# County Land Use and Its Affect on the Road System

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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!** 

#### 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 surfacing
  - 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











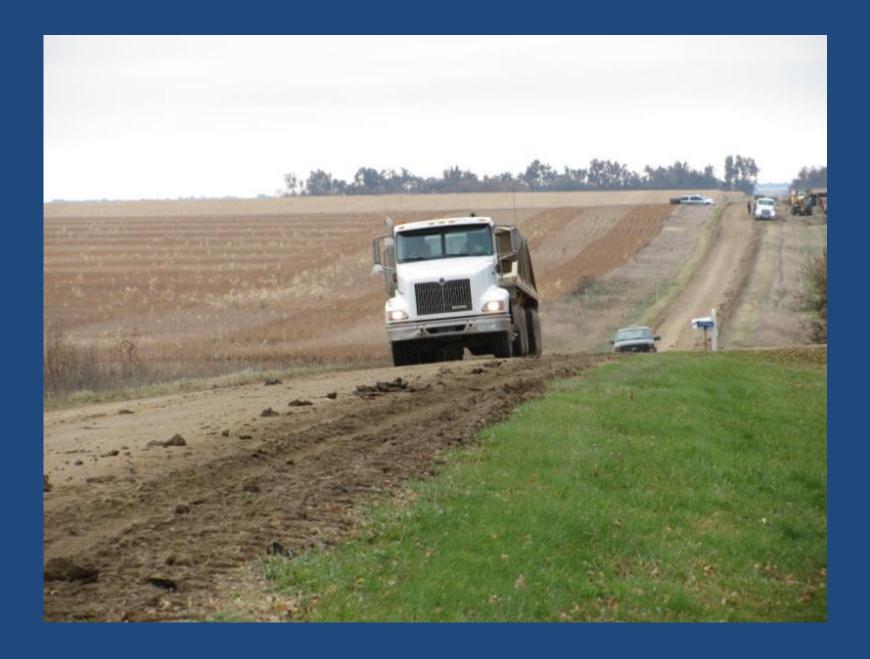




















#### **Documentation 10-19-09**

- Met 10 tractor/trailer gravel trucks in approx 20 minutes between "Larson" pit and substation site.
- Noted roadway being shoved out at intersection of 481<sup>st</sup> Ave and 197<sup>th</sup> St.
- Noted low severity rutting at several locations on haul road.
- Noted roadway being shoved out at intersection of 481<sup>st</sup> Ave and 198<sup>th</sup> 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<sup>th</sup> and 6<sup>th</sup>,
   2008 at 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.