



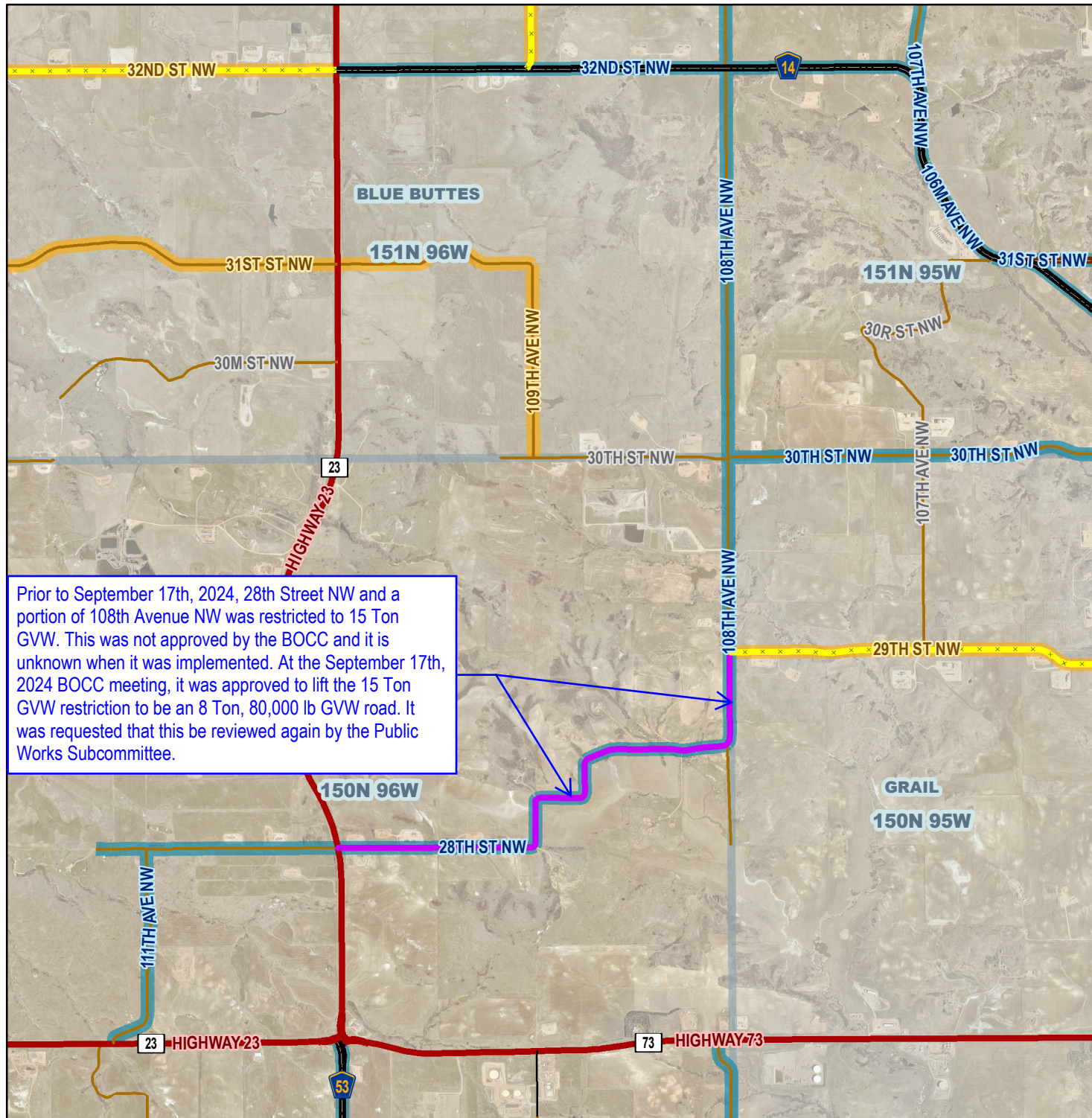
McKenzie County
1300 12th Street SE, Suite 240
Watford City, ND 58854
Ph. 701-444-2600
county.mckenziecounty.net

MEETING AGENDA
PUBLIC WORKS SUBCOMMITTEE
November 18th, 2024 at 01:00 pm CT

ATTENDEES:

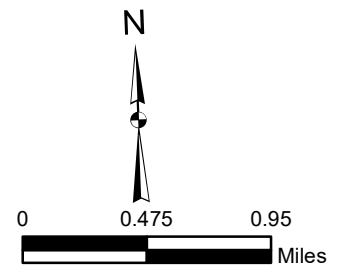
AGENDA ITEMS

- Item 1.** Road Restrictions – 28th Street NW and 108th Avenue NW
- Item 2.** LoadPass Routing Discussion
- Item 3.** 2026 – 2030 Capital Improvement Plan
- Item 4.** Blade District and Dust Control Discussion



Prior to September 17th, 2024, 28th Street NW and a portion of 108th Avenue NW was restricted to 15 Ton GVW. This was not approved by the BOCC and it is unknown when it was implemented. At the September 17th, 2024 BOCC meeting, it was approved to lift the 15 Ton GVW restriction to be an 8 Ton, 80,000 lb GVW road. It was requested that this be reviewed again by the Public Works Subcommittee.

