New County Leaders

Reed Oien – Steele County (December 2016)

Shane Biggs – Bowman County (January 2017)
Steve Chase Retired

North Dakota Local Technical Assistance Program
NDLTAP Team

Sandra Baisch - Road Scholar
Denise Brown - Training
Leanna Emmer – Truck Weight
Chris Padilla – Erosion and Safety
Dale Heglund – Program
Curt Glasoe – Western Resource
What does NDLTAP stand for?
To All Local ND Agencies

NDLTAP encourages you to enter the “You Show Us” contest. It’s a rewarding way to share your innovative ideas with others that may benefit from your creativity. The contest is also a good way for you, your crews, and your department to get some well-earned recognition for your efforts. It’s a morale booster for everyone!

Project Award

The top innovation will receive one paid trip to the Regional Local Roads Conference in Rapid City, SD, on October 18-19, 2017. The trip includes bus travel, hotel, and conference registration. The state and regional awards will be presented at this conference.

2016 TOP INNOVATIONS

1. Pickup Sign Ramp – Steele County
2. Shop Welding Exhaust Fan – Billings County
3. Motor Grader Reversible Wheel Rake – Lamoure County

2016 Steele County - State Winner

(L. to r. Reed Olien, Steele County; Noel Clocksin, SDDOT; Tim Nerby, Steele County)

2015 Dickey County

NDSU Upper Great Plains Transportation Institute
EROSION & SEDIMENT CONTROL FOR NORTH DAKOTA MUNICIPALITIES, COUNTIES AND TOWNSHIPS

NDSU UPPER GREAT PLAINS TRANSPORTATION INSTITUTE

North Dakota Local Technical Assistance Program
515 1/2 E. Broadway, Suite 101
Bismarck, ND 58501
Phone: 701.328.9855
www.nditap.org
Save the Date!
25th Anniversary
2017 Northland “How To” Training & Education Workshop
March 21-22, 2017
Ramada Plaza Suites, Fargo, ND

Attend sessions on real-world roadway issues with topics covering:
- Pavement Marking (March 20 Preconference)
- Safety
- Signing
- Temporary Traffic Control

Northland Chapter of ATSSA
American Traffic Safety Services Association

NDSU Upper Great Plains Transportation Institute
How-To Conference Grant Program (Local Gov)

We are excited to announce that in partnership with the Northland Chapter of American Traffic Safety Services Association (ATSSA), we are offering a limited number of scholarships to the Northland Chapter of ATSSA How-To Conference held in Fargo, ND (typically in March of each year). This unique offering is intended to raise awareness, overall knowledge, and networking opportunities in the transportation industry.

Eligibility
Scholarships are available to local government employees/officials who are either decision makers in selection, inspection, or maintenance of pavement markings, traffic signs, and temporary work zone traffic controls. Applicants must be employed with a county, city, township, or similar who work with roadway signing, markings, work zones, etc. on the roadway in order to be eligible.

Terms
Scholarship recipients may only use the grant to pay for registration to the Northland Chapter of ATSSA How-To Annual Conference. Recipients of this scholarship are expected to attend the full conference. Recipients may be asked for testimonials at the conclusion of the conference in

Selection
Applicants are selected by

Equal Oppo
No applicant, on sex, national or marriage or pu

SAFETY TALKS - Retooled

SAFETY FIRST
YOUR LIFE DEPENDS ON IT

North Dakota Local Technical Assistance Program
Asphalt Solutions – The Innovation Matrix

SAVE-THE-DATE

North Dakota ASPHALT conference

March 28-29, 2017
North Dakota has 107,000 miles of roadway

NDDOT - 7,400 miles – all paved – 92% asphalt and 8% concrete
Cities - 1,900 miles - 200 miles of gravel

County/Local Road Network has 97,700 miles
6,600 miles are paved, 59,000 miles are gravel surfaced (55% of total system!) and 32,000 miles are unsurfaced

<table>
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<th>State Network</th>
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2016 LOCAL ROADS CORRUGATED METAL PIPE (CMP) WORKSHOP

UPPER GREAT PLAINS TRANSPORTATION INSTITUTE
NORTH DAKOTA LOCAL TECHNICAL ASSISTANCE PROGRAM

TrueNorthSteel

North Dakota Local Technical Assistance Program
What does GRIT stand for?
GRIT Team - Conference On-Site Assistance

NDLTAP and the Upper Great Plains Institute are hosting a special exhibit table to help you get started on or to help you work on your Geographic Roadway Inventory Tool (GRIT) data input.

Stop by the NDLTAP exhibit booth for data entry assistance.
Currently 4 Layers
Google Maps
Web map viewer available to all for reviewing and analysis
Data Geospatially combined with Pavement Condition and Traffic Data
Other data layers such as and Minor Structures
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Other specific web map applications such as Load Restrictions
Save the Date

NDLTAP Motor-Grader Operator Boot Camp

April 25th and April 26th, 2017

Burleigh County Highway Department

Bismarck ND
Gravel at or near 4%
LOCAL ROADWAY SIGNING 101

Subject Expert
Jon Mill, PE/PLS

Hettinger – February 15th
Figure 1. North Dakota Primary Longer Combination Vehicle (LCV) 129,000 lb. Backbone Network.
SMARTSe Research Project

Performance Analysis Via Vehicle Electronic Telemetry (PAVVET)

The International Roughness Index (IRI) and Power Spectral Density (PSD) are the two most widely utilized indices to summarize ride-quality and pavement condition. Producing them requires calibrated roughness profiling equipment and personnel with specialized training. Even with the latest high-speed profiling technologies, transportation agencies cannot afford the time and expense necessary to produce these indices more frequently than once per year. Consequently, symptoms of distress conditions go unnoticed, for example, frost heaves that appear in between data collection cycles and disappear afterwards. To mitigate these risks, agencies are seeking lower-cost approaches to comply with federal condition reporting requirements for the national highway network.

The IRI is strictly a ride-quality index, derived from the accumulated suspension movement of a simulated quarter-car, rolling over the elevation profile at a fixed reference speed of about 50 miles per hour. Characterizing roughness for urban roads is nearly impossible because IRI is undefined at other speeds. As a mechanical filter, the model emphasizes wavelength energy that excites the modal resonances,
North Dakota Local Technical Assistance Program
UGPTI/NDLTAP Updates

North Dakota Association of County Engineers

January 26, 2017 - Fargo

Dale C. Heglund, PE/PLS, NDLTAP Director