NORTH DAKOTA

VISION ZERO

Zero fatalities. Zero excuses.

Burke County Daytime Sign Inspection

January 28, 2021

Dale C. Heglund, PE/PLS, Program Director

North Dakota Local Technical Assistance Program (LTAP)







UPPER GREAT PLAINS TRANSPORTATION INSTITUTE NORTH DAKOTA LOCAL TECHNICAL ASSISTANCE PROGRAM



IMPRESSIVE

Innovation is Local







Maintaining Traffic Sign Retroreflectivity

*updated in 2013 to reflect current MUTCD compliance dates

FHWA-SA-07-020

(Revised 2013)

This document is referenced in **Section 2A.08** of the *Manual on Uniform Traffic Control Devices* (MUTCD). Please be sure to review the methods discussed on pages two and three, along with the related procedures that make each method reliable and meaningful in its use to maintain signs above the minimum retroreflectivity levels. A full report on these methods can be found at www.fhwa.dot.gov/retro.

SCHEDULE

Method:

Agencies have until

June 14, 2014 to implement
and continue to use an
assessment or management
method that is designed
to maintain regulatory and
warning sign retroreflectivity

Traffic signs provide important information to road users. To be effective, traffic sign visibility must be maintained during daytime and nighttime conditions. In addition to Section 2A.08, the MUTCD addresses sign visibility in several other places, including Sections 1A.03, 1A.04, 1A.05, 2A.06, 2A.07, and 2A.22. These sections address factors such as uniformity, design, placement,

The MUTCD language recognizes that there may be some individual signs that do not meet the minimum retroreflectivity levels at a particular point in time. Reasons for this include vandalism, weather, or damage due to a crash. As long as the agency is using one of the methods (with appropriate procedures) to maintain their signs, they are considered to be in compliance with this Standard.

