions were added along with relevant resources highlighting truck safety topics (See Appendix for Examples). The website serves as the central information hub for the project and was continually updated during the initial project and will continue to be maintained after the project concludes.

The website consists of four main pages, including an overview page explaining the overall project scope along with individual pages dedicated to truck safety events, resources, and the truck safety PSAs. The events page consists of many upcoming truck-related safety events in North Dakota and beyond. Specific event topics listed include, among others:

- North Dakota Department of Transportation safety events
- Truck driver qualification classes
- Fargo-Moorhead Transportation Club events
- North Dakota Motor Carrier Association truck driving championships
- Ag-related farm events
- Other annual safety-related conventions and trade shows

The website resources page is divided into four truck safety topic areas. These include state-specific topics dedicated to North Dakota focusing on resources available from NDDOT, NDMCA, the NDHP, and others. National truck safety topic information is available from the National Safety Council (NSC), the national UGPTI Commercial Vehicle Safety Center, the Insurance Institute for Highway Safety (IIHS), and others.

Farm safety topics featured on the website highlight public roadway travel, agricultural transportation hazards, and safety protocols along with an NDSU Extension topic area dedicated to preventing accidents when farm equipment and other vehicles share the road. Another resource section includes a trucking survey focusing on relevant trucking facts, which is available in both hard copy and online formats, as well as a No Zone brochure, which includes driving graphics to demonstrate large truck sightlines and maneuverability differences compared with traditional automobiles. A number of truck smart facts are also included within this brochure.

A truck safety PSA page was added to explain and highlight the development process. An overview of the partnership with WDAY radio was explained along with specific examples of PSAs, including voice recordings that were used. Seven different PSAs were included within the page to highlight topics such as defensive driving, No Zone, farm equipment awareness, sharing the road with large trucks, and others. Individuals who voiced these webpage PSAs included volunteers from the NDHP, NDMCA, FM Transportation Club, a local farmer, and UGPTI staff.

HIGHLIGHTS AND KEY FINDINGS

- The truck liaison position and UGPTI staff provided positive input with this study as a result of cooperation and training with the NDSU CDL training program at its Fargo campus location, which has a new DORON truck driving simulator.
- A discussion on winter truck safety was held at the Large Truck Education meetings, which may provide support to begin planning for the development of winter driver training and preparation as part of the CDL class for new drivers.
- A central information sharing site was determined to be necessary in disseminating information pertaining to large truck safety and concurrent events. The truck education website serves this purpose and will be maintained and updated after the project ends.
- Public service safety announcements were developed using voice recordings from the project's SME group and UGPTI staff. These announcements helped inform the rural and agricultural communities of safety issues pertaining to large trucks and farm equipment traffic during spring planting and fall harvest seasons.
- A PowerPoint presentation on ag safety for rural roads was obtained from Purdue University and, with their permission, was modified to better serve agriculture in North Dakota. This was used by the NDSU Extension Service at its Farm Youth Ag Safety Camps held in 2023 and 2024.
- Postcards with QR codes for downloading the Ag Safety Handbook were produced and distributed by NDSU Extension, NDSU UGPTI, and ND LTAP at meetings and conferences where they sponsored booths in 2023 and 2024.
- Barnes County, ND, Department of Emergency Services created a winter travelers safety brochure in August 2024 (see Appendix). This brochure contains information on truck parking sites for use in the Valley City area during I-94 closures due to severe winter weather conditions. The brochure also has contact information for towing services, hotels, and restaurants and contains QR codes with other related information. The Department of Emergency Services hosted a tabletop exercise on this topic in Valley City on September 19 for emergency personnel and the NDHP.

REFERENCES

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APPENDIX

Truck Safety Resource Examples



READ THE SIGNS

Slow Moving Vehicle (SMV) signs are placed on the back of equipment and must be visible at least from a distance of 500 feet from the rear for vehicles that travel at less than 25 mph. This is your warning to slow down. Look for a tractor turn signal and do not be confused by flashing hazards lights. Slow down when you see a turn signal. Check the left side of the road for areas where a farm vehicle might turn.

PASS CAREFULLY

When passing, be patient and courteous. Don't assume the farmer can move aside to let you pass. Shoulders may be soft, wet, or steep, which can cause them to tip, or they may not be able to support a heavy farm vehicle. Never pass on curves or hills, when nearing intersections, or at railroad crossings or bridges.

HAND SIGNALS

Most farm equipment is huge compared to an average car, requiring the driver to make wide left turns. If equipment veers right, don't assume this is automatically permission to pass. Check the vehicle's cab for hand signals from the driver first. They could just be preparing for a left-hand turn.

WIDE LOAD

Be aware of the distance needed to safely clear the equipment when you go by. Flashing lights or reflective tape are often used to mark the far right and left edges of the equipment, which may be wider than the road lanes.

