What Happens When Industry Moves In?

The Impact of the Oil and Gas Production in Converse County, Wyoming

David St. John, Assistant Foreman
Converse County Road and Bridge

Ross Road Accident – Oil Tanker Roll Over

Had a few of these in Converse County
Sign run over Road 1 and 2 oil tankers come to this intersection and have to turn right.

Damage a couple of times.

Damage to Road 1 that had been chip sealed over gravel. It appears that a low boy made a short turn and bottomed out, scraping away the road surface.

Questions?

David St. John, Assistant Foreman
Converse County Road and Bridge

ND Oil Industry – Dunn County ND

Mike Zimmerman
Road Superintendent
Dunn County, ND
How Do We Prepare for This?

- Zoning Regulations
- Permitting system for truck traffic
- Weight enforcement
- Inclement weather provisions

Utility permits
- Approach permits
- Road designs
- Partnership with the industry
Organizations that Maybe Able to Assist

Your state LTAP Center
ND Association of Oil and Gas Producing Counties Association
If you would like give me a call I may be able to offer some assistance

Questions?

Mike Zimmerman
Road Superintendent
Dunn County, ND
Kevin Barta-Knox County, NE
Gary Connot-Holt County, NE

Nebraska Wind Energy – Knox County NE
Elkhorn Ridge Wind Farm
➢ First Privately owned & operated
➢ North of Bloomfield, NE
➢ 27 Turbines @ 3 megawatts per turbine for 81 MW capacity

Turbines:
➢ 410’ from base to blade tip
➢ 268’ to top of generated
➢ Blades 140’
➢ Approximately 450-500 yds. in cement base
➢ 50-55 yd. cement truck loads
➢ 125 gallons of oil
➢ 144 bolts at base of tower
➢ 8-9 truckloads per tower/site
Nebraska Wind Energy – Knox County NE

- Crofton Bluffs Wind Farm
  - Operation began Nov. 2012
  - 22 turbines
    - 2 @ 3.0 mw & 20 @ 1.8 mw
    - Vesta turbines
  - Total of 42 mw farm

County Road Agreement

- Pre-Construction Transportation Impact Analysis
- Road video prior to construction to get a baseline on conditions
  - Roads
  - Culverts
  - Bridges
  - Intersections
  - Hilltops (vertical slopes) etc.

County Road Agreement

- Repairing asphalt roads
- Improving bridges to carry heavy loads
- Widen intersections

- Cut hilltops down
- Gravel road maintenance by construction company
- Decommissioning of wind farm
Questions?

Kevin Barta and Gary Connot
Knox County, NE.
Raymond Roggow, Public Works Administrator, Union County, SD

- Average 5 million bushels of corn @ harvest and additional 4 million bushels of corn throughout the year; 1 million bushels of beans @ harvest and additional 1 million throughout the year; 5 million bushels of storage—Additional merger with another elevator creates more trucking—all grain trucked in & railed out
- County Road is a 1930’s vintage (Old State Hwy. #77)—concrete with two 10’ lanes; overlaid in 1998 with 2” of asphalt and an additional 2’ of asphalt on each side for extra width extra grain hauling traffic has created a speedier failure for the existing road

SD Agribusiness – Union County SD
SE Farmers Elevator build a grain terminal - 1998
- Between Elk Point & Jefferson in Union County
- On a county road next to rail service – 100 car train unit loading facility
- Fertile ground with large water supply underneath for irrigation—no bad years for crops unless flooding occurs—every year has grain being delivered

What to Do?
Another asphalt overlay or an unbonded concrete overlay?
- Due to the high truck volume, a decision was made to rehab the existing roadway with an unbonded concrete overlay—Ulteig Engineering was hired to accomplish design and inspection
- Road was closed and existing asphalt milled off—much cheaper to close the road than provide traffic control while pouring one lane at a time