June, 2014 - The Feds

Adopt and implement
Assessment or management plan
Retroreflectivity standard



Review Sign Needs



Maintaining Traffic Sign Retroreflectivity



Nighttime Driving

Daytime
Many cues available
Driver task relatively easy

Nighttime Few cues remain Task more difficult

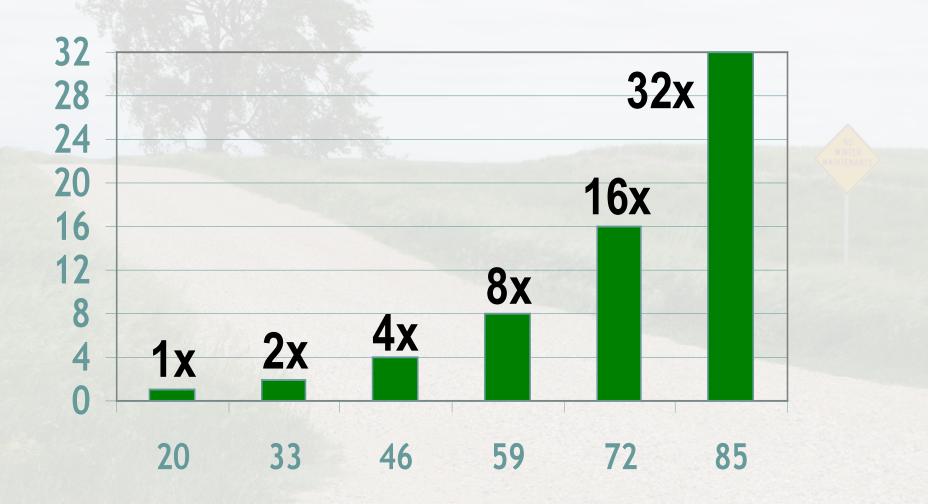


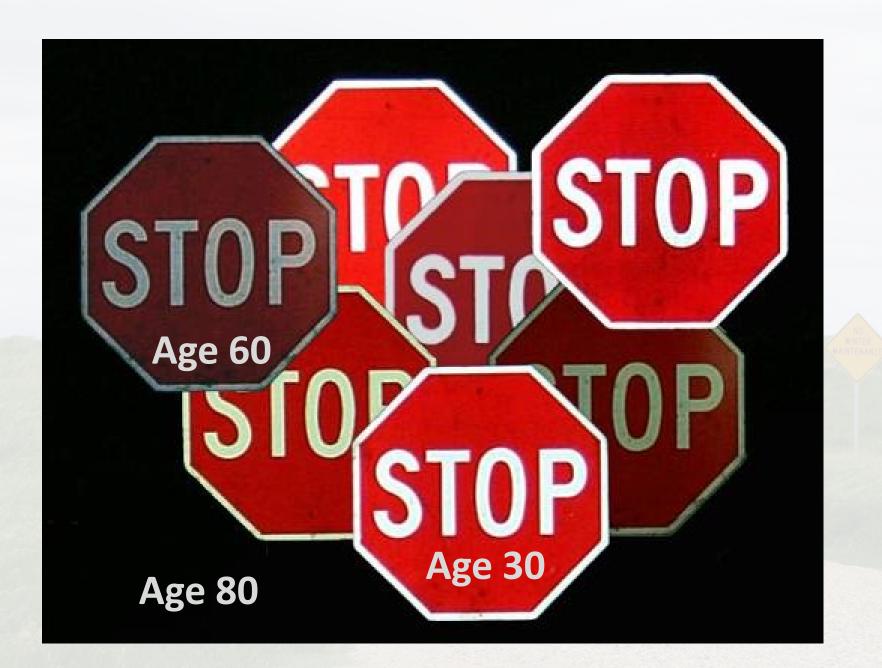


Retroreflectivity provides nighttime guidance

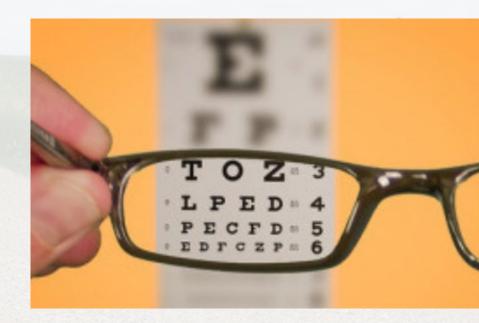
Older Driver Vision

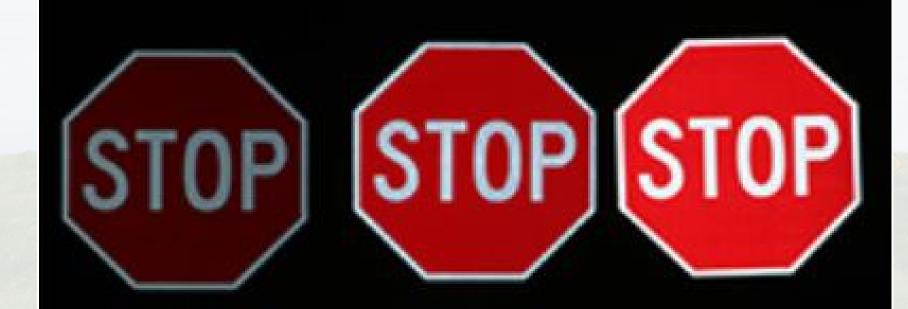
Starting at age 20, the amount of light needed to see doubles every 13 years





Inspector - at least 60 years old









Equipment Needed:

Sign Panels, Clamps, and Flashlight (Halogen recommended) Step Ladder (if needed for taller signs) Small Container (to store/protect the panels, clamps, & flashlight)

- 1. Identify the questionable sign.
- 2. Attach the appropriate colored comparison panel or panels to the sign using clamps.
- 3. Step back from the sign face approximately 15-25 feet, place the flashlight (halogen recommended) next to your ear, and shine the light toward the sign/comparison panel combination.
- 4. If the comparison panels are brighter than the sign, the sign should be replaced.
- 5. If the comparison panels are nearly the same brightness, the sign is near its functional life and should be identified as one to re-inspect in the future or to be replaced.
- 6. If the sign is brighter than the panels the sign is good until the next annual inspection.
- 7. Document the inspection of every sign including any conclusions found when using the comparison panels, and actions taken based on the conclusions of the inspection. Inspections are important, but are meaningless in court

is inspected using the comparison panel.

Caring for your comparison panel kit.

When you have completed the sign inspections, store the comparison



panels in a safe, protected location away from the effects of UV light. This is important to extend the life of the panels and get the most use out of them.

Only use rubber-tipped clamps to help avoid scratching the panels.





The photos showing panel use were taken during the day for clarity, but an actual inspection will need to be done at night.

The WV LTAP has provided this comparison panel kit. It was designed using procedures developed by the Cornell Local Roads Program.

WV LTAP: 304-293-9924 or 9939 • wvltap.wvu.edu

NORTH DAKOTA ASSOCIATION OF COUNTY ENGINEERS 68TH ANNUAL CONFERENCE

JANUARY 24-26 | 2018 | HOLIDAY INN HOTEL | FARGO, ND



DRAWING (SCHEMATIC) WITH DETAILS: LED Lights Adjustable mount 0000000000 000000000









Kenny Tetrault and Connie Howell Burke County Commission



County Employees Recognized for Innovative Sign Assessment

by LISA THOMAS

Ken Tetrault, Burke County Highway Superintendent, and Connie Howell were recognized for their recent work on a sign project in Burke County. The proj ect was implemented to test the reflectivity of road signs.

Local government agencies are required to use an assessment or management method to maintain regulatory and warning sign reflectivity at or above minimum required levels, according to the NDSU Upper Great Plains Transportation Institute.

The two county employees developed and tested an assessment process that is easy and fast to complete.

Dale Hegland, program director with NDSU ND Local Technical Assistance Program, recently spoke with Burke County Commissioners commending Tetrault and Howell on their project and recently presented the method at a a few hundred dollars where the conference in Montana.

Hegland plans to do a research project using the technique specifically created by Tetrault and Howell to peers in the highway department sector at an upcoming conference.

Tetrault explained that the

county needed to come up with a way to test the reflectivity of the road signs but often, that can only be done at night, costing the county additional funds to pay workers overtime to work at night. In addition to the extra cost, it is a dangerous task, with employees having to stand on the roadways in the dark, risking being hit by oncoming traffic.

With those two factors, Tetrault came up with an idea and shared it with Howell and together they put the idea to the test and that idea became a reality.

The testing works in the daylight, using LED lights they mounted to the top of a vehicle, where the lights would be high enough to shine more directly on the signs.

Tetrault explains this will work best in cloudy conditions, as sunlight can cause interference.

The lighting system costs only reflectivity testing equipment rental or purchase is much higher in cost.

Not only does this lighting system allow employees to test reflectivity in the daylight, it can be done in a fraction of the time compared to the previous system.

The vehicle pulls up to the sign, approximately 50-80 feet from the sign for best results. The operator then shines the lights on the sign and is able to measure the reflectivity of each sign within a short time, allowing the operator to complete testing much quicker than with the original method of light testing.

