

Dale C. Heglund, NDLTAP Director  
February 25, 2014

# Killdeer Roundtable Meeting



NORTH DAKOTA LOCAL TECHNICAL ASSISTANCE PROGRAM  
UPPER GREAT PLAINS TRANSPORTATION INSTITUTE • NDSU

25/3  
Details, 6B



THURSDAY,  
FEBRUARY 20, 2014

# The Bismarck Tribune

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## Effects of the Bakken boom



MIKE McCLEARY/Tribune

Williston-area farmer Floyd Miller talks Wednesday about moving his farm equipment on severely rutted township roads damaged from oil field truck traffic. The meeting in Bismarck discussed the oil impact in North Dakota and Miller was representing oil counties and townships affected by the Bakken oil boom.

## Oil patch plea: More help

By NICK SMITH  
Bismarck Tribune

Leaders of oil patch communities say they are reaching the limits of their resources to deal with the effects of oil development and need more state help.

"The needs don't go away. They get

"The needs don't go away. They get bigger and they get left undone."

Williston City Commissioner  
Brad Bekkedahl

\$20 million through the legislation but it has approximately \$190 million in infrastructure needs. He said the state funding for the next two years was "a bitter disappointment for city officials, to say the least."

The city is working to get services to new developments, pass a school bond issue and is in need of a new hospital.



FRIDAY, OCTOBER 25, 2013

# Opinion

"Seeking to find and publish the truth, that the people of a great state might have a light by which to guide their destiny."

— Stella Mann,  
Tribune publisher, 1939

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## TRIBUNE EDITORIAL

# Maintenance needed for roads

Burleigh County and its organized townships need a better plan to take care of township roads. Reduced maintenance on some township roads has resulted in badly rutted surfaces and water-filled holes in the roadways.

It's more than an inconvenience. It's turning into a safety issue. There are segments of some township roads that are dangerous or unusable.

Township supervisors chewed on Burleigh County Engineer Marcus Hall this week. They complained about the lack of gravel work and other maintenance that townships pay the county out of their share of the gas tax, a county mill levy and special legislative road funds. The township supervi-

sors want the county to farm out the road work it can't get done.

Hall's quick response was to tell the townships to go ahead and contract out the work with private firms — after all, it's their responsibility.

There's no villain in this exchange. Less TLC for township roads represents a trickle down from the recent growth of Bismarck and a hangover from the 2011 flood. Frankly, the county has its hands full. And while the townships are responsible for their roads, the county is much better suited to taking care of mainte-

## Maintenance not up to speed for Burleigh township roads

nance. The townships naturally look to the county for this service.

Unfortunately, with

roads soggy and winter fast approaching, there's little that can be done about the situation yet this year.

Hopefully, everybody let off some steam in the recent meeting and can now move on to creating a more workable strategy for providing township road maintenance in 2014.

The county also needs to fix its fee system, which charges townships by the mile no matter what

level of maintenance is provided.

"They pointed out that wasn't fair and I agreed with them," said Hall, who wants to develop fees based on a three-year average.

One point of agreement is that some township roads are in bad shape. That's a good starting point for creating a fair and practical plan for bringing township roads up to a reasonable standard.

Burleigh County would be best served by the township supervisors and county engineer collaborating on a policy that takes into consideration township needs and resources, as well as the county's ability to provide service.

After all, any solution will require effort by both sides of this issue.





— Hazen Star

## Dumping in Divide probed

Divide County is reporting another case of illegal dumping.

Jody Gunlock, the county's emergency manager, told county commissioners it happened late last month near Alamo, west of N.D. Highway 42, near Les Gunderson's farm.

Gunlock said a semi

hauling "flowback" fracking fluid opened up its valves and drove about two miles west, covering a mile and half of the township road with a suspension of liquids and solids, in a line from the Gunderson farm west.

Gunlock said he also has heard from nearby counties about illegal dumping problems.

McKenzie County, he said, has been "screaming bloody murder" about it. Williams County is in the same boat as Divide County and Mountrail County is frustrated that nothing more can be done to catch dumpers, he said.

Commissioners said it is a legislative issue, and that people need to push their legislators to strengthen state laws.

— The Journal, Crosby



40/25

Details, 6B



MONDAY,  
FEBRUARY 17, 2014

# The Bismarck Tribune

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2014

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Set

Tee

## Highest rent

Continued from 1A

state has created the Housing Incentive Fund, which provides dollar-for-dollar tax breaks for donations to help build affordable apartment units for essential workers.

Many of the new apartment buildings feature mudrooms, where workers can remove dirty shoes before entering.

