County Land Use and Its Affect on the Road System

by

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Any Permitting of Land Use Away From State or Federal Highways Affects Local Roads!
A Broad View of Land Use

- Housing
- Commercial Development
- Large-scale Feedlots, Dairies, etc.
- Ethanol Plants
- Other Agribusinesses
- **Oil Refinery!**
- Power Transmission Lines
- Pipelines (under the land)
- Others
How Do You Protect Your Interest in Sustaining the Local Road System?

Communicate, Communicate, Communicate!

And

Document, Document, Document!
Communication

• Strive to be aware of pending projects and development.
• Be proactive.
• Ask Questions:
  – What roads will be used?
  – Type & volume of traffic?
  – Duration of use
  – Will there be special use/restoration agreements for local roads?
Documentation

- What?
- When?
- Why?
What to Document

• Existing Road Condition:
  – Depth of gravel/asphalt surfaced
  – Roadway width
  – General surface condition
    • Crown
    • Rutting in asphalt surfaces
    • Pipe & structure condition
    • Drainage
    • General notes on condition of roadway
When to Document

- Immediately prior to beginning of special or changing use of roads
- Reasonable intervals thereafter
- Inspect gravel roads after heavy or prolonged rainfall
- At end of project
Why Document?

• Protect the agency’s investment in the local infrastructure
• Provide objective evaluation of conditions
  (I don’t like video logs)
• Eliminate much of the controversy at end of projects
• Can really expedite settlement
Documentation – General Advice

• Keep simple, clear, concise notes.
• Make sure to note exact locations.
• Make sure measurements are accurate.
• Photo documentation to support field data is very good!
Example of some photo documentation on current project
Aggregate Production for a Wind Energy Substation Site
Documentation 10-19-09

• Met 10 tractor/trailer gravel trucks in approx 20 minutes between “Larson” pit and substation site.
• Noted roadway being shoved out at intersection of 481st Ave and 197th St.
• Noted low severity rutting at several locations on haul road.
• Noted roadway being shoved out at intersection of 481st Ave and 198th St.
Example of Documentation of Gravel Loss on Dairy Access Road

- Comparison made between two county roads
  - One serves the dairy (test section)
  - The other carries normal local traffic (control section)
- Fresh gravel layer placed on Aug 5\textsuperscript{th} and 6\textsuperscript{th}, 2008 at \textit{depth of five inches}.
- Gravel loss measured on 5-27-09
- Gravel loss measured on 9-23-09
Part of photo log of tests
• Conclusions at this time are pretty sobering!

• 4.06 inches remaining gravel on the control section.

• Only 2.0 inches remaining on the test section.
• This requires some time and effort.

• But, it is a very objective way to document the added stress on a local road from changing land use.