- Legend**
- Road Restrictions**
- 8 Ton, 80,000 lb GVW
 - No Thru
- Roads**
- US & State Highway
 - Paved CMC
 - Gravel CMC
 - Paved
 - Gravel
- County Road Inventory**
- County
 - Township
- Townships**
- Townships
 - OrganizedTwps



Date: 11/12/2024

FOR INFORMATIONAL
PURPOSES ONLY

MCKENZIE COUNTY

Road and Bridge Department

CURRENT ROAD RESTRICTIONS





McKenzie County

1300 12th Street SE, Suite 240

Watford City, ND 58854

Ph. 701-444-2600

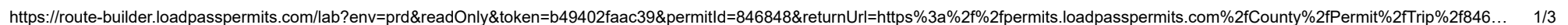
county.mckenziecounty.net

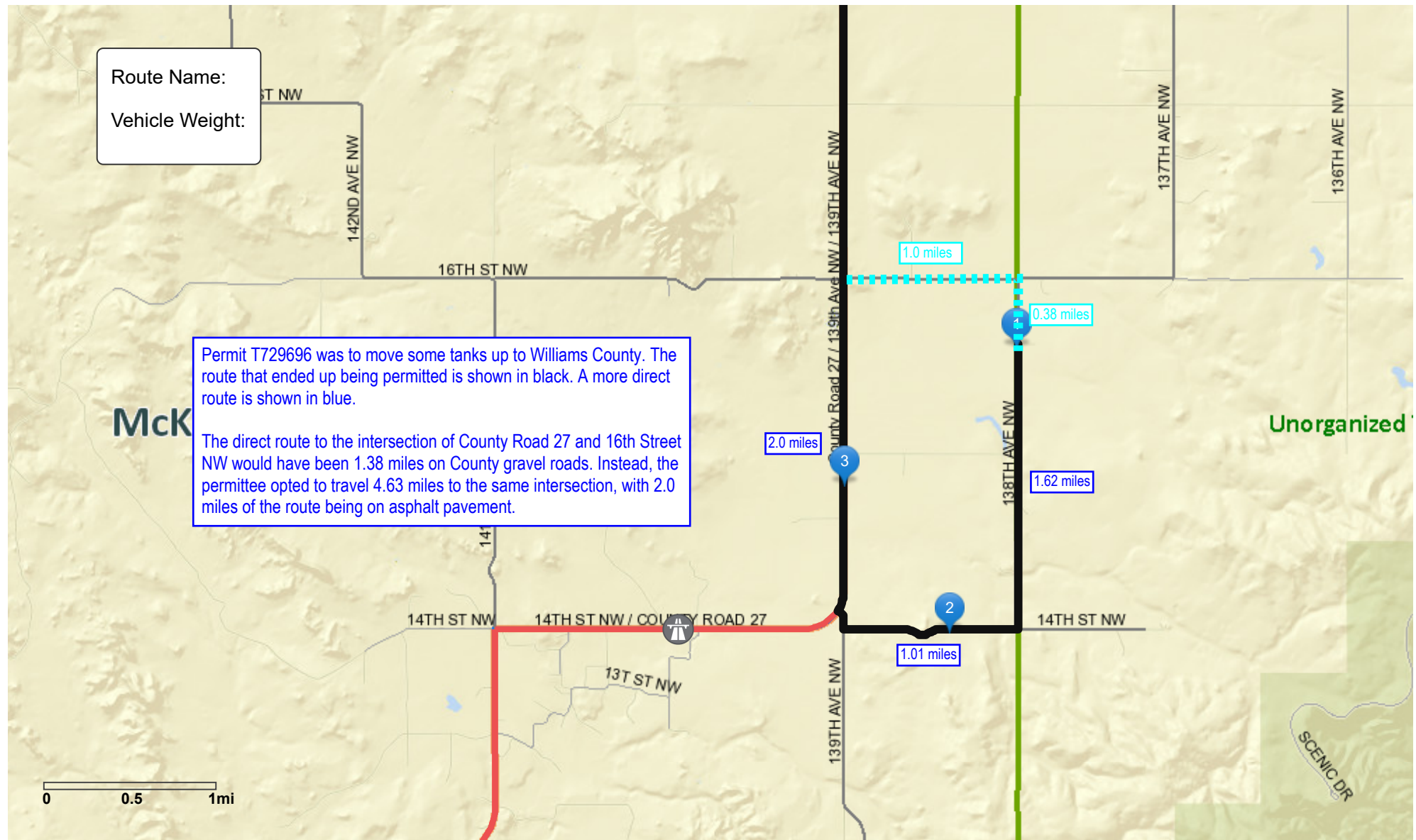
Item 2. LoadPass Routing Discussion

When reviewing LoadPass permit applications, the reviewers sometimes come across scenarios where proposed permittees are not taking direct routes to their destinations. One time the permittee was asked why they were not taking a direct route and they responded with the following, "We have been told that the landowners do not want oilfield traffic on the portion of 138th and 16th that would be the direct route to the well."

The Engineering Department has concerns with overweight vehicles not taking direct routes to their destination. When direct routes are not taken large vehicles are travelling along roadways longer than they need to be exposing them more to the travelling public and the impact and damage to the County and Township Road network is increased. One of the examples provided for review is a workover rig. Workover rigs and cranes are limited as to how fast they may travel. Pushing a slower moving vehicle onto a higher speed and higher volume road is a safety concern for the travelling public, particularly when it could have a direct route on a low volume, low speed road.

The Engineering Department would like to seek clarification as to how to handle these types of scenarios. Currently, a more direct route has not been forced onto a permittee.







McKenzie County

1300 12th Street SE, Suite 240

Watford City, ND 58854

Ph. 701-444-2600

county.mckenziecounty.net

Item 3. 2026 – 2030 Capital Improvement Plan

Mission:

The mission of the McKenzie County Road and Bridge Department is to construct and maintain a safe and efficient system of roads and bridges that supports and enhances the County's economic vitality and quality of life for its residents.