"It's much more efficient," Tetrault explains.

Tetrault has been with the Burke County Highway Department for 26 years and has other inventions under his belt. He came up with a "diving board" type of ramp for employees to walk up to change a road sign rather than climbing a ladder to get up to the sign to change it, making it safer for the

employees. He was recognized regionally for that specific invention.

Being able to create and invent things that make the job easier is definitely something Tetrault says he enjoys most about the job.

Dale Hegland is currently working toward getting approval for the light reflectivity testing system so it can be shared and used among other county highway departments in the region.



Development of a New Daytime Process for the Evaluation of Sign Retroreflectivity

Dale Heglund, Director, NDLTAP, Upper Great Plains Transportation Institute, North Dakota State University • Kenny Tetrault, Burke County Highway Superintendent
Leanna Emmer, UGPTI, NDSU • Curt Glasoe, UGPTI, NDSU • Connie Howell, Burke County

INTRODUCTION

Local government agencies are required to implement and use an assessment or management method to maintain regulatory and warning sign retroreflectivity at or above the minimum levels in Table 2A-3 of the 2009 Manual on Uniform Traffic Control Devices (MUTCD). This requirement was implemented June 14, 2014.

The effort required to evaluate signs, the costs to complete sign reviews, and an understanding of the various allowable processes are hurdles that may challenge the small budgets and staffing of some local agencies.

Generally, either an assessment or a management system can be used to evaluate sign retroreflectivity. Acceptable assessments include visual night-time inspections and measured sign retroreflectivity methods. Management methods include expected sign life, blanket replacement, and control sign life determinations. In addition, agencies may use other assessment or management methods developed based on engineering studies. This option provides a window of opportunity for this project.

Burke County (North Dakota) Road Department employees Kenny Tetrault and Connie Howell developed and tested an assessment process that is easy and fast to complete. As an added benefit, this low-cost process can be completed during normal work hours. Additionally, the county is able to utilize the full life of each sign, a shortcoming of management systems that rely on scheduled sign replacement based on estimated sign life.

The purpose of this project is to validate that the Burke County Daytime Sign Retroreflectivity Assessment Method (a.k.a, North Dakota Daytime Sign Inspection Method) can be used to evaluate sign retroreflectivity minimum values as defined in the MUTCD and to define the steps needed to ensure process validity.





METHODOLOGY

Burke County maintains about 1,500 road signs. After examining the approved methods, county staff thought there had to be a better, faster, easier, and less expensive way to check the retroreflectivity of their signs. They experimented with various techniques and developed a process that uses an LED light to illuminate the sign and create the headlight effect used for night-time inspections. Before and after LED illumination photos are taken and used to develop a sign condition rating.

Equipment for the process included: county pickup, digital camera (\$300), bright LED lights with attachments (\$350), metalwork, wiring, and misc. Collected data was entered into the county's existing sign inventory program.





Two powerful LED lights are installed on top of the inspection pickup. Cloudy days provide ideal illumination and photo results. The pickup is parked 50 to 75 feet from the sign. A "before" picture is taken of the sign and then the bright LED lights are turned on and an "after" picture is taken. The two pictures are compared to determine the reflectivity. If there is any doubt about the sign's reflectivity, a comparison sign can be used at the same sign post and the pictures can be retaken to determine if the existing sign is in need of replacement. Some signs needed to be cleaned prior to the inspection.

Burke County inspects signs annually. The estimated cost for a Burke County sign inspection cycle with a retro-reflectometer gun exceeded \$11,000. A night-time inspection requires shift work that may not work well for counties, like Burke County, with only a few road employees. Along with the ability to complete the inspection during normal working hours, the Burke County Daytime Sign Retroreflectivity Assessment Method reduced inspection costs to only \$2,625.

FINDINGS

Burke County's initial daytime sign assessment results were favorable. Poor signage was identified and replaced, marginal signing was identified and flagged for upcoming replacement, and good signing was retained.

NDSU's Upper Great Plains Transportation Institute (UGPTI), in partnership with its North Dakota Local Technical Assistance Technical Program (NDLTAP) team, plans to complete a research project to validate and define the process steps. This effort is proposed to support and help to develop the Burke County process, with hopes that the system can become an approved assessment method, saving local agencies time and money, and helping agencies that may be having difficulty complying with sign assessment requirements.

The research project will be completed in 2019. The project will begin with a literature review. Field work will follow, with a sample of 200 Burke County signs inspected by a 2-person crew. The crew will complete a night-time visual inspection, a day-time retro-reflectometer review and then the Burke Daytime method. Criteria will be set for the Burke method to insure that distance, light differential and other targeted variables are controlled to aid in the development and documentation of the procedure process. Light conditions will be evaluated for all readings. Testing will compare results from sunny vs. cloudy days. In addition to the Burke County LED system, the research will compare various LED outputs and height placements, record height of the light above the ground, and height above the driver. Testing distances will be recorded, with a range of distance data sets collected. Statistical review will be used to recommend a procedure to use for this test method. Distance from sign, LED light intensity, light placement, daytime sunlight conditions, and recording camera criteria are anticipated components of the daytime sign inspection specifications. Along with data output comparisons, the study will include cost comparisons for each method. NDLTAP will disseminate the findings to local leaders across the nation.