"I think they are optimistic the oil boom will be around for the next 20 years because of the different levels of oil they now have access to through fracking," Winter added. "I just don't know with the weather that many people who are working in the oil fields will stay for more than a couple years."

Sports, 1D

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# Williston has highest average rent in U.S.

## Exceeds both New York and Los Angeles

An apartment building is under construction in Williston on Oct. 21, 2011. A national study from Apartment Guide shows that the North Dakota oil patch city of Williston has the highest average rent in the country. (Associated Press)



WILLISTON (AP) — The rapidly growing North Dakota oil patch city of Williston has the highest average rent in the United States, a national study from an apartment renting guide shows.

A 700-square-foot, one-bedroom apartment in Williston costs an average of \$2,394 a month, according to Apartment Guide, an online website for apartment hunters. The same apartment would cost \$1,504 in the New York area, \$1,411 in the Los Angeles area or \$1,537 in the Boston area.

The population of Williston, in the northwest corner of the state not far from the Montana border,

has more than doubled since the 2010 Census, with estimates of more than 30,000 people now within the city's limits.

The city and developers have lagged behind the influx of oil field workers, whose sometimes six-figure salaries can bear inflated rent and have caused a shake up in housing supply and demand.

"A lot of management companies have long-term projects projected, as long as the demand and infrastructure are there," Pam Winter, Apartment Guide's Regional Sales Executive for North Dakota, said in a release. "Projects that will be 300 units by the end of the year

are looking to be 800 if it continues to boom. Currently, I have not seen many concessions, and one of the developers raised his rent in January."

Nearby Dickinson, N.D., ranks fourth on the list at an average of \$1,733 a month. Boston is sixth, New York is seventh, Los Angeles is eighth. Chicago didn't even crack the Top 10.

Williston city officials recently established an Affordable Housing Committee to look at how the community can encourage more developers to build with reasonable rental rates and home prices. The

Continued on 7A





## BAKKEN BRIE

### Heavy trucks tear up roads

Overweight semi trucks that are tearing up Divide County roads have become a significant concern for Sheriff Lauren Throntveit.

"We weighed 11 gravel trucks in the last couple of months and all 11 were over weight," Throntveit said.

Worse, he said, is that truckers don't seem to care. They take the risk because of the business payoff of being able to deliver more payload.

"They know they're over weight," the sheriff said. "The gravel operations know about it. The oil companies know about it. No one seems to care. It's all about the money."

Throntveit and Divide County roads foreman Brian Haugenoe say the heavy trucks not only tear up roads but also cause major headaches for law enforcement.

— *The Journal, Crosby*

# 2014

## TRUCK-WEIGHT EDUCATION AND OUTREACH PROGRAM

NDSU UPPER GREAT PLAINS  
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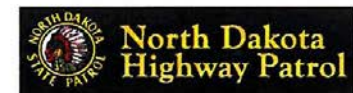
A **North Dakota** educational project to safeguard public roadways through voluntary vehicle weight compliance



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# 2013 Contest Winner





# Mark Your Calendar!!

The 29th Regional Local Roads  
Conference will be held  
**October 22-23, 2014** at the  
Ramkota Hotel in Rapid City, SD.



# Study of County and Local Roadway Needs: 2011-2013

**Overview Posted Online**



Illustration courtesy of North Dakota Department of Transportation.

A rendering of the wildlife underpass that will be built about one-quarter mile south of the existing Lewis and Clark Bridge.

# Getting to the other side

## *New wildlife crossing will be a first in North Dakota*

By BRIAN GEHRING  
Bismarck Tribune

When Meriwether Lewis and William Clark crossed the Missouri River back in the day, they didn't have to contend with the nearly 13,000 vehicles that cross it these days via the bridge named for the famed explorers.

But moose, deer and other wildlife do. Part of the \$300 million the North Dakota Department of Transportation has committed to upgrade U.S. Highway 85 between Williston and Watford City will include a first-of-its-kind wildlife underpass, or crossing. At least it's the first of its kind in North Dakota.

Work on a portion of the project between Watford City and Alexander is already underway, but the bridge part of the job won't be bid until sometime this spring.

Terry Udland, state bridge engineer for the Department of Transportation, said the final design of the new bridge has been mostly approved except for the cost.

He said because of the amount of construction occurring in that part of the state now, putting a final cost to concrete and other construction materials has been difficult.

"It will be spendy, though," he said.

"It's a little bit of a fall in place, west



Photo courtesy of North Dakota Department of Transportation

A recent photo shows the Lewis and Clark Bridge near Williston, which opened in 1973. The DOT said the normal lifespan of a bridge is around 50 years, but a four-fold increase in traffic in the past five years has resulted in the need for a new bridge.