Goals of CIP:

The 2026 – 2030 Capital Improvement Plan is an overarching policy document which is intended to guide decision making related to the County's transportation infrastructure to ensure decisions move the County towards the Department's mission.

- Determine the existing condition of the County's roads, bridges, and shops so service may continue to be provided that meets or exceeds existing standards.
- Determine future infrastructure needs based on proposed development, population projections, needs of the County's residents, and funding scenarios.
- Prioritize roads, bridges, and shop projects and develop cost estimates for each project.
- Develop a capital improvement plan prioritization process that is documented, repeatable, affordable, and implementable.

Rehabilitation and Reconstruction Project Prioritization Criteria:

- Roads:
 - o Crash History and Safety (25%)
 - Items to take into consideration are crash history, severity of crashes, inslopes, vertical curves, horizontal alignment, and existing safety report projects.
 - Degree to which the project will help minimize health risks, improve safety, and improve regulatory compliance capabilities.
 - o Infrastructure Condition (25%)
 - Items to take into consideration are pavement condition index, ride quality, frequency of application of dust control, frequency of surfacing needing replaced, condition of cattle guards, condition of culverts, etc.
 - Degree to which the existing infrastructure condition needs improvement.
 - o Road Classification (20%)
 - County Major Collector roads are prioritized for funding over local roads.
 - o Traffic Volume (20%)
 - Based on current and historical traffic counts taken by McKenzie County and the NDDOT.
 - o Economic Growth and Quality of Life (10%)
 - Based on review of weight restrictions and input from economic development, residents, tourism, ag producers, and the oil and gas industry.
 - Degree to which the project will support economic development initiatives and improve the quality of life for the County's residents.
- Trails
 - o Safety (15%)



