



**Transportation Infrastructure Technical Assistance Survey
(oil counties)**

1. In what areas are you experiencing challenges and would like technical assistance? Note: You should only have 5 items marked with a priority. Please do not mark more than one item with the same priority.

Top number is the count of respondents selecting the option. Bottom % is percent of the total respondents selecting the option.

	1st Priority	2nd Priority	3rd Priority	4th Priority	5th Priority
Short term maintenance of roads	6 38%	5 31%	3 19%	2 13%	0 0%
Long term maintenance of roads	7 39%	3 17%	5 28%	1 6%	2 11%
Maintenance of bridges	2 29%	2 29%	0 0%	1 14%	2 29%
Pavement design for increased traffic	2 20%	0 0%	2 20%	2 20%	4 40%
Alternative road strategies	1 7%	2 14%	1 7%	5 36%	5 36%
Bridge inspections	1 17%	0 0%	1 17%	2 33%	2 33%
Truck size and weight	3 19%	2 13%	2 13%	4 25%	5 31%
Dust control	4 29%	4 29%	3 21%	0 0%	3 21%
Other (please specify in the comment box)	1 100%	0 0%	0 0%	0 0%	0 0%

2 Comment(s)

Survey Summary

	1st Priority	2nd Priority	3rd Priority	4th Priority	5th Priority
Short Term Maintenance	Divide, McKenzie, McLean, Mountrail, Slope, Stark (5)	Bottineau, Dunn, Dunn, Golden Valley, McKenzie, McLean, Renville	Burke, Mercer, Towner	Ward, Williams (3)	
Long Term Maintenance	Bowman, Divide (7), Golden Valley, Mercer, Renville, Stack (5), Towner	Slope (3)	Billings, Dunn, Dunn, Mountrail, Ward	Bottineau	Burke, Williams (4)
Maintenance of Bridges	Bottineau, Divide (7)	Billings, Towner		Williams (3)	Renville, Ward (5)
Pvmt Design for Increased Traffic	Billings, Divide (7)		Bottineau, Renville	Bowman, Williams (3)	Golden Valley, Slope, Towner, Ward (5)
Alternative Road Strategies	Stark (5)	Divide, Slope (3)	Bowman	Billings, Dunn (2), Golden Valley, Mountrail, Renville	Dunn (2), McKenzie, McLean, Ward (5), Williams (4)
Bridge Inspections	Divide (7)		Slope (2)	Burke, Mercer	Ward (5), Williams (4)
Truck Size and Weight	Burke, Divide (7), Stark (5)	Bowman, Ward	Golden Valley, Slope (2)	Dunn (2), McKenzie, McLean, Towner	Bottineau, Dunn (2), Mercer, Mountrail, Williams (4)
Dust Control	Divide (7), Dunn, Dunn, Stark (5)	Burke, Mercer, Mountrail, Slope (3)	McKenzie, McLean, Williams		Billings, Bowman, Ward (5)
Other	Ward (Hydr analysis & justification of + or ↑ pipe sizes)				

Top One Priority

Short Term Maintenance	6
Long Term Maintenance	7
Maintenance of Bridges	2
Pavement Design for Increased Traffic	2
Alternative Road Strategies	1
Bridge Inspections	1
Truck Size & Weight	3
Dust Control	4
Other	1

In Top Two Priority

Short Term Maintenance	11
Long Term Maintenance	10
Maintenance of Bridges	4
Pavement Design for Increased Traffic	2
Alternative Road Strategies	3
Bridge Inspections	1
Truck Size & Weight	5
Dust Control	8
Other	1

In Top Three Priority

Short Term Maintenance	14
Long Term Maintenance	15
Maintenance of Bridges	4
Pavement Design for Increased Traffic	4
Alternative Road Strategies	4
Bridge Inspections	2
Truck Size & Weight	7
Dust Control	11
Other	1

COMMENTS

At this time the oil activity has not effected our paved system to impact. Also bridges are not a big factor as of now, but they likely will be as it moves east.

Other - hydraulic analysis and justification of adding or increasing pipe sizes.

2. Please list major safety issues occurring in your area.

17 Response(s)

COMMENTS

Increased traffic creating lots of dust. Traffic congestion at major intersections.

Large Holes in ALL roads. Road closed and they drive through anyway.

Truck speeds and weights. High traffic speeds. Over-width farm and oil equipment (slow moving).

Dust control, narrow roadways, enforcement of traffic laws-speeding and overweight.

COMMENTS

Truck parking along roadways, speed of traffic, dust.

Dust, lack of enforcement of speed and weight limits. Limited sight distance on local and state road intersections. Drivers driving down the center of roads on narrow roads. Drivers not obeying traffic control signs. Trucks hauling with material falling or blowing off loads and causing hazards. School bus and children safety issues on all roadways.

