



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 June 1 – July 31, 2014.

18 counties were visited for this reporting period. Adams, Burke and Renville counties were unavailable.

All counties visited were reminded to have the NDDOT low cost safety improvements for asphalt roads submitted for review by September 1, 2014.

Note: USFS Guide for Dust Control website (roaddustinstitute.org\archive\resources\Dust Palliative.pdf) provides information on 60+ products for dust control, surface preparation and more.

Billings County	<p>Permitting and grassland construction are two of biggest issues Billings County is facing. Section lines are not recognized by the Forest Service across national grasslands. Single lane, poorly drained roads are being constructed under Forest Service tutelage without any county input. It was observed that very poor sight distance is being built into the road.</p> <p>Jeff Iverson is again using engineered plans for county crew grading project. Jeff said it provides definitive right of way needs, insures the scope of the project is identified, aids in utility work, and insures drainage needs are better met. There is some problem in scaling down the details and communicating this to the consultants.</p>
Bottineau County	<p>The county has met with FEMA primarily due to heavy rainfall amounts and the Mouse River drainage in Canada were scheduled for the same day. The county is seeking assistance in cost account for county project work.</p>
Bowman County	<p>Bowman county has contracted asphalt stabilized section to be constructed later this summer. Neil Hofland said soybean oil (stabilock) performed better than mag water during wet weather. There was no greasy surface on the stabilock. The project comparison report will be available at a later date.</p>
Divide County	<p>Bryon Hagenoe is very busy with permits. Divide County is currently number 5 in North Dakota oil production. The county has acquired a water truck to assist in surface preparation for dust control products.</p>
Dunn County	<p>2013 construction projects with subgrade and clear zone issues were reviewed. The gravel surface is checked indicating compaction problems. There is also significant deformation with each heavy vehicle that passes. Clear zone issues involve fence construction. Mike Zimmerman is working on gravel rating system derived from Wyoming LTAP.</p>
Golden Valley County	<p>At the time of reporting the work is not complete on the Sentinel Butte spring damage.</p> <p>Pete Wirtzfeld commented that the Forest Service grassland construction approval on one project has delayed work resulting in 20% plus in construction costs. Approval was thought to be given, advertisement and partial award (through private lands) was completed. Now with one year delay, the contractor insists on 20% increase in unit costs. Approval is expected soon with no change in plans with the exception of the completion date and cost.</p>



Hettinger County	Mowing and gravel work on county and township roads are a high priority.
McLean County	Discussed a paving project with Ron Wagner. On this paving project there is some boiling of rubberized crack sealant taking place. These areas don't appear to be causing problems. Roundup and a broom were used to ground clear vegetation below the edge slope of the asphalt. It appears to be successful. From my observation the traffic control through the work area is excellent. Advanced warning, warning, flaggers and pilot car signing were all properly in place. Every construction vehicle had its flashing amber light working. Crew parking was well off the road.
McHenry County	A project north of Deering has begun. Gravel maintenance continues throughout the county.
McKenzie County	Interview of consultants was being completed the day of my visit. Mike Dollinger stated that they are having considerable difficulty in National Grasslands with road construction approvals.
Mercer County	<p>The county is waiting for funding on the Zap rail loading site access construction project. The county is working with coal, wind tower, and oil companies on dust control. Dust control with mag water was being applied by a wind tower company the day of my visit.</p> <p>Mercer County has accumulated 2013 traffic accident data for the county. 52% of all accidents involved wildlife collisions.</p>
Mountrail County	<p>Jana Heberlie has obtained a sample of Marifi R3380. Jana has stated the county has had no further failures to date on repair of soft areas which failed in roadways this spring and early summer. The county is installing the geotextile 1 foot in depth with a grader and compaction equipment only.</p> <p>Jana stated the costs inhibit the use of many dust control products. Without significantly longer life of the products, chlorides are Mountrail County's best option in dust control.</p>
Slope County	It was reported that 3 oil wells have been drilled in the past 6 months. The latest drilling involved utilizing a township road, development of a section line, and pad access across pasture land. The section line and pad access construction was done during wet conditions. Problems reported are drainage is poor, inslopes are steep and the width is too narrow. The constructed roadbed is failing under the current drilling traffic. Vehicles have been parked on the approaching township road out of site because of a hill obscuring there location. I have recommended an ordinance to limit parking on public roads be formulated.
Stark County	Three asphalt overlays were reviewed. Two of the projects reviewed there appears to be a vibrating frequency to travel speed problem with the compaction effort which is affecting ride on the roadway. Al Heiser stated that he will always use a fog seal with his chip seals. Using the fog improves chip retention, increases the life of the treatment, reduces windshield damage, improves striping visibility and it appears to be a better job to the user.



Dickinson solid waste is tracking significant material onto a county road. Best management practice to eliminate this problem would be to provide a knock off area prior to entering the county road. Knockoff area is surface with clean road or a pavement of asphalt or concrete for usually a length of 100 feet. Reviewed an urban county road with very limited drainage opportunities and an asphaltic surface which is failing. Edge drains, ditching and curb have no practical place to drain away from the road without expensive condemnation. Reinforcement with geotextile and added aggregates appear to be the best options.

Ward County

Dana Larsen uses a blade laid leveling before overlays to improve ride and eliminate problems from boiling rubberized crack sealant. Some contractors have utilized pavers to do the work. Dana reported that 100 to 300 tons per mile 24 foot surface have been used.