The existing bridge, which opened in 1973, is situated in a historically, culturally and environmentally sensitive area.

The Missouri River itself is a federally-controlled waterway that falls under the management of a number of agencies including the U.S. Army Corps of Engineers

and a host of other animals, not to mention fish.

Bruce Kreft of the North Dakota Game and Fish Department said planning for the bridge replacement project began a couple of years ago.

Kreft said several trips to Montana were

safely, but the scope of the Lewis and Clark crossing is much bigger.

"The design specifications for this crossing will be a first for our state," Kreft said.

Aside from white-tailed deer, Kreft said, the moose population along the river bottom has been growing in recent years and at least four moose, which can weigh up to 1,500 pounds, were killed by traffic in 2013.

"Those are just the ones we were able to confirm," Kreft said, and that doesn't include deer killed.

He said the general area of the bridge is a natural travel corridor for big game and other wildlife as they move to and from the 8,139-acre Lewis and Clark Wildlife Management Area along the river.

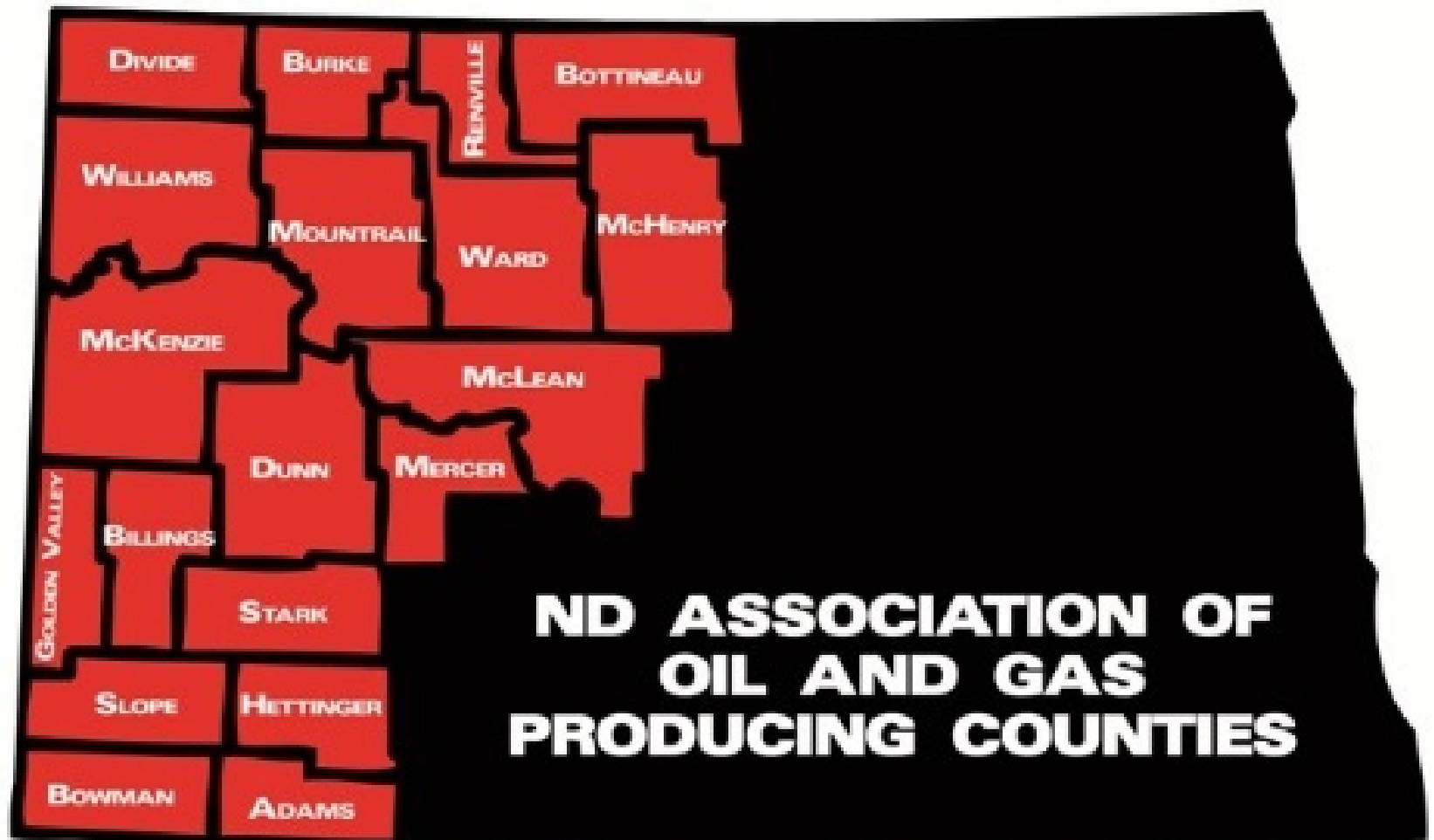
The plan, Kreft said, is to construct 2½ miles of fence on either side of the crossing that will funnel animals into the 15-foot-high by 40-foot-wide underpass.