Use of roads leading to cabin sites and boat ramps to the big lake. Safety a big issue. Roads are not in good condition due to oil traffic. Locals suffer from poor road conditions as well as dust conditions. Hwy dept. and twp. roads are going backwards.

COMMENTS

Roadway width and vertical curve sight distances of county and township roads put local traffic at risk when meeting oversized, over weight, and large volumes of oilfield traffic. During times of rig moves and fracturing large volume traffic creates dust visibility problems putting oilfield and local traffic at risk.

Increased volume of traffic relative to the design capacity and its effect on pavement life, aggregate surface life, dust abatement, and overall condition and safety of the roads. No county road was built to withstand the volume of traffic they are experiencing. We can't keep up with overall general maintenance, just the worst spots and move on.

COMMENTS

Narrow "mucker" roads with 2:1 in slopes makes meeting over width oil equipment and farm equipment extremely dangerous. Poor sight distance because of high hills and not being able to see an over width load until it is too late to react. Blind intersections with speeding trucks not slowing down to cross.

Increased truck traffic and the roads are not designed to handle it. Safety issues are a concern in the county.

Gravel roads not built for heavy oil truck traffic. Mud pushing up through center of roads making roads impassible for local traffic and creating very hazardous conditions. Pavement not handling the loads and breaking up under the loads.

COMMENTS

Road conditions due to heavy and frequent truck traffic.

Turning lanes coming off Highway 200 onto County 17 for the Basin Transload Site. No shoulder on Highway 200 from Beulah west! Soft spots on our county roads and the heavy truck traffic pounding them out even more.

Speeding and overweight trucks causing road destruction and potential for serious consequences. Lack of funding for gravel since we are having to pay considerably more than we ever have for the gravel and we are running out of sources for gravel.

COMMENTS

Road conditions deteriorate quickly resulting in erratic driver movements. Dust creates zero visibility conditions leaving drivers with no way to judge their position on the roadway or see oncoming traffic.

A serious concern for McHenry County is finding the funds to repair or replace structurally deficient bridges in order to accommodate the heavy trucks and also funds to widen and maintain gravel roads to ensure vehicles can pass safely.

SUMMARY

Bad roads (9) and dust (8) are critical safety concern.

Increased traffic (6) and truck weight (6) are also a safety concern.

Bad road geometrics (4), truck speed (3), traffic disobeying signs (2), overwidth vehicles (2), lack of speed & weight enforcement (2), and deficient bridges (1) are other safety concerns.

3. Please select all that apply.

	Number of Response(s)	Response Ratio
Quarterly status report of funds requested vs. allocated funds	10	62.5%
Reimbursement timeframe	8	50.0%
Which specifications to follow	7	43.7%
Other	1	6.2%
Total	16	100%
3 Comment(s)		

COMMENTS

It would be nice to have the gravel road portion switched from 25% county and 75% state. Our oil revenue has not increased yet so on the pavement side we will have a hard time getting match and our project will over run what our share was.

More time to complete projects. It is extremely difficult to get contractors to finish bid jobs in a timely matter since there is more work than contractors in the oil field. If this persists it will not be possible for the counties to spend the money prior to the end of 2012.

COMMENTS

I feel that the NDDOT has done an excellent job of clarification and administration of the program. The time frame to spend funds and cash flow the local match is the biggest obstacle. The planning and manpower to construct projects will also be a great challenge. Our county is in the process of designing and surveying. Once that is accomplished bidding and constructing should move along at a faster pace. Counties should be informed with one another's progress of spending so no funds are unused.

4. Clarification on what these funds can be used for. Note: Mark all that apply.

	Number of Response(s)	Response Ratio
Paved	6	40.0%
Unpaved	9	60.0%
What is considered maintenance	8	53.3%
Other	1	6.6%
Total	15	100%
3 Comment(s)		

COMMENTS

Split projects. What will happen if paved project money is used to grade and base a project and before the planned paving project occurs the funds have all been expended?

Keep it simple.

I think this has been well addressed.

5. What is your preference for meeting to discuss status of funds, allocation usage, problems encountered, etc...

	Number of Response(s)	Response Ratio
Quarterly meetings	10	55.5%
Bi-annual meetings	7	38.8%
Total	18	100%
3 Comment(s)		

COMMENTS

Annual meetings.

One major concern I have for our county is with the shortage of contractors in the oilfield and 17 counties all needing projects completed, will there be enough interest in bidding competitively on construction projects to get the work done in a timely manner?

Oil impact and FEMA work not being able to acquire material in needed timeframes.

A background image showing a road with a white center line and a green field on the right side, under a clear sky.

NORTH DAKOTA
LOCAL TECHNICAL ASSISTANCE PROGRAM

THANK YOU!