

Ravalli County Commissioners Office

From: Chris H <hockman_cw@hotmail.com>
Sent: Thursday, October 23, 2014 9:43 AM
To: Ravalli County Commissioners Office
Subject: FW: Resolution 1795 Pavement & Roadway Management - Seven Year Operating Program
Attachments: Res 1795 (Pavement & Roadway Management-Seven Year Operating Program).pdf

Resolution 1795 and email string addressed to commissioners@rc.mt.gov for commissioners' public correspondence posting to enable public to read the text of Resolution 1795.

From: hockman_cw@hotmail.com
To: commissioners@rc.mt.gov
Subject: FW: Resolution 1795 Pavement & Roadway Management - Seven Year Operating Program
Date: Mon, 13 Oct 2014 08:14:47 -0600

resend

From: hockman_cw@hotmail.com
To: commissioners@rc.mt.gov
Subject: FW: Resolution 1795 Pavement & Roadway Management - Seven Year Operating Program
Date: Thu, 2 Oct 2014 13:37:27 -0600

Dear Commissioners,

Today's 1100 Discussion and Decision Meeting with Sheriff Hoffman and the embedded departmental activity/status report for the first nine months of 2014 was most informative.

I was encouraged by the stated willingness of the Sheriff's Department to coordinate and provide historical traffic accident information and their expertise to the Ravalli County Road and Bridge Department (RCRBD) as a part of the RCRBD's preparation of their proposed seven year operating plan this coming February. Incorporating the Sheriff Department's resident expertise and traffic data with the long-range planning process of the RCRBD should provide a useful plan to guide maintenance of county roadways.

Sincerely,
Chris Hockman
Hamilton

From: hockman_cw@hotmail.com

To: commissioners@rc.mt.gov

Subject: Resolution 1795 Pavement & Roadway Management - Seven Year Operating Program

Date: Wed, 10 Sep 2014 13:32:27 -0600

Dear Commissioners,

After listening to the numerous petitioners attending Monday's meeting regarding the Road Department's work plan, it became clear that the Commission is not prepared to systematically deal with citizens' petitions regarding paving of county roadways. Please review **County Resolution 1795 Pavement & Roadway Management - Seven Year Operating Schedule**. By holding the series of public meetings called for in Section 4 of the resolution, you could accommodate petitions like those currently requesting your consideration. See the following supporting excerpt from Resolution 1795:

5) PUBLIC INVOLVEMENT

Public involvement activities provide an opportunity for the Road & Bridge Department to present information to the public through the various stages of project development. It also offers an opportunity for individuals, community interests and public agencies to offer comments, submit written material and ask questions regarding the proposed project, as well as become informed of the schedule for future events in the development process. Public involvement facilitates the beneficial exchange of ideas and information, the consideration of alternatives, the identification of potential impacts and the selection of the preferred courses of action. Comments and suggestions will assist the Road & Bridge Department in addressing community concerns. The intent of this process is to develop improvement projects that are consistent with adopted design standards and that minimize adverse environmental and community impacts, and to provide for an opportunity for public initiative in this process.

Resolution 1795 was adopted by the Board of Commissioners on January 23, 2006. No seven year schedule of proposed roadway improvement projects has ever been approved by the Board of Commissioners in the more than eight years since passing the resolution requiring such a schedule. And no, the answer is not to pass a new resolution quietly rescinding Resolution 1795. The answer is to do what is called for in Resolution 1795.

I have attached a digital copy of Resolution 1795 for all to read.

Earnestly,
Chris Hockman
Hamilton

Nedra P. Taylor

CLERK AND RECORDER BY: *S. J. Johnson*

FEE: \$0.00

RESOLUTION NO. 1795

**Adoption of Ravalli County Pavement Management – Roadway Management
Seven Year Operating Program**

WHEREAS, Section 7-14-2102 MCA provides that 'each BOARD OF COUNTY COMMISSIONERS may in its discretion do whatever may be necessary for the best interest of the county roads and the road districts':

THEREFORE BE IT RESOLVED THAT THE PAVEMENT MANAGEMENT – ROADWAY MANAGEMENT SEVEN YEAR OPERATING PROGRAM BE ADOPTED, AS ATTACHED, WITH AN EFFECTIVE DATE OF JANUARY 23, 2006.