Another sensitive component of the project is the disturbance to the river itself which is home to the endangered pallid sturgeon as well as another species of concern, the paddlefish.

Udland said the contractor who gets the bid for the job also will be responsible for dismantling the existing bridge.

He said explosives will not be used in the demolition, as was the case with the Memorial Bridge between Bismarck and Mandan.







# North Dakota Asphalt Conference 2014

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# Railroad crossings a safety issue

By KAREN SPEIDEL  
For The Associated Press

WAHPETON — The rural communities of Fairmount and Lidgerwood are flanked by mainline rail systems, while Hankinson is dissected by a major rail line. Train traffic is an everyday occurrence there, which carries a certain degree of risk when motorists pass over these often-used tracks.

With the Hankinson Renewable Energy LLC plant in Hankinson, Horizon Milling flour mill in Fairmount and numerous agricultural businesses sprouting alongside rail tracks, it isn't likely the number of trains passing through area communities will decrease any time soon, especially when you factor the amount of product passing through from the western North Dakota oil fields.

Train intersections have become a safety issue with the recent fatal accident that occurred between a train and motorist near Sabin, Minn. That accident claimed the life of 91-year-old William Briden, who died at the scene Feb. 2 at an unmarked intersection along Clay County Road 67. His wife, Gloria Briden, was driving just yards from their home.

Lidgerwood Mayor Steve Oddo said he is concerned about motorist safety.

"We have one track real close to (N.D.) 11, so if you're



Thinkstock

This stock image shows a train passing through a railroad crossing.

coming in from the north side of town, people have a tendency to slow down for the stop sign and don't know they're stopping on the tracks," he said.

Lidgerwood residents heading to the town dump only have a stop sign to halt their progress before crossing the tracks. That is a safety issue, Oddo said.

"I have a problem with unprotected intersections. I want to see crossbars at every intersection in small towns," he said.

Mayor Joe O'Meara said he thinks the numerous

trains passing through Hankinson are one of the reasons there have been few safety issues in town. O'Meara said he isn't overly worried about motorists getting into trouble here because Hankinson requires a maximum speed of 25 miles per hour for trains and motorists.

"I think one of the reasons it is safe is because those arms come down a lot so people here are very aware of the trains. When we have such high traffic, motorists are always looking for a train," O'Meara added.

Lidgerwood has a train

crossing on the city's north side, just north of the N.D. 11 and N.D. 18 junction. There are crossbars located at the intersection and advance signs signaling an upcoming railroad intersection.

Fairmount also has a high traffic count with trains since Horizon Milling is located on the city's western edge. The rail lines intersect with N.D. 127 at Fairmount and have advance warning systems in place with crossbars and signs. There are two marked intersections in Fairmount, and both have crossbars, said Mayor Jon Nelk. But is it

adequate? Nelk doesn't think so. He would like to see signs with flashing lights installed a quarter mile in both directions alerting motorists about the upcoming train intersection. With traffic speeds on N.D. 127 going 65 mph or higher, motorists in poor weather conditions may not see the flashing lights of the crossbars until it is too late, he said.

Nelk has heard about a fatal accident that occurred in Fairmount years ago, something city residents still talk about. In more recent years, he said there have not been any issues.

"There is respect for the train. Locally, with the traffic we have, there is a respect issue," he added.

Hankinson is spread out about a mile in diameter and has two crossings in town, both of which are supported by advance warning systems that include crossbars and signage. O'Meara said having a mainline rail system is something city residents have gotten used to, so motorists tend to spend a lot of time waiting for trains to pass.

The biggest issue regarding safety is motorists trying to beat the train. The two crossings are about a half-mile apart, so it isn't such a quick matter as driving around the block to beat a train, and if no one is crossing at the other intersection, motorists just tend to stay put, he said.





**Free Training**

# ND Truck-Weight Education and Outreach Program



Submitted photo

A distillation tower for MDU Resources has been hauled down Interstate 94 on its way to Dickinson.

## MDU gets a big tower

Southwestern North Dakota residents may have looked twice at two trucks hauling a large tube down Interstate 94.

The equipment on the rig is the crude distillation tower for MDU Resources' Dakota Prairie Refining, MDU spokesman Tim Rasmussen said.

The tower is the core piece of

the refining process, used to separate the crude oil into different products, including diesel fuel.