Farm and ranch equipment is large and heavy making it extremely challenging for operators to accelerate, slow down and stop. This type of vehicle also has large blind spots, making it difficult for operators to see approaching vehicles.

Preliminary data from 2022 shows there were 34 crashes involving farm equipment in North Dakota.

Learn more about traffic safety initiatives at VisionZero.ND.gov

Motorists are reminded to:

- Always wear a seat belt.
- Watch for mud and debris on the roadway as trucks go directly from the field onto the highway.
- Be aware that you can encounter farm equipment at any time of day.
- Keep a safe distance for merging, swerving or maneuvering.

Farm equipment operators should consider the following precautions:

- Use lights, flashers and reflectors to make equipment more visible.
- Make sure your load is balanced and securely mounted.
- Use slow moving emblems on equipment traveling less than 30 mph.
- Consider using a follow or an escort vehicle when moving equipment, especially at night.

(adapted from Vision Zero, August 10, 2023 press release)



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Test Your Truck Smarts

1. A typical fully-loaded tractor-trailer weighs:
 - a. 80,000 pounds
 - b. 70,000 pounds
 - c. 60,000 pounds
 - d. 50,000 pounds
2. Trucks require more distance and time to stop and maneuver than cars.
 - a. True
 - b. False
3. A fully-loaded tractor-trailer traveling at 65 mph under ideal conditions takes a minimum of:
 - a. 102 feet to stop
 - b. 240 feet to stop
 - c. 316 feet to stop
 - d. 525 feet to stop
4. The No-Zones of a semi-truck are:
 - a. On the right and left sides of the semi
 - b. Directly in front of the semi
 - c. Directly behind the semi
 - d. All of the above
5. When merging into the lane in front of a semi-truck, do not slow down, but maintain your speed.
 - a. True
 - b. False
6. Trucks often pull into the left lane for extra space when making wide right turns. You should:
 - a. Pass the truck and make your turn
 - b. Speed up to hurry and get around the truck
 - c. Look for the truck's blinker and wait behind them as they turn

ANSWERS: 1. B 2. A 3. C 4. D 5. B 6. C

OTHER TIPS

WIND GUSTS. Trucks have a huge amount of surface area, creating a sail-like effect which may cause unexpected drifts into your lane.

TURBULENCE. Trucks can create heavy air turbulence, especially near underpasses and shelterbelts. The turbulence can affect your ability to control your vehicle. Keep both hands on the wheel.

SNOW CLOUD/FOG AND SPRAY. Trucks can create large snow clouds and lingering snow fog that can temporarily and dramatically reduce visibility. They can also spray slush, dirt, or mud on your windshield, obstructing your view.

ACCELERATION AND STOPPING. Trucks take longer to stop and regain their speed. Plan and adjust accordingly.

Trucks carrying hazardous materials are required to stop at all railroad crossings.

Trucks are difficult to control on slippery roadways. Trailers can be blown across the roadway and into the path of other traffic.

Oversized loads sometimes require the use of "pilot cars" or police escorts. Pay attention to any special instructions.

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5. 2023

SHARE THE ROAD

DON'T HANG OUT IN THE NO-ZONE

NDSU UPPER GREAT PLAINS TRANSPORTATION INSTITUTE

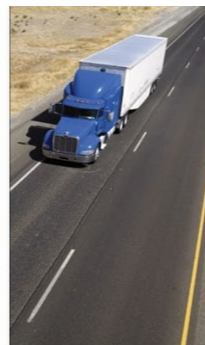
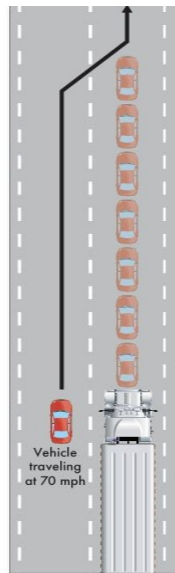
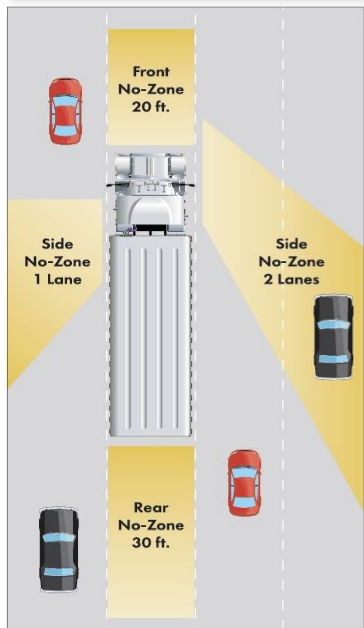
VISION ZERO
Zero fatalities. Zero excused.