Ret. Commissioners Office

PASSED AND APPROVED THIS 23RD DAY OF JANUARY, 2006.
BOARD OF COUNTY COMMISSIONERS

Greg Chilcott

Greg Chilcott, Chairman

Betty T. Lund

Betty T. Lund, Member

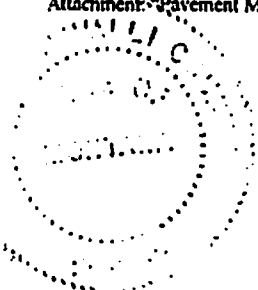
Alan Thompson

Alan Thompson, Member

Nedra P. Taylor

Attest: Clerk & Recorder

Attachment: "Pavement Management – Roadway Management/Seven Year Operating Program"



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RAVALLI COUNTY ROAD & BRIDGE DEPARTMENT

~ POLICY ~

PAVEMENT MANAGEMENT ~ ROADWAY MANAGEMENT

SEVEN YEAR OPERATING PROGRAM

To provide for the safe, effective and progressive operation of the Ravalli County Road & Bridge system, to establish long-term roadway management schedules and to facilitate the involvement of county residents in the conceptual design and scope of roadway improvement projects, the Road & Bridge Department will provide to the Board of County Commissioners, for their review and approval, a seven-year schedule of proposed roadway improvement projects. This policy will provide guidance to the Road & Bridge Department in the selection, design and management of the county roadways proposed for inclusion in this schedule.

Through the implementation of the **ROADWAY IMPROVEMENT SCHEDULE**, the Road & Bridge Department will identify proposed roadway projects to provide interested residents, elected officials, utility owners and others an opportunity to comment on, and prepare for, improvements scheduled for subsequent years. A primary objective of the program will be to address the concerns and questions of interested county residents and community groups in advance of construction.

1) ROADWAY IMPROVEMENT STANDARDS

In August 2005 the Ravalli County Board of County Commissioners adopted AASHTO standards for the design and operation of the county road and bridge system. These standards, which provide guidance on a wide range of issues, shall be the basis of recommendations relative to the design of improvements to the roadway system. Importantly, ASSHTO recognizes the clear distinction between new construction and existing roadways. That distinction will be of value in determining the scope of improvements to the county roadway system.

Where a range of design values is offered, the Road & Bridge Department will typically recommend the most conservative value with respect to public safety, environmental protection and legal liability. The safety of roadway users is a primary objective of the Road & bridge Department. Compromising the safety of those users by compromising the design or operation of the roadway system can not be justified. Through open dialogue with residents and other interests the Road & Bridge Department will work to develop a common appreciation of these values and the challenges in designing roadway projects to reflect them.

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Through the development of these roadway improvement projects, consistent with the **MANAGEMENT OF ROADWAY EASEMENTS** policy, it is the intent to develop a more comprehensive "life-cycle" approach to the operation of the county roadway system. Rather than focus on one aspect of a roadway, only to return to attend to another, the proposed projects will address all aspects of the operation of the roadway, to the degree considered reasonable and responsible.

Projects proposed under this program will typically be developed employing the AASHTO 3R (**resurfacing, rehabilitation, reconstruction**) design guidelines, in recognition of the distinction between new construction and existing roadways.

The planning for a typical roadway project will include -

- a review of the safety history (crash history) of the roadway
- a review of potential safety improvements that may be achieved
- a review of changes in traffic patterns
- a review of the legal status of the roadway
- a review of existing utility installations
- a review of existing environmental concerns
- confirmation of the easement width; acquisition when necessary
- analysis of the connectivity to existing systems the project may achieve
- consideration of public opinion of the proposed improvements
- coordination with the MDOT and the Bitter Root National Forest
- coordination with local communities and other governmental agencies

The design of a typical roadway project will include -

- adjustments to alignment, when warranted or desirable
- adjustments to surface width, when warranted or desirable
- replacement of structures, when necessary
- grading of slopes to meet current design standards
- improvements to drainage systems and structures
- base stabilization or pavement reclamation, when required
- addition of traffic control devices or other safety improvements
- addition or retrofitting of bridge-rails and guardrails, when warranted
- re-location of existing utility installations, when necessary
- improvements to address environmental concerns