It is 140 feet long, more than 14 feet in diameter and weighs more than 100 tons.

The vessel was fabricated in Asia and loaded on a ship in Taiwan on Nov. 6. It crossed the Pacific

*Continued on 6B*

## MDU tower

Continued from 1B

ic Ocean through November and early December.

Once reaching the U.S. it was loaded on a custom designed trailer and departed the Port of Houston on Jan. 3. Then it traveled 1,723 miles to Dickinson.

The foundation is laid for the Dakota Prairie Refining facility and below-ground work is done, Rasmussen said. Now, truckloads of materials are arriving daily.

Rasmussen said some work has to be done to the tower before it can be raised.

The company wants the refinery in service by December.



# Road Scholar Program

## Now Accepting Enrollments



# Officials look into leaking fluids

*Potentially radioactive material spilling out of trailers near Watford City*

By LAUREN DONOVAN  
Bismarck Tribune

MCKENZIE COUNTY — Federal and state health officials are investigating leaking trailers loaded with thousands of pounds of potentially radioactive filter socks and debris parked on rural property southwest of Watford City.

A special agent with the Environmental Protection Agency criminal investigations unit is assigned to the case and a radiation control team from the state Health Department was on scene Friday.

Brad Torgerson, with the state Health Department's waste management division, said the team determined that radiation levels "do not appear to present any public health hazards." He said the company, RP Services, of Riverton, Wyo., was told to put the waste in proper containers and submit a plan for cleanup.

A formal enforcement action is possible, Torgerson said.

EPA special agent Dan O'Malley contacted state health officials about the waste; when contacted by the Tribune, O'Malley said he could not confirm his agency's investigation.

The RP Services trailers are parked on property owned by Russ and Mary Williams, whose separate company was involved in an illegal filter sock disposal that led to a \$27,000 fine at the McKenzie County landfill operation last summer.

The filter socks are a notorious



LAUREN DONOVAN/Tribune

**ABOVE:** Officials are investigating these trailers, which are leaking fluids and contain an unknown number of potentially radioactive filter socks, which have been banned from North Dakota landfills.

**TOP RIGHT:** These orange-tinted filter socks are most likely "hot," said McKenzie County landfill manager Rick Schreiber, who initially received the report that thousands of pounds of the potentially radioactive filter socks and other material was leaking off a trailer in a rural location in the county.

source of radioactive material because they concentrate naturally occurring radiation from geology down the well hole.

The Health Department says the filters should not be landfilled

anywhere in North Dakota and instead, should be handled by certified companies for disposal at



hazardous waste sites in other states.

The trailers loaded with the leaking material and filter socks were reported Thursday to McKenzie County landfill director Rick Schreiber.

Schreiber has adopted a tough policy and his is the first landfill in the country to install radiation detection pedestals that monitor every load coming into the landfill.

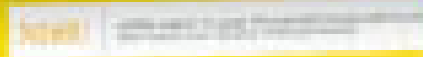
Filter socks, when found, are subject to a \$1,000 fine per sock, Schreiber amounting to nearly \$250,000 in fines to date.

Based on images of the scene, Schreiber said he felt sick and angry and he immediately contacted local, state and federal sources.

"When you can clearly see liquid dripping and running off, there are violations. When they (socks) are that orange color, we know they're hot," Schreiber said. "This is the most (filter socks) I've ever seen," he said.

*Continued on 11A*





## SAVE THE DATE

Region 7 Local Roads Conference,  
October 22-23, 2014





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PROGRAMS

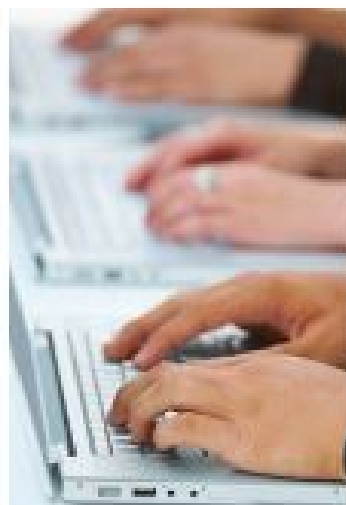
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Institute is a research and education  
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## Assessment of ND County and Local Road Needs, 2013-2015

This effort responds to the North Dakota legislature's request for a study of the transportation infrastructure needs of all county and township roads in the state. For this study, infrastructure needs are estimated using the most current production forecasts, traffic estimates, and roadway condition data available. Agricultural and oil-related traffic is modeled in detail at the sub-county level. Oil-related traffic is predicted for individual spacing units, whereas agricultural production is estimated at the township level.