CONCLUSION

- Most highway departments, including those at the state, local, municipal levels, maintain a sign inventory as part of their sign retroreflectivity management plan. Sign retroreflectivity is a critical component in assuring safety on the local road system.
- Burke County Road Department employees in North Dakota developed and tested an assessment process that is easy, fast and inexpensive to complete, and can be completed during normal work hours.
- UPGTI/NDLTAP will complete a research project to validate, define and document the process steps for this assessment method. This effort is proposed to support and help to develop the Burke County process, with hopes that the system can become an approved assessment method, that will save local agencies time and money.
- Results of the North Dakota Daytime Sign Inspection Method for Sign Retroreflectivity will be presented at the 2019 Low Volume Roads Conference in Kalispell, MT Sept. 15-18, 2019.

REFERENCES

MUTCD, 2009 Ed

FHWA – Maintaining Traffic Sign Retroreflectivity http://safety.fhwa.dot.gov/roadway_dept/night_visib/policy_guide/sign_15mins/sign_15mins.pdf



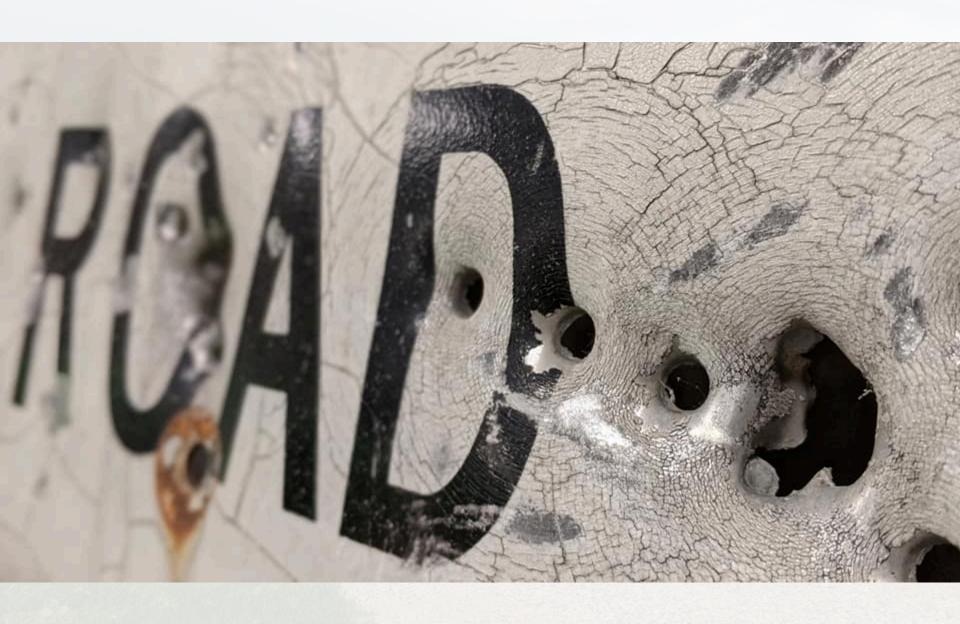




* IMPRESSIVE *

2,072 opportunities

"Save a Sign, Save a Life", dch



12th TRB

International Conference on Low Volume Roads

Education for Low Volume Roads Engineers

September 17, 2019, 8:30 AM – 10:00 AM Invited Session 15

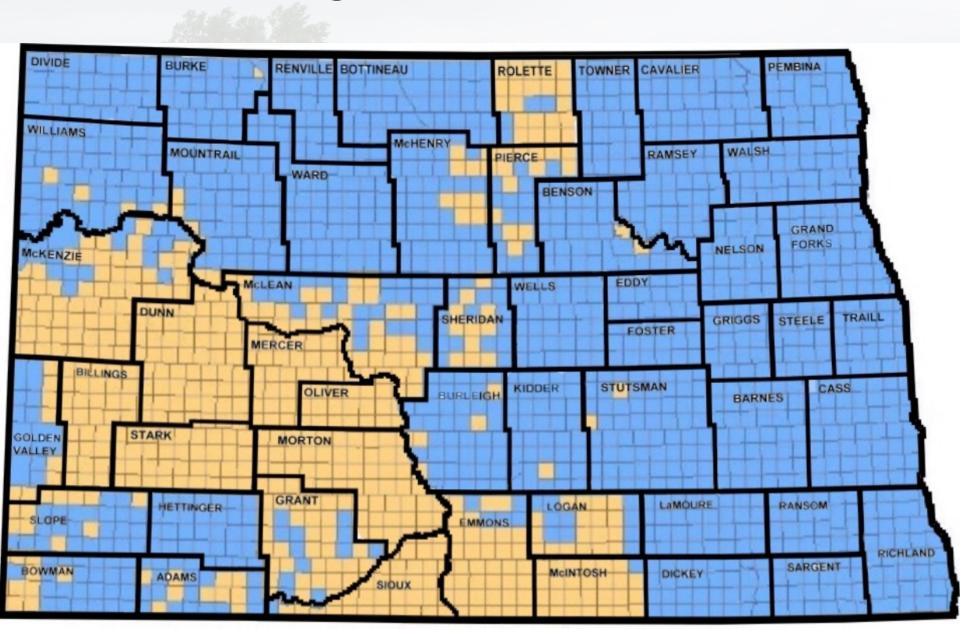
Dale C. Heglund, PE/PLS, North Dakota Local Technical Assistance Program dale.heglund@ndsu.edu – 701-318-6893 – www.ndltap.org