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The preparation for a typical roadway project will include -

- pavement preparation (crack sealing)
- shoulder grading or construction
- roadside clearing / easement reclamation
- removal of fixed-object encroachments
- drainage improvements / culvert replacements
- on-site notification of the scheduled activity
- coordination of road closures with public safety agencies

2) ROADWAY IMPROVEMENT OBJECTIVES

The Ravalli County road and bridge system is an integral part of daily life in the Bitter Root Valley, providing access to business, employment, school, residence and recreation. Much of the system has never been specifically designed or constructed to conform to a certain standard. Many of the county's roadways have evolved from pioneer trails and have been operated in that capacity over the many decades since. To provide for the future of the transportation system, to prepare for inevitable residential growth and to facilitate commercial and employment development, it is imperative that the county road and bridge system be developed to sustain current levels of service and to identify specific strategies for improvement. As idealistic as maintaining a rustic roadway system may be, it is neither reasonable nor realistic to simply sustain current levels of degradation of roads and bridges, levels of service or the environment.

Due to limited fiscal resources, the Roadway Improvement Schedule will focus upon roadway preservation and improvement projects that maximize the effectiveness of existing transportation investments while developing strategic improvements where the current infrastructure has neither the design nor the function to provide for reasonable levels of service, either current or anticipated.

The three primary types of roadway management projects are -

1) PRESERVATION - operate and maintain existing pavements, drainageways, easements and structures in a reasonably serviceable condition. Examples of preservation include surface restoration and rehabilitation (ACP Overlays, Pavement Reclamation, Base Stabilization and BST's (Chip Seals)); roadside clearing; culvert and drainage improvements; and routine operations activities.

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2) SAFETY AND STRUCTURAL IMPROVEMENTS - operations activity designed to improve the structural stability and integrity of the roadway and public safety. Examples of improvements include embankment and slope grading; roadside clearing; pavement marking and traffic controls; minor alignment changes; minor lane widening and shoulder establishment; and intersection realignment.

3) EXPANSION - the construction of projects designed to expand the functional capacity of existing roadways and the construction of new roadways. This includes the placement of durable surfaces on gravel roads; bridge replacement (widening); the addition of traffic lanes; and the adoption of new county roads.

The primary objectives of any roadway operations project will be to provide for the safety of roadway users and department employees in the operation of the roadway; to invest in improvements and increased levels of service; to reduce repetitive maintenance operations; to provide for greater connectivity in the roadway system; to increase the structural integrity of the roadway; and to address the long-term interests and facilitate the development of the community.

3) PROJECT SELECTION CRITERIA

With the great number of improvements to the county roadway system that are necessary, a uniform process of prioritization will be beneficial to the Road & Bridge Department in developing proposals for improvements, for residents in understanding and participating in that process and for the Board of County Commissioners in deciding upon those recommendations. The following criteria will be used to measure the value and relative priority of improvement projects.

- the **BENEFIT TO PUBLIC SAFETY**
- the **FUNCTIONAL CLASSIFICATION** of the roadway
- the **AVERAGE DAILY TRAFFIC** of the roadway
- the **PAVEMENT CONDITION RATING** of the roadway
- the **BENEFIT TO ROADWAY SYSTEM CONNECTIVITY** and **CAPACITY**
- the **ESTIMATED COST** of the proposed improvements
- the estimated **COST** and **EFFECT** of **NOT MAKING THE IMPROVEMENTS**
- the estimated benefit to **OPERATIONAL EFFICIENCY**
- the estimated benefit to **ENVIRONMENTAL RESOURCES**
- the estimated impact to the **CHARACTER OF LOCAL NEIGHBORHOODS**
- the estimated impact to **LIFESTYLE PATTERNS OF LOCAL RESIDENTS**

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4) PUBLIC NOTIFICATION

Through **PUBLIC SERVICE ANNOUNCEMENTS** and advertisements in the local media and other forums typically available to the general public, the Road & Bridge Department will provide notice of the annual Roadway Improvement Schedule public meeting and other meetings regarding the development of the schedule. Through this effort, property owners, residents and other community interests will be provided reasonable notice of the proposed schedule of roadway improvement projects. Upon the approval of the schedule, the Road & Bridge Department will again employ local media to provide notice of public meetings regarding the scope and design of specific projects. The Ravalli County internet site may also be of benefit in this notification process. No notification process can assure that all interests will be contacted; however, it is the intent of the proposed effort to **provide reasonable notice** of scheduled project discussions.