### Related Links

- [Introduction](#)
- [Study Timeline](#)
- [Physical Road  
Testing](#)

### Downloads

- Presentation to the Interim Energy Development and Transmission Committee on February 11, 2014: [Needs Study of North Dakota Roads and Bridges Status Report](#) (PDF, 1344K)
- Presentation to the Interim Economic Impact Committee on February 3, 2014: [Needs Study of North Dakota Roads and Bridges Status Report](#) (PDF, 893K)
- Presentation to the Economic Impact Committee on October 8, 2013: [Needs Study of North Dakota Roads and Bridges Status Report](#) (PDF, 846K)
- Presentation to the Economic Impact Committee on July 31, 2013: [Needs Study of County and Township Roads and Bridges](#) (PDF, 898K)

### 2011-2013 Project Files

- Final Report: [Study of County and Local Roadway Needs: 2011-2013](#) (PDF, 898K)
- [View Supplemental Information](#)

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2/22/14  
BIS TRIB.



A BNSF Railway train hauls crude oil near Wolf Point, Mont., on Nov. 6, 2013. (Associated Press)

# Oil train wrecks prompt railroad safety measures

By MATTHEW BROWN  
and JOAN LOWY  
*Associated Press*

BILLINGS, Mont. — Railroads that haul volatile crude shipments have reached an agreement with U.S. transportation officials to adopt wide-ranging, voluntary safety measures after a string of explosive and deadly accidents.

The deal signed Friday calls for oil trains to be slowed from a maximum of 50 to 40 miles per hour through major cities, more

frequent track inspections and better emergency response planning along routes that carry trains hauling up to 3 million gallons of crude each.

The new safety steps would begin going into effect in late March and be fully in place by July 1.

After a boom in domestic drilling in recent years, oil trains now travel thousands of miles from oil producing areas, including the North-

ern Plains, to coastal refineries and shipping terminals along the Mississippi River and other major waterways.

The agreement does not resolve concerns over another hazardous fuel, ethanol, involved in a spate of rail accidents in recent years.

It also does not address an estimated 78,000 flawed tank cars that carry crude and ethanol and are known to split open during derailments.

Continued on 11A







# State, industry tackle problem of oil spills

■ *Deraillments, pipeline failures make public safety, response higher priorities*

By NICK SMITH  
Bismarck Tribune

While the drilling of oil has been a major contributor to the state's flourishing economy, recent accidents and spills have made the safety and environmental concerns over its transport a more widely discussed issue.

After one of the largest pipeline spills in state history, the North Dakota Department of Health began making spill data more accessible to the public online. A task force is studying available technology for more stringent monitoring of pipelines.

On Dec. 30, 2013, a train carrying Bakken crude collided with a grain train that had derailed outside Casselton. Several explosions followed and most of the city's residents evacuated for a day.

Approximately 400,000 gallons of crude leaked from the wreckage, one of the largest releases in a rail derailment in U.S. history.

The state's congressional delegation pushed for expedited rulemaking by the

would be expedited, the DOT announced it wouldn't finalize a new tanker car rule until at least January 2015.

"We are concerned that unless DOT provides guidance sooner, the timeline will be too long for industry to transition to newer, safer tanker cars in a timely way," Hoeven said in a January statement. "The federal agencies working on this issue need to devote the necessary resources to get it done in a timely way."

**"Obviously whenever you have a spill of 20,000 barrels of oil, that is a tremendous failure."**

Sen. Mac Schneider,  
D-Grand Forks

Some shippers have voluntarily begun converting part of the nation's fleet of tanker cars to meet higher standards. Industry has pushed back against retrofitting the nearly 300,000 tanker cars in the nation's fleet due to an estimated cost of \$1 billion to do so.

Gov. Jack Dalrymple created a 15-member task force late last year to research available pipeline safety technologies and provide recommendations. Any recommendations developed will be available to lawmakers, regulators and the public.

The task force's first meeting was held last month.

Pipeline safety also made headlines last fall. On

the Health Department is an improvement.

## Regulation

In response to the Casselton derailment, Schneider helped draft a letter to the North Dakota Industrial Commission directing pointed criticism at Helms. As outlined in state law, Helms is the state's lead energy industry regulator and promoter.

Schneider noted that just weeks prior to the derailment, Helms' office was considering the creation of a white paper to counter claims that crude oil was dangerous to move by rail. The white paper plans were

dropped following the derailment.

"I think that lays bare the actual and moral hazard of having the main promoter and the main regulator in the in the same position," Schneider said.

Democrats called for Helms' role to be strictly a regulator. They proposed having industry promotion to be moved to the Department of Commerce, a failed proposal floated in the governor's 2011-13 budget.

Helms took exception with their claims, saying his role is already primarily that of a regulator.

