

NDSU

UPPER GREAT PLAINS TRANSPORTATION INSTITUTE
NORTH DAKOTA LOCAL TECHNICAL ASSISTANCE PROGRAM

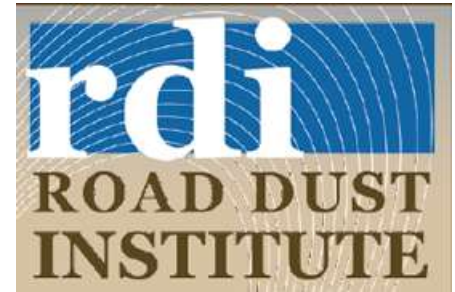
Bill Anderson Status Report



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This status report covers the period January 1- March 31, 2014.

I attended the South Dakota Association of Professional Land Surveyors Annual Conference in Chamberlain, SD, January, 9-11, 2014. This conference addressed the two main topics of Bureau of Land Management appeals and riparian surveying. It is beneficial for me to attend this conference as it enhances my professional development as a Professional Land Surveyor.



On February 4, 2014 I had the opportunity to present at the Road Dust Institute (RDI) Conference in Minneapolis, MN. The Road Dust Institute (RDI) provides tools to manage dust on transportation facilities through research, education and technology transfer thereby supporting improvements in health, safety, mobility, environmental sustainability and livability. RDI's unique knowledge, experience and capabilities provides for collaboration, partnering and consolidation of resources to address the needs of industry, government and other stakeholders to reduce the impacts of dust. The title of my presentation was "Dust Control in North Dakota Oil Patch". The main topic I presented was the "Investigation of Methodologies to Control Dust on County Roads in Western North Dakota" a research report written by Francis Schwindt in 2012. I also presented information on what the oil producing counties have been doing to maintain their road surfaces. I concluded my presentation stating "a lot of effort has been put into dust control in North Dakota oil patch, and will likely continue in the future. There is still a search for the "magic" process and/or material to reduce and eliminate emission at a very low cost".

I also had the opportunity to participate in two sessions presented by Ken Skorseth, SDLTAP Program Manager, on the aggregate quality of surfacing material as a key to good performance of the roadway.

While in Minneapolis, I attended Transportation Engineering and Road Research Alliance (TERRA) Conference, February 5, 2014. I gained insight on the topics of asphalt and concrete maintenance.

Roundtable Discussion Meeting – Feb.26, 2015

My attendance to the Roundtable Discussion Meeting provided me with the opportunity to discuss the use of new materials for dust control with Al Heiser, Stark County Highway Superintendent, Mike Zimmerman, Dunn County Highway Superintendent, and Neil Hofland, Bowman County Highway Superintendent. All three highway superintendents agreed to participate in sales proposals for dust control/road stabilization products with the following companies: Midwest Industrial, Dockter Remediation, and Rhino Sales.



Bowman County	Neil Hofland and I discussed a 4 mile grading project and two asphalt surfacing projects with bid openings in April. The grading project includes a portion with cement with EN1 stabilization. Bowman County expects a short section of Permyzine and a rejuvenating application of Stabilock (soybean derivative dust control) early this summer. Neil will be notifying me when the incorporation of the products is complete.
Billings County	Jeff Iverson had questions concerning the retention of Engineering Consultants. Jeff stated that he is disappointed with some of the work of current consultants. Jeff also expressed his frustration with the Forest Service. The Forest Service is demanding specific maintenance actions of Billings County whether cost effective or not and not within the counties abilities. Improvements are costly and difficult to acquire approval. According to my experience with the Forest Service, road agreements and easements and/or Special Use Permits must be in place. These agreements spell out specific requirements and responsibilities of each party. I told Jeff he should first review these operating permits and easements and begin the process of making needed changes. He must have his county commissioners support to enact these changes.
Stark County	Al Heiser provided insight of two projects (1) preparing a mill and overlay project east of Dickinson on Old Highway 10 for 2014 (2) grading and surfacing to complete the access to the Fryburg gasification plant railroad loading facilities in conjunction with Billings County. Al also reviewed the construction site of the Diesel Refinery southwest of Dickinson. Approximately 300 million dollars is being spent in a 20 month period on the project. Production is expected to begin by mid-December, 2014. Approximately 340 people are currently working on site. Over 3000 screw piling have or will be used in the construction.
Adams County	Theo Schalesky stated that Adams County has a very limited budget compared to most of the western North Dakota Counties. The county is in a "hope we can maintain we got mode". Theo reviewed several gravel roads around the Hettinger area. It was observed that the county crews do an excellent job on retrieving should gravel using a tractor mounted mulching disc and grader. While in Adams county, I obtained gradations of gravel from two sources utilized by Adams County. Tests from these two sources indicate they are on the fine side of the North Dakota Class 13 specification. One test reported a 5 Plasticity Index. The other test did not include any reported atterberg limits. Theo stated "we must try to utilize local materials as long hauls are cost prohibitive". I provided Theo with information on the asphalt work being done in Bowman County. In providing this information it may be an opportunity for Adams county to obtain asphalt maintenance material at a lesser cost than from the stationary plants in Dickinson.
Slope County	Dale Powell provided me with insight of appropriated funds for oil related access. The counties first priority is the access south of Marmarth to Bowman county. The road is 1 ½ miles of existing asphalt. Complete reconstruction is anticipated over the next 2 construction seasons. The second priority is 4+ miles of grading north of Rhame, ND. This route serves as a short cut for oil equipment to north of Bowman. There are some problems with completing of construction plans for bid letting on both projects. The third priority is a series of ½ mile <u>±</u> projects primarily accessing aggregate sources. I emphasized the potential for structure improvements across Slope county. Work on structures often is slower than other work and may limit much traffic.