UPPER GREAT PLAINS TRANSPORTATION INSTITUTE
NORTH DAKOTA LOCAL TECHNICAL ASSISTANCE PROGRAM

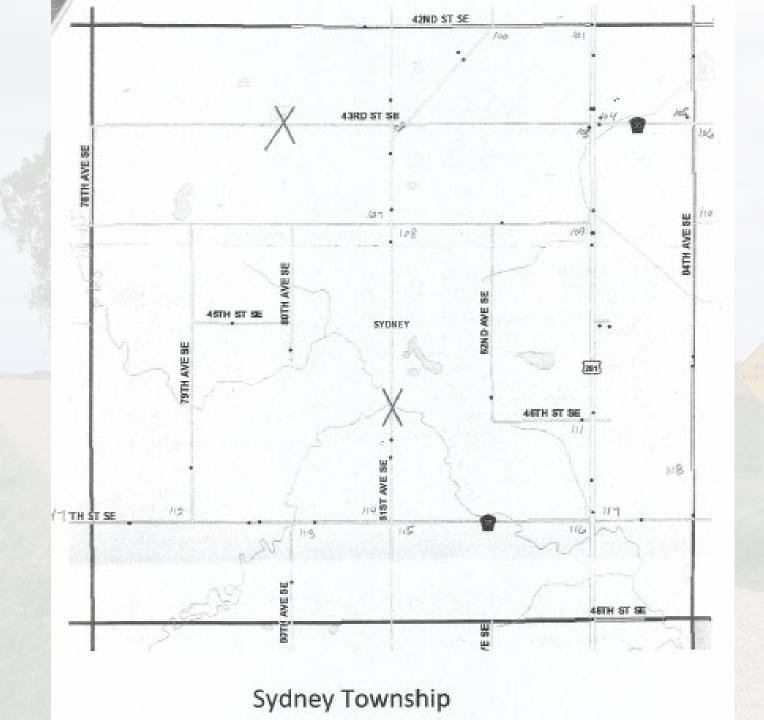
1,360 Organized Townships



Hello Dale,

I serve on a township board and we are looking to implement have any kind of standardized form or methodology you reco so we don't need to redo a lot of stuff later on.

Thank you, Mike Davis Sydney Township, Stutsman County



Burke County Sign Inspection - Daytime Retro Check

Inspect during a cloudy day
Stand about 50-75 feet away from the sign
Use 3,000 lumen or brighter LED light
Rate as good, marginal and poor
(if marginal, check at night; if poor, replace)
Verify process through a nighttime check on a sign or two

The guidance provided is a good start for township low volume roads. If in doubt about retro reflectivity level, error on the safe side and replace the sign. This process is being studied and will be refined – watch for NDLTAP updates.

"Save a Sign, Save a Life"
Dale C. Heglund, May 8, 2020









Sign Management Plan for

(County/Township/City)	

Purpose

The American Traffic Safety Services Association (ATSSA) advocates t Save Lives," This Sign Management Plan details

(County/Township/City)'s plan to maintain a cost-effective signing prog its role in roadway safety. The Sign Management Plan includes a strateg maintaining sign retroreflectivity minimum standards; maintaining a sign sign replacement. Because of variables in the weather, traffic issues, cha demographics, road design, standards and other factors, these procedures

Background

An assessment or management method for maintaining sign retroreflecti by the Manual on Uniform Traffic Control Devices (MUTCD), 2009 ed 2A.08: "Maintaining Minimum Retroreflectivity."

Also, Section 1A.07 of the MUTCD states the following:

Section 1A.07 Responsibility for Traffic Control Devices Standard:

01 The responsibility for the design, placement, operation, maintena uniformity of traffic control devices shall rest with the public agency having jurisdiction, or, in the case of private roads open to public tra private owner or private official having jurisdiction. 23 CFR 655.60. MUTCD as the national standard for all traffic control devices insta street, highway, bikeway, or private road open to public travel (see c Section 1A.13). When a State or other Federal agency manual or sur required, that manual or supplement shall be in substantial conform National MUTCD.

02 23 CFR 655.603 also states that traffic control devices on all stree bikeways, and private roads open to public travel in each State shall substantial conformance with standards issued or endorsed by the F Administrator.

Retroreflectivity Management Plan

Retroreflectivity will be monitored for warning and regulatory signs by the following method(s), as defined by the Maintaining Traffic Sign Retroreflectivity, FHWA-SA-07-020 - http://safety.fhwa.dot.gov/roadway_dept/night_visib/sign_retro_4page.pdf: (check practice(s)) to be used:

- visual nighttime inspection, (60+ yr old driver)
- measured sign retroreflectivity
- expected sign life



Sign Inventory

Generally, a minimalist, cost-effective sign network on the roadway will be maintained. Roadway type, surfacing, traffic volumes, roadway geometrics, funding levels and other similar will be used to evaluate the signing needs on an ongoing basis.

An inventory of the signs that are part of the roadway network will be maintained. The sign inventory includes:

- · Highway/roadway/street
- · Map with sign location
- · Side of roadway
- Direction facing
- Sheeting type Date installed

Sign Replacements

Sign replacements based upon retroreflectivity standards will be supplemented by a damaged sign repair/replacement procedure. Signs damaged by wind, vandalism, vehicle impacts, and similar incidents will be repaired or replaced after

(County/Township/city position) receives notice that a sign is damaged based upon the following schedule:

- High priority signs (stop and yield) temporary sign or repaired/replaced within one
- Intermediate priority signs (warning and regulatory) to be repaired/replaced in three business days
- Low priority signs (guide and information) repaired/replaced with normal sign operations

gnatures:

