

## **Winter 2010 Road Committee Update**

### **I. County Commissioner Correspondence**

In a recent email, Jim Dupont, county commissioner, was asked the status of the feasibility study. He said he is working on a final document with the state. He did say the study would only look at the lower section of road from Camas down to the pavement because that is a state secondary road. He said he has signed a draft plan and will let us know when he gets the final plan.

### **II. County Road Department**

In a recent email exchange between Margaret Heaphy, NFLA road committee chair and Dave Prunty, Public Works Director, we learned:

1. There have been no changes to the RAC projects for this summer. Approx 4 miles of mag on NF Road from Camas to Polebridge and 3 miles of mag on the Blankenship Road.
2. A Draft County Wide Maintenance Plan is currently being reviewed by staff and Mike Pence of the County Commissioner's office. It does not include any work scheduled for the NF Road. After the work put in last fall the county will be funneling money to other gravel roads that are in need of maintenance.
3. The County does not anticipate putting up guard rails anywhere on the NF road at this time. There are certain design criteria that must be met to warrant the installation, including right-of-way and shoulder widths for support and structural integrity during an impact, just to name a few. Even where these requirements may perhaps be met, the funding isn't there. The County has a significant backlog of projects they are trying to work on and money is being focused to provide a proper driving surface and drainage system for the road network.
4. It appears that the County is going to move forward with a feasibility study for the Canyon to Camas section of the NF road but Dave Prunty has not yet been contacted about it.
5. Mag. chloride and emulsified asphalt are currently approved by the county for dust abatement. Their procedure is that when a contractor applies for their annual permit to apply dust palliative to County Roads they provide information to the county on what palliative(s) they will be offering to their customers. The County then reviews the application and approves

or denies it; very rarely denying if it is a product that is specifically formulated for dust control. Lignon has been utilized in previous years.

### **III. Dust Abatement Research**

The road committee has collected some information on magnesium chloride, the dust abatement product the county plans to use this coming spring. Here is some good information on magnesium chloride from the following two sources: a Best Management Practice's document and an interview with a local applicator.

1. The first is a document on "Best Management Practice's for Dust Abatement Practices on Unpaved County Road in Oregon". When salmon were first listed under the Endangered Species Act, two products, Magnesium Chloride and Ligninsulfonate were approved for use on [Appendix A BMPs for Dust Abatement](#)

2. The second source of information is from an interview Alice Caldwell had with a local applicator. Originally I asked Alice to research "emulsified asphalt" (black oil) but she was told they do not use it locally anymore. Alice Caldwell researched Magnesium Chloride and here is what she found.

Alice interviewed Steve Halladay from Ureco Inc. and found him to be very helpful. His company is the one that put in the bridge on Moose Creek, and did the road work during the Wedge Canyon Fire in 2003.

1. Steve said there any no environmental concerns with magnesium chloride.
2. The cost in 2009 was \$126 per ton (182 gallons per ton) which equates to \$5000 per mile for Mag. Chloride.
3. The treatment lasts around 3 months.
4. It does hold up in cold temperatures, heavy vehicle traffic of over 400 per day and heavy truck traffic. It would be best to apply 1 gallon per sq yard over 1/3 gallon per sq yard under these scenarios.
5. It takes 10 working days for the county to get the road ready before applying the product. The company works with the county, they first water, then grade, then water again and finally the MAg is applied.

6. Magnesium Chloride is available locally but the emulsified asphalt (black oil) is not used locally. He said there is a company in Missoula that might still do it, but Steve did not think the emulsified asphalt is used any more.

7. In regards to maintenance, mag chloride works better in the Summer. It packs down when it rains, but still only lasts 3 months. He said it would not need to be bladed.

8. Mr. Halladay showed concern about the safety of the school children that travel each Summer to Big Creek for programs.

9. According to Steve, the product that was used on the North Fork road in front of private residents was Lignon. He stated the company that applied it has gone out of business."

*Margaret Heaphy*