Rule of Thumb: Look for the Driver's Face

Be sure you can see the truck's side mirrors

Keep away from the sides of the truck

Don't linger in the no-zone



Allow at least one car length for every 10 mph you are traveling before merging in front of a truck

When passing a truck, never cut in front of it and then slow down



Trucks make wide turns. Be aware that a truck may need to swing wide either to the left or right to avoid obstacles

Give trucks extra space to turn safely

Avoid passing trucks while turning and never pass on the right side



Trucks need **MORE TIME** to stop. Large trucks need the length of up to two football fields to safely stop. Leave extra space when merging in front of these large vehicles, to give them the stopping space they need. Stopping distance can be affected by road surfaces, weather conditions or debris.

PERCEPTION + REACTION DISTANCE + BRAKING DISTANCE = TOTAL STOPPING DISTANCE



Barnes County ND Winter Traveler Safety Brochure

Important Numbers

Emergencies
911
Barnes County Sheriff's Office
701-845-8530
Valley City Police Department
701-845-3110
ND Highway Patrol
800-472-2121
or 701-328-9921
Mercy Hospital
701-845-6400

Tow Wrecker Service
Gille Auto..... 701-845-0171

Fuel Delivery Service
Kotaco Fuel & Propane
(cash on delivery service)
701-845-0732

VC Taxi Service.... 701-840-1406

ND Roads & Travel 511
ND Roads Map
<https://travel.dot.nd.gov>

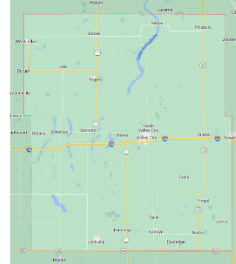
Local Radio
KOVC 1490 AM
KQDJ 101.1 FM
KYNU 95.5 FM
KFNW 97.9 FM
KRVX 103.1 FM
Local Weather
WXK42 162.475MHz

Truck Parking/ Fuel Areas

I-94:
Exit 307
-Tower City Travel Stop
24 hr pumps (Tractor Trailer & Auto)
Exit 304-305
-Oriska Rest Area
Exit 294
-ND Wintershow
Exit 292
-Love's Travel Stop
- 24 hr pumps (Tractor Trailer & Auto)
- Petro Serve USA
- 24 hr pumps (Tractor Trailer & Auto)
Exit 290
-Grace Free Church

Hwy 46/Hwy 1 South:
-City View Gas Station 24 hr pumps
Hwy 1 South:
-Cenex Gas Station Litchville
Hwy 1 North:
-Rogers Elevator
Old Hwy 10:
-Didier's Ag Sanborn
24 hr pumps (Tractor Trailer & Auto)
Hwy 9:
-Cenex Wimbledon
24 hr pumps (Tractor Trailer & Auto)

Barnes County Traveler Information



QR Code Quick Reference



Alert Barnes County
Everbridge Sign-up



Barnes County
Dispatch Facebook



ND DOT Road
Conditions Map

Hotels

AmericInn

701-845-5551
Bridges Bar & Grill
701-845-9899
280 Wintershow Rd



EconoLodge

701-845-5333
Tavern 94 Bar & Grill
701-845-2525
455 Wintershow Rd



Grand Stay Inn

701-490-3500
271 Wintershow Rd



All hotels can be reached
by Exit 292 or 294

Food Options

Delivery

Jimmy's Pizza
701-845-1234
Pizza Corner
701-845-3423
Pizza Ranch
701-845-4455

Door Dash

Burger King	McDonald's
701-845-5275	701-490-3637
Casey's Pizza	Subway
701-845-6279	701-845-5489
Dairy Queen	Taco Johns
701-845-2622	701-845-5495
James Bon Bon (Thai)	
	701-490-4854

Additional Restaurants

Budget Burger
701-845-1918
VC Eagles Club
701-845-2192
Kirin House
701-845-9998
El Valle Taco
701-490-3460
Sabir's Dining & Lounge
701-845-0274
Trestle's Bar & Grill
701-845-4626
Wild Prairie Bakery
701-490-3393

Additional Resources

Valley City Veterinary Hospital
701-845-3662
24 hour Emergency On-call
& Boarding Facilities

Salvation Army
701-252-0290
(Based out of Jamestown)

Maytag Laundry
231 8th Ave SW, Valley City
8am-8pm

Truck Service/Repair

Berger Auto & Diesel Repair
701-845-4989
Love's Travel Stop
701-760-5015
Puklich Chevrolet
701-712-9617
Quality Alignment
701-845-0060
Quality Auto Body
701-845-4844
RKS Sales & Service
701-845-0229
Stouch/Miller Dealership
701-845-1671
Valley Service
701-845-1020
Wendel Auto Body
701-845-5026