Advance notice of the actual construction activity will typically be posted along a subject roadway. The on-site posting will include the estimated start date, the estimated duration of the activity, and any scheduled road closure information.

The public notification process will include -

- public service announcements advising of public meetings
- scheduled community forums to receive public comment
- employing direct mail (mailing list) to interested residents
- on-site notification of scheduled improvement activity

5) PUBLIC INVOLVEMENT

Public involvement activities provide an opportunity for the Road & Bridge Department to present information to the public through the various stages of project development. It also offers an opportunity for individuals, community interests and public agencies to offer comments, submit written material and ask questions regarding the proposed project, as well as become informed of the schedule for future events in the development process. Public involvement facilitates the beneficial exchange of ideas and information, the consideration of alternatives, the identification of potential impacts and the selection of the preferred courses of action. Comments and suggestions will assist the Road & Bridge Department in addressing community concerns. The intent of this process is to develop improvement projects that are consistent with adopted design standards and that minimize adverse environmental and community impacts, and to provide for an opportunity for public initiative in this process.

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The public involvement process will include -

- a **PUBLIC MEETING** on proposed Roadway Improvement Schedules
 - Adoption of seven-year schedule
 - Up-dated annually; public meetings held each year
- a **PUBLIC MEETING** to receive comment on specific projects
 - Design and scope of the project
 - Easement acquisition on each project
- a **DIALOGUE** with **COMMUNITY INTEREST GROUPS** on specific projects
 - Focus upon mitigating potential impacts of a project
 - Focus upon education of the importance of design standards
- a **DIALOGUE** with **OWNERS OF ADJACENT PROPERTY**
 - Relating to the removal of personal property encroachments
 - Relating to easement width, access control and related issues

This public involvement process is not designed to replace the exercise of the professional judgment of the Road & Bridge Department or the application of adopted design and operating standards in the design of roadway improvement projects. While it is important to provide a timely and reasonable response to community interests and concerns, and to incorporate community desires in the scope, design and construction of these projects, the Board of County Commissioners, through the Road & Bridge Department, has an obligation to manage the county roadway system in the best interests of all county citizens.

6) DEVELOPMENT OF ROAD IMPROVEMENT SCHEDULES

Approximately the first of February each year, the Road & Bridge Department will submit to the Board of County Commissioners a proposal for a seven-year operating plan for the management and improvement of the county roadway system (**ROADWAY IMPROVEMENT SCHEDULE**). Projects in the first year of the plan would typically be scheduled for construction the following fiscal year. After initial review by the B.O.C.C., the Road & Bridge Department will schedule a public meeting on the proposal, to take place approximately the first of March.

Projects identified for construction in subsequent years of the schedule will be developed through an internal review and design process, and through the process established in the **PUBLIC INVOLVEMENT** chapter of this policy. The financing options for each project will be identified in the development process.

Initially, candidate projects will typically be identified through the **PAVEMENT MANAGEMENT PROGRAM**. Projects may also be identified and considered through public involvement (**RURAL IMPROVEMENT DISTRICTS**) and through direction from the Board of County Commissioners. Applying the criteria found in this policy and within the fiscal resources available, the Road & Bridge Department will establish a prioritization of projects for B.O.C.C. consideration.

7) PROJECT FINANCING

The proposed funding source for each project will be identified in the **ROADWAY IMPROVEMENT SCHEDULE**. Dependent upon the availability of resources, the schedule will be adjusted annually, based upon the prioritization of candidate projects. The Road & Bridge Department will research funding alternatives and will attempt to obtain the resources necessary to implement the full schedule.

The estimated cost of each project will be up-dated annually. The alternatives available to finance the improvement schedule may include 1) the Road & Bridge annual operating budget, 2) "Pro-Rata" assessments - reserved for improvements within the respective Road Districts, 3) Rural Improvement Districts, 4) FHWA programs including Forest Resource and Safety Improvement programs, and 5) other programs available through Federal, State and Local government agencies.

The Road & Bridge Department will aggressively pursue these and other options.