Commission Chair

Date

Date

elated Documents

anual on Uniform Traffic Devices, 2009 ed. aintaining Traffic Sign Retroreflectivity, FHWA-SA-07-020

p://mutcd.fhwa.dot.gov/

p://www.ndltap.org/resources/downloads/nd loc gov roads sign.pdf





Page 3 of 3 Page 2 of 3

NORTH DAKOTA LOCAL GOVERNMENT ROADS SIGNING REFERENCE

(As extracted from MUTCD 2009 with revisions dated May 2012)







Produced collaboratively by NDLTAP and SDLTAP in cooperation with North Dakota and South Dakota Departments of Transportation and FHWA North Dakota and South Dakota Divisions

Major funding for publication of this manual in North Dakota was provided by the North Dakota Insurance Reserve Fund

2012 Edition



Signing Reference (Mini MUTCD)

Compliments of :



In the interest of safety, the Northland
Chapter of ATSSA made a tough call
to cancel the 2021 ATSSA How To
Conference. This mainstay conference
started in 1991. It serves as the premier
regional event to hand off roadway safety
information, a platform to share design and
maintenance best practices, a setting to see
the new market materials and most importantly,
as a place to network. Cancelling this event for
the second year in a row was a difficult call.

Recognizing that learning and safety efforts must continue, the Northland Chapter has elected to deliver a mini event via the virtual platform. Please join us March 17–18 as we share a few key learning sessions and roadway safety messages. The sessions will be offered free to everyone in our Northland Chapter region of Minnesota, South Dakota and North Dakota. The virtual 'How To' Briefings are sponsored by the Northland Chapter of ATSSA and the North Dakota Local Technical Assistance Program (NDLTAP). Sessions will be recorded and posted. Watch for event links and details soon to be released.





ATSSA Sign Retroreflectivity Online Training

ATSSA offers the only training designed to meet the minimum sign retroreflectivity requirements in the MUTCD, per the guidance document FHWA-SA-07-020

- Online retroreflectivity training for sign inspectors
- Complete in less than 2 hours
- Choose the minimum three-module self-paced curriculum or purchase the entire six-module package at a reduced rate







SIGN SIGN







Stop Shooting Up the Road Signs!

WESTERN AUTOMOTIVE Co. MITCHELL, S. D., May 27, 1921.

Editor of PRINTERS' INK:

Undoubtedly a great many thousands of dollars are spent annually by various manufacturers in having made attractive road signs which they send to their dealers throughout the United States. Many conscientious dealers spend considerable of their valuable time in putting up these signs in desirable places along the roads leading into their towns.

About the time hunting season opens up every fall the annual crop of destructive idiots who do not seem to

"Be the Safety Champion."

Dave Meslow, 3-D

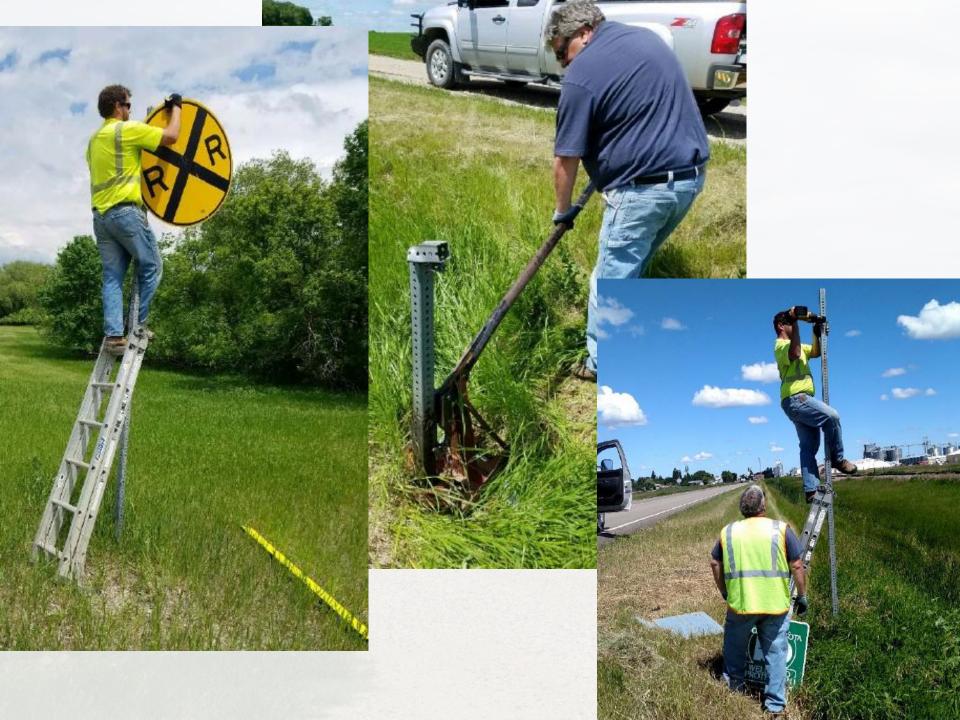
VISION ZERO

Zero fatalities. Zero excuses.





Sign Spirit





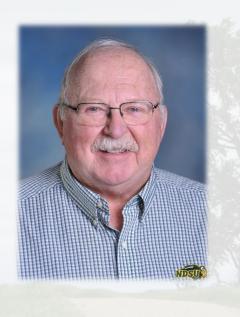
LTAP Briefs



NDSU UPPER GREAT PLAINS
TRANSPORTATION INSTITUTE



North Dakota LTAP Team















UGPTI Transportation Liaison Staff Added in ND Oil Patch

Posted: Sep 25, 2020

Two transportation experts were recently added to the staff of NDSU's Upper Great Plains Transportation Institute to assist with local transportation planning and investments in Dunn, McKenzie, and Williams Counties and with the Mandan Hidatasa Arikara Nation. Matthew Johnson and Ed Ryen will be located in Williston and affiliated with UGPTI's ND Local Technical Assistance Program in Bismarck.

