

2022 MOTOR-GRADER OPERATOR TRAINING

Basic Training

- \$500.00/day per county (subject to change)
- 2.5 hours classroom training
- 4 hours field training
- Classroom training is limited to 30 attendees
- Field training is limited to **8** attendees (includes time in the blade)
- Road Scholar credit 6 hours

Advanced (Customized) Training

- \$500.00/day per county (subject to change)
- All day in the field – One-on- one training with operator

Instructors



Gary Steiner - Burleigh County Operator. He has 25 years' experience as a motor-grader operator with Burleigh County. Steiner was also a heavy equipment operator for 10 years with the North Dakota National Guard.



Randy Watson – Mountrail County Operator. Randy has been an operator at Mountrail since 2018 and has nearly 25 years of equipment operating experience. Randy started as an operator in 1996. He has a broad range of equipment experience gained through work with construction companies and the US Army, Roads & Ground Division. He is well versed in construction and maintenance of roads.



Dennis Moritz - Barnes County Highway Department. Dennis has been employed by Barnes County Highway Department for over 30 years. He started out seasonally for over a decade running various types of equipment, loader, truck, mower, sweeper, and etc. Dennis was a full-time motor-grader operator for 10 years, then accepted the position as Road Foreman, where he over-see the motor-grader operations and all other road operations in Barnes County.



Classroom Topics – (Basic Training)

Safety

- Personal protective equipment
- 3-point contact
- On the road safety
- Backing safety
- Motor-grader blind spots



Equipment Maintenance

- Checking filters/fluids/oils
- Checking tires, pressure and wear
- Checking cutting edges
- Cab inspections



Gravel Road Issues

- Principles of a good road – drainage
- Gravel quality and content
- Understanding correct shape of the roadway cross-section
- Maintaining 4% crown
- Use of a slope meter
- Understanding the importance of straight blades
- Importance of the moldboard angle/pitch
- Intersections
- Windrows
- Intersections
- Retrieving material
- Vegetation
- Super-elevation



ADVANCED CUSTOMIZED TRAINING – FIELD ONLY

Format of Field Training

NDLTAP staff and the instructor will meet at the county highway department. The instructor will do a safety/maintenance walk around with the operators.

The instructor will communicate with the road superintendent about issues the operators are experiencing on the roads. The instructor will focus on those issues throughout the training.

The instructor will demonstrate to the operator the technique then the operator will do that same technique. The instructor uses a (two-way) headset to communicate with the operator.

Typically, the training will consist of 2 operators in the morning and 2 operators in the afternoon. This can be customized to the county.

Most instruction is given on crown (using a slope meter or automatics), slopes, drainage, pulling shoulders, retrieving gravel, washboards, grading speed and gravel quality.

Good blades are required. Worn blades will need to be changed before the field training.

1 mile of road is usually sufficient for the training. Preferably the road should have minimal traffic. Road signage is required on the road. Supplemental NDLTAP signage will be provided.

Operators are **required** to wear safety vests during the training.

A water truck is recommended, if one is not available please call us for further arrangements.

If your county has attachments the operators are encouraged to use them the day of training. Road Superintendents and County Commissioners are encouraged to attend the field training. Lunch will be on their own, typically 1 hour.



CONTACT INFORMATION

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