Helms said the state has

approved rules for oil waste pits and hydraulic fracturing, which he contends are the strongest in the nation. More stringent rules for reining in flaring of natural gas also are expected to be put in place this spring. That runs counter to claims by detractors that he's a mere shill for the industry, he said.

"That's not the kind of stuff that a shill does," Helms said.

Jason Flohrs, executive director of the North Dakota Republican Party, said any push by federal regulators to upgrade safety standards needs to be done in conjunction with industry. That would ensure whatever reg-

ulations considered are achievable.

"We want to have a good environment in North Dakota for doing business," Flohrs said. "It's got to be common sense. It's got to be across the board."

Not knowing what the proposed tanker car rule might be until 2015 adds more uncertainty for industry, Flohrs said.

Flohrs said "industry isn't going to invest \$1 billion" — especially if companies don't know what the rules are yet.

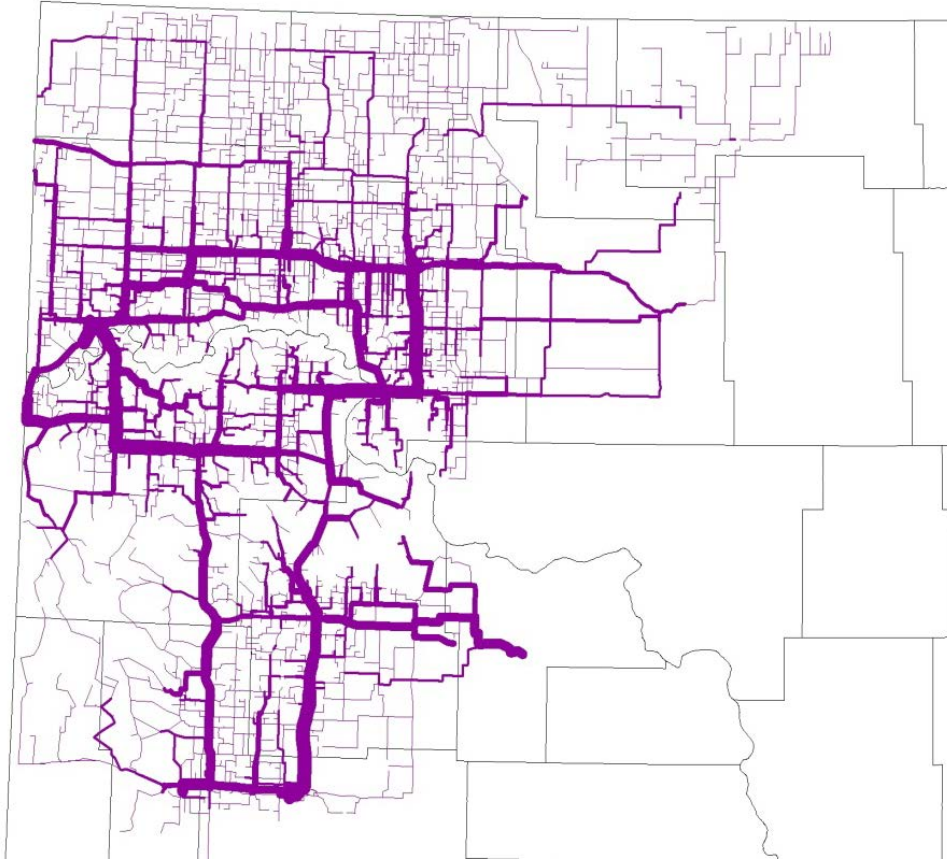
(Reach Nick Smith at 701-250-8255 or 701-223-8482 or at [nick.smith@bismarcktribune.com](mailto:nick.smith@bismarcktribune.com).)