McKenzie County

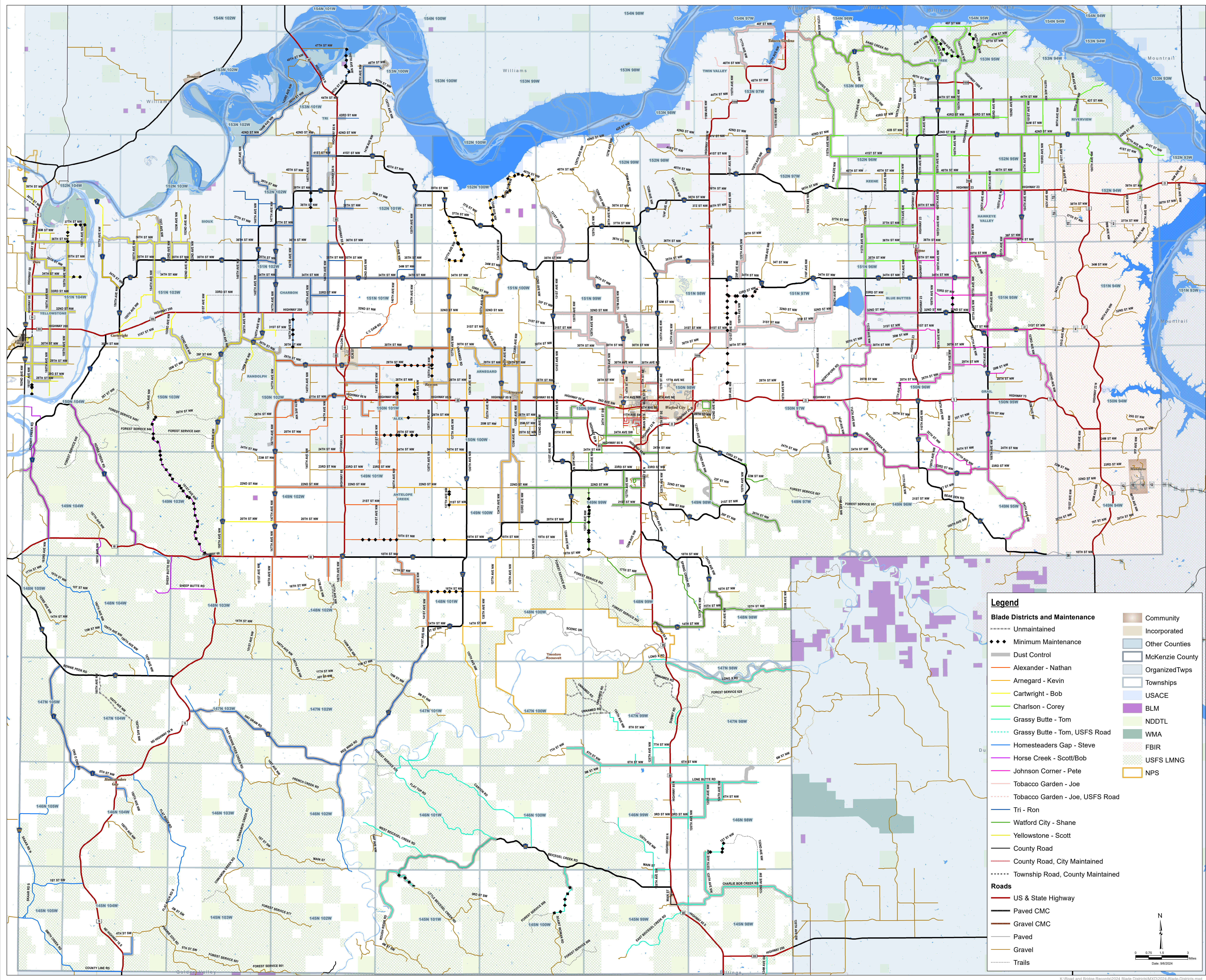
1300 12th Street SE, Suite 240

Watford City, ND 58854

Ph. 701-444-2600

county.mckenziecounty.net

- Items to take into consideration include whether the corridor is currently utilized by pedestrians and recreationists, regardless of the presence of a trail.
- Proximity to Generator (10%)
 - Is a population base close by or an attraction.
- Connectivity (50%)
 - Items to take into consideration is whether the proposed trail would connect to an existing trail network.
- Economic Growth and Quality of Life (25%)
 - Based on input from economic development, residents, and tourism.
 - Degree to which the project will support economic development initiatives and improve the quality of life for the County's residents.
- Bridges
 - Infrastructure Condition (30%)
 - Items to take into consideration include safety of structure and structure ratings provided by the NDDOT and the County's consultant.
 - Load Restrictions (20%)
 - Is the structure currently load restricted?
 - Traffic Volume (25%)
 - Based on current and historical traffic counts taken by McKenzie County and the NDDOT.
 - Year Constructed (25%)
 - Higher priority is given to the oldest structures that are nearing the end of their service life.
- Shops
 - Infrastructure Condition (50%)
 - Items to take into consideration include safety of shop, ability to meet applicable building codes, and maintenance costs and needs.
 - Year Constructed (30%)
 - Higher priority is given to the oldest shops that are nearing the end of their useful life.
 - Growth and Efficiency Needs (20%)
 - Does the shop meet the County's needs for the next 10 to 20 years?



FOR INFORMATIONAL
PURPOSES ONLY

MCKENZIE COUNTY

Road and Bridge Department

COUNTY MAINTENANCE

ITEM 4