Matthew Johnson is the Western ND
Transportation Liaison. He has more than
26 years of experience in the transportation



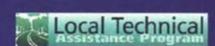
Pictured: Matthew Johnson(left), Ed Ryen(right)

industry, serving as a project engineer with Wold Engineering in Bottineau. He operated his own construction engineering firm, MJ Consulting from 2018 to 2020. Johnson will help local officials plan and enhance their regional efforts and transportation investments.

Ed Ryen is the Western Transportation Liaison. He has more than 40 years in transportation engineering, bringing valuable knowledge in construction, bridge inspections, planning, emergency operations and highway technology. In his role he will assist in further implementation of the Wise Road Weather station and the Toward 365 project. He will also assist with project and regional planning, help with the Geographic Roadway Inventory Tool (GRIT) data entry, and share best practices with local governments in the region.

DISTRESS IDENTIFICATION GUIDE

from the Long-Term
Pavement Performance
Program



PUBLICATION NO. LTAP-05-001 AUGUST 2005 ASPHALT CONCRETE PAVEMENTS















BURLEIGH COUNTY HIGHWAY DEPARTMENT

8100 43RD AVENUE NE BISMARCK, ND 58503 701-204-7748 FAX 701-204-7749 www.burleighco.com

Dust Control Policy

Approved by the Burleigh County Commission (February 3, 2014)

OVERVIEW

As the area around the City of Bismarck grows, residents on the township and county roadway system have experienced increases in traffic. It has long been the desire of the Burleigh County Board of Commissioners and the Highway Department to promote the paving of new subdivisions that are developed; however, in older subdivisions and on section line roadways in the growth area, that have not been paved, we are receiving more calls requesting some type of dust control.

The loss of fines (dust) from our gravel roads is not only a nuisance to residents, but it can also be a health hazard to individuals with emphysema or asthma. It also decreases the effectiveness of our gravel by creating greater segregation within our roadway surfacing. This requires us to gravel more often. Chemical treatment of gravel roads with either Calcium Chloride or Magnesium Chloride has been proven to reduce the loss of fines from gravel roadways. In general, Magnesium Chloride has been found most effective in our climate. Other types of chemical treatments have been tested but none have been found as effective as Magnesium Chloride.

It is the Highway Department's desire to implement a Dust Control Policy to help direct the use of chemical treatment of both township and county roadways. The following guidelines would be used in administering the application of dust control chemicals:

OPERATING PROCEDURES

On county roads:

Dust control will be applied to gravel roadways meeting the following criteria:

 Roadways with Average Daily Traffic (ADT) counts of 200 or greater will receive solid application.



Rural Engineer of the Year

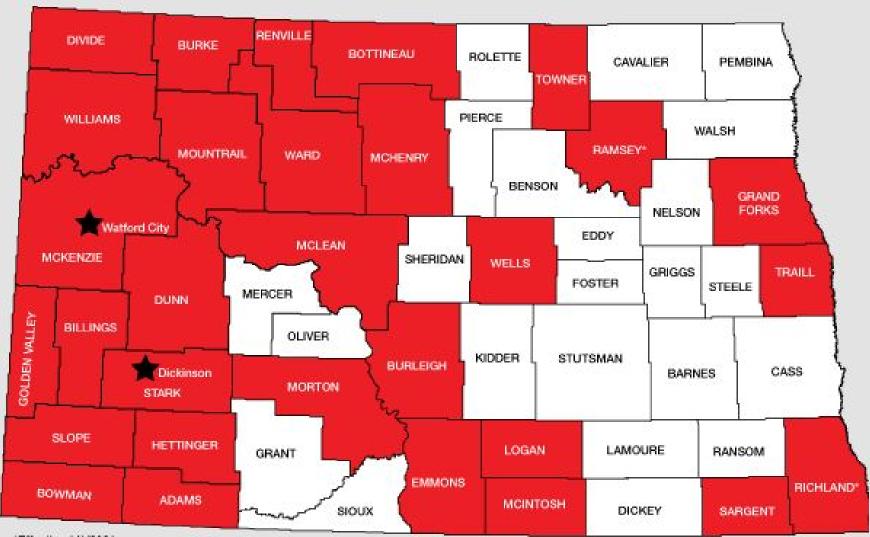
Marcus Hall, P.E.
Burleigh County,
North Dakota

NA ROAD CONF 1/26/21 - REGISTERED COUNTIES

Done C. HEBLINA

Divide	Burke	Renville Bottineau		Rolette Towner		L,	Cavalier		na	
Williams	Mountrail	Ward	McHenry	Pierce	Benson	Ramsey		Walsh		
McKenzie	M	McLean				Eddy	Nelson	Grand	Forks	
Billings	Ounna	Mercer	Sherid	lan	Wells	Foster	Griggs	Steele	Traill	
Golden Valley	Stark	Morton	Burleigh	Ki	dder	Stutsman	Barne	25,	Cass	
Slope	Hettinger	Grant		nons	Logan	LaM	LaMoure			
Bowman	Adams	Siou	/		McIntos	Dick	Dickey		Rich	







October 20-21, 2021 – Sioux Falls, SD



R.E.D. BOOK

Recognize
Eliminate
Discuss

NOBODY GETS HURT.