# Oil Exploration Traffic Projections



Example of  
predicted  
traffic flows  
over road  
network

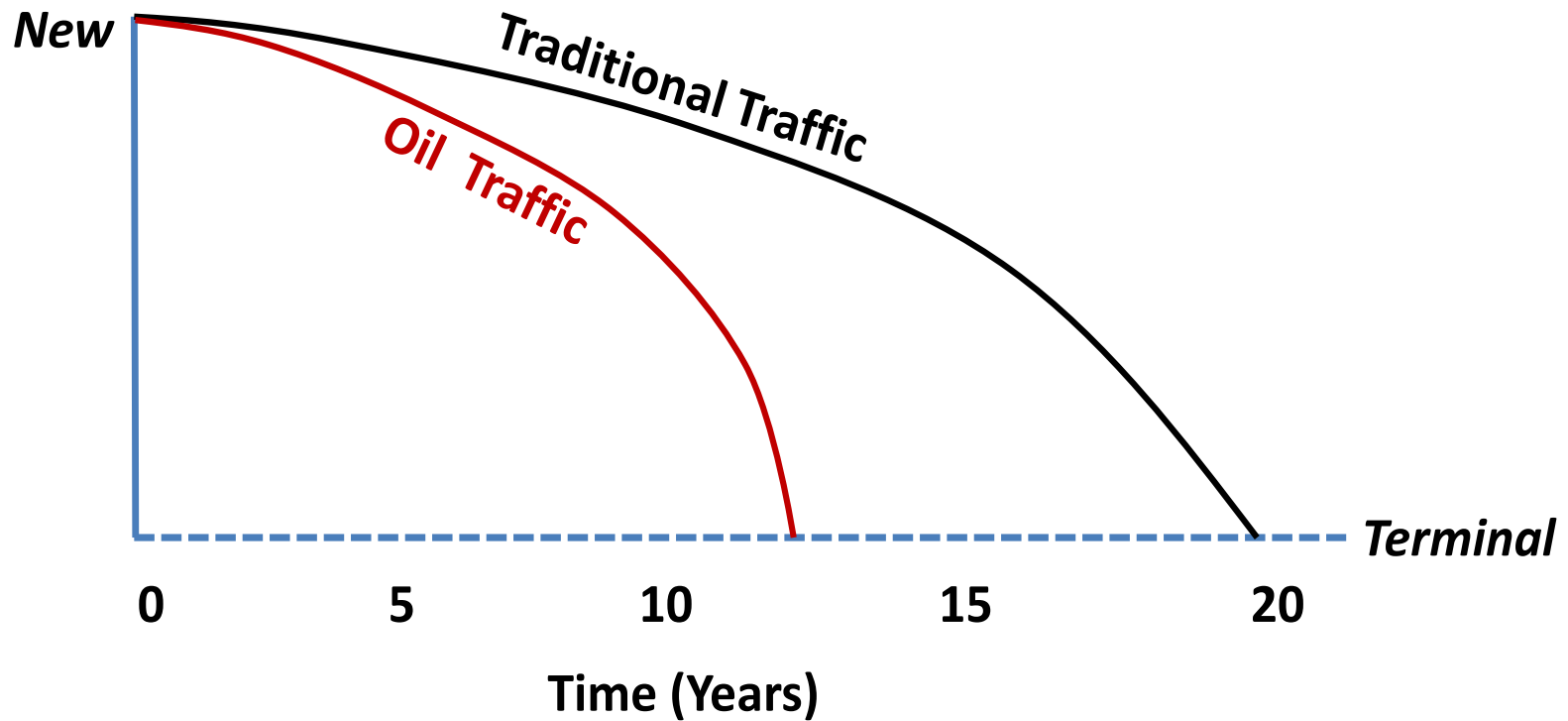
Preliminary  
estimates





# Effects of Heavy Traffic on Paved Roads

Reduced Pavement Life Cycle (Hypothetical)





THURSDAY, OCTOBER 24, 2013

Dakota  
ts in top  
science

PAGE 2B

# Dakota

House passes  
\$8.2 billion water  
project bill

PAGE 5B

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SECTION B

## Roads being neglected

*Township supervisors unhappy with road maintenance*

By LEANN ECKROTH  
*Bismarck Tribune*

Burleigh County Township supervisors say their gravel roads have been neglected by county road crews. Some have not been fixed for three years, said James Schmidt, chairman of the Burleigh County Township Officers Association.

"We have some issues that have to be addressed about the management style," Schmidt said Monday. He said certain roads keep going in

and out of water while other county projects could be pushed back.

"We've got some roads where there is no maintenance at all," he said. "It's senseless to have these roads get in this bad of shape because of lack of maintaining, lack of (gravel work). Graveling needs to be done June through September. ... They are in terrible, terrible shape. Some of these roads you cannot travel on," Schmidt said.

He added that some roads have ruts 1 to 2 feet deep. Not only do the

deep ruts make for rough driving, but they easily hold water, further damaging the road base.

County Engineer Marcus Hall said the townships could contract out the roadwork themselves. "It is their responsibility. They can do something about it," he said. He added it's difficult to find contractors to bid projects now.

Schmidt said the county needs to go back to contracting the work out again at least until it catches up, particularly near river bottoms.

"Ever since the county bought gravel trucks, we have not seen the graveling that there should be," he said.

Schmidt said that doesn't work with 41 organized townships because the townships would still have to coordinate the gravel hauling when the county was available to provide it. "The county is doing all of the loading of gravel," Schmidt said. (The contractor) could go from pit to pit in every community and get it done."

*Continued on 6B*