This book belongs to:

WHO IS RESPONSIBLE FOR SAFETY?

IAM!

day, so that nobody gets hurt. Adopt a Safety Creed - No job is so important in maintenance or construction, and no service so urgent, that we cannot take time to perform our work safely. The Red Book and Safety Creed were adopted from MnDOT because safety knows no boundaries.



UPPER GREAT PLAINS TRANSPORTATION INSTITUTE NORTH DAKOTA LOCAL TECHNICAL ASSISTANCE PROGRAM





Handbook
for
North Dakota
County Engineers
and
Highway Supervisors

2020 INNOVATIONS



Pipe Cleaner — 1st Place
Traill County Highway Department



Motor Grader Step Golden Valley County Highway Dept.



Culvert Rack Stark County Highway Department

Award

The 1st place winner will receive one paid trip to the North Central Regional Local Roads Conference in Sioux Falls, South Dakota. The award includes bus travel, conference registration and hotel (NDLTAP will reimburse costs to winner). This year the conference is on October 19–21, 2021. State and regional awards will be presented at the conference.



2020 State Winner

Traill County Highway Department

Corey Ackerman, Jay Showers—Innovators (L. to R.)

(Award will be presented at the 2021 regional conference)

CONTACT:

Leanna Emmer Office: (701) 220-4595 leanna.emmer@ndsu.edu

Upper Great Plains Transportation Institute North Dakota State University

> North Dakota Local Technical Assistance Program (NDLTAP)

> > www.ndltap.org

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National Winner - LaMoure County



Spring Load Arm for Gravel Saver Disc

Virtual Roadway Image Capture (VRIC) Testing

Recent Maintenance Work: LaMoure

DateTime - 6 Hrs 1/6/2021, 10:24 AM

FilePath More info

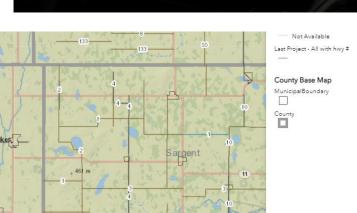
AgencyName LaMoure

activityName Snow & Ice Control



Dickey









Infrastructure Needs: North Dakota's County, Township and Tribal Roads and Bridges: 2021-2040

Report Requested by North Dakota Legislative Assembly November 2020



UPPER GREAT PLAINS
TRANSPORTATION INSTITUTE
NORTH DAKOTA LOCAL TECHNICAL ASSISTANCE PROGRAM



If you can't join by way of video, please call in to Join Microsoft Teams Meeting +1 701-409-8507 United States, Fargo (Toll) Conference ID: 437 613 763#

An interactive virtual meeting to look at the future of North Dakota's roadway network

Tuesday, July 21 1:30 PM – 4:00 PM CT

Registration is not required.

This event is open to everyone. Please share the link.

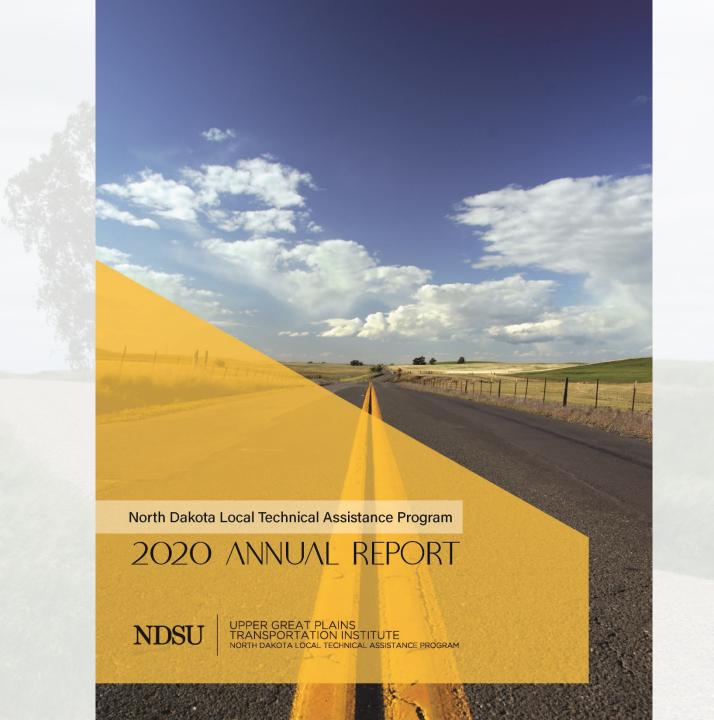


Our transportation network is changing. Where are we headed? How will we get there? How will we fund it? Success begins by understanding where we are today and setting a course for the future. Join us in a webinar that will examine a wide array of transportation issues, and provide information we need to plan ahead. Our panel of experts is ready to share information and they look forward to an interactive virtual meeting.

UGPTI Local Roads Needs Study Update, 2021-2040

- History, Purpose, Overall Process Dale Heglund
- Unpaved Roads/Traffic Forecasts Alan Dybing
- Paved Roads/GRIT Brad Wentz
- Bridges/Summary Tim Horner





What's your safety tagline?

What will be your Positive Impact?



Mark your calendar and plan to attend the **2022 HOW TO Conference**.

After a 2-year COVID-19 shut down, it is expected to be back, and better than ever.

Join us March 14-16, 2022, when we get back to the traditional conference with classes, exhibitors, and networking.





Delta Hotels by Marriott™ Fargo 1635 42nd Street South Fargo, North Dakota

