

# TELLER COUNTY PUBLIC WORKS

## DEPARTMENT OF TRANSPORTATION



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**A N N U A L**

**R O A D M A I N T E N A N C E**

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**I M P R O V E M E N T P L A N**

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# **TABLE OF CONTENTS**

<u><b>SECTION</b></u>	<u><b>PAGE (S)</b></u>
<b>PUBLIC RELATIONS . . . . .</b>	<b>3</b>
<b>ROAD MAINTENANCE PLAN . . . . .</b>	<b>4 - 8</b>
I. GRAVEL ROAD MAINTENANCE	
A.) RESURFACING	
B.) DUST SUPPRESANT	
C.) DRAINAGE	
II. HARD SURFACE ROAD MAINTENANCE	
A.) MAINTENANCE OVERLAY	
B.) DRAINAGE	
<b>ROAD IMPROVEMENT PLAN . . . . .</b>	<b>9</b>
I. HARD SURFACE ROAD IMPROVEMENT	
A.) NEW HARD SURFACE	
B.) DESIGN LIFE APPLICATION	
II. ROAD RECONSTRUCTION	
<b>OTHER PROJECTS . . . . .</b>	<b>11</b>

# PUBLIC RELATIONS

We have had great success in meeting many of our residents at public meetings. This venue provides a proactive means in which we can interact with our community. We have built many good relationships in this manner. We have several volunteer programs available so if you are interested in participating in the transportation volunteer program, please contact us. If you would like for us to make a presentation for your subdivision or Homeowners Association (HOA), please call 687-8812. We want our presentations to meet your concerns so when scheduling a meeting let us know what YOU want us to speak about. ***Our plan is generally approved in April of each year and we encourage you to visit our website to review the approved plan and we will be glad to attend one of your meetings after our plans approved to assist you in distributing the correct information. Remember that unless information is obtained from approved plans or from the Public Works Department, it should be considered as subject to change and could be misleading, additionally, sometimes in rare instances even approved plans can change due to the weather or unforeseen budgetary issues.***

We will continue to utilize our work order system as it has proved to be effective in helping to resolve concerns and to get to know our citizens. Many HOA's have a designated transportation officer who regularly communicates issues within their community to us. This has proved to be a successful program and allows us to work with our community.

Feedback is important, and we log every call that we receive and strive to ensure that every issue is responded to by either a return call or a visit from one of our team. Feedback is analyzed to identify trends so that we can adjust our services to better serve the public.

We encourage you to visit the Teller county Website at [www.co.teller.co.us](http://www.co.teller.co.us) as we post weather conditions and road information on the website to keep residents informed during blizzard, flooding, and general road closure or constructions information.

# ROAD MAINTENANCE PLAN

We feel that it is absolutely necessary to find a balance between the pursuit of long-term capital projects and nuts and bolts maintenance. In 2009 we are going to try to do both, due to several successful grant awards we will be able to pave nearly 6 miles of roadway for another banner year for capital projects and we will also uphold the same levels of service on our gravel roads that were experienced in 2008.

## I. GRAVEL ROAD MAINTENANCE

The department has taken a close look at the grading program and we continue to look at enhancements and efficiencies. As with the snow removal operations we plan to simplify processes so that individual operations have more latitude on their grading routes.

- After the ground has thawed we will add extra grading routes for the first “round” of grading. This will speed up the process of repairing winter damage and ditching operations, which should lead to a better overall quality of our gravel road system.
- We have purchased and tested a road maintainer drag that provides cost savings and efficiencies that has been added to the grading program.
- Some graders are equipped with roller units to improve the quality of grading.
- Due to better employee retention our grading operators are more experienced.

The regular grading schedule will consist of six dedicated routes covering about 70 miles each. It should take approximately 7 weeks to complete one cycle of grading. Each gravel road will be maintained as needed and **ditched** when conditions are optimal. The road maintainer will be used to maintain the surface of the higher traffic roads between cycles, which should improve the quality of the road. ***Residents should be advised that during ditching operations material within the ditches will be placed on the roadway and that the material will be used to regain the proper profile of the road. When ditching is performed the surface of the road will seem rough or loose until the material is compacted by traffic. This is a necessary step in improving the overall quality of the roadway.***

Graders will not deviate from their routes unless there is a safety concern or an emergency situation. Our goal is to strive for equality throughout the County. Graders will not be pulled from their routes for service requests, as this would not be fair for residents waiting for their roads to be graded on the regular scheduled route. By accomplishing this, we can uphold a level of service that encompasses equality in service throughout the county.

## **RESURFACING**

Throughout the year, weather permitting, road base will be added (resurfacing) to roads for maintenance purposes or for improvement purposes (i.e. – preparation for new hard surface). These roads placed in this category are roads that are being improved, roads that have a high maintenance cost in their current condition, or roads that have been identified as having high traffic counts.

This year the following roads are scheduled for resurfacing:

- High Chateau
- Markus Rd
- Arapahoe creek Trail
- Other roads as needed

***Our plan is to place up to 10,000 yards of gravel and material on our roadways in 2009. We feel that it is important to evaluate our roads and place the gravel where it will do the most good. If a roadway is acceptable for a mile and has one section in the middle that is unacceptable where going to put our efforts into that section of roadway so the overall condition of the road is improved. This will save repeated responses to the same problematic area. By using this strategy the overall condition of our gravel road system will steadily improve.***

## **DUST SUPPRESSANT**

Dust suppressant application operations will begin in May and end late June depending on weather. A chemical dust suppressant will be applied to any gravel road with 300 or more cars a day. These roads will be maintained with water to retain the expensive chemicals.

This year we plan to apply dust suppressant to the following roads:

Road Name	Length	ADT	Prod.
Sunnywood Ave.	0.8	872	MAG
Apache Tr.	0.5	320	MAG
Sourdough Rd.	0.4	350	MAG
West Valley	0.4	467	MAG
CR #21	0.6	629	MAG
Laura Ln	0.1	767	MAG
Lakewood Dr	0.2	560	MAG
Club	0.2	430	MAG
Piney Point	0.3	847	MAG
Vista Ln.	0.1	399	MAG
CR #281	1.2	380	MAG
Woodland W. Dr	0.1	319	MAG
Weaverville	0.2	839	MAG
Penn Ave.	0.3	312	MAG

Cr #25		0.6	446	MAG
Twin Lakes Dr.		1.2	624	MAG
Blue Mesa Dr. E		0.2	381	MAG
Blue Mesa Dr. W		0.6	335	MAG
CR #512		0.2	324	MAG
CR #51		1.4	382	MAG
SpringValley Dr.		1.3	510	MAG
Omer Dr.		0.1	348	MAG
North Mtn. Est.		1.2	1158	MAG
Homestead Ln.		0.2	280	MAG
Due South		0.1	421	MAG
Matterhorn Rd.		0.3	346	MAG
So. Mtn. Est.		0.2	451	MAG
High Chateau Dr.		0.8	289	MAG
Cr #46		0.9	643	MAG
Arapahoe Creek Tr.		1	442	MAG
Pikes Peak Dr.		0.8	545	MAG
CR #31		0.2	543	MAG
Stohl Rd.		0.2	468	MAG
CR #3		0.8	504	MAG
Wilson Dr.		0.1	316	MAG
CR #32		1	333	MAG
Spruce Rd.		1	423	MAG
CR #78		1.2	350	MAG
Triple B		0.2	334	MAG
Trout Haven		1	334	MAG
Cr #421		0.6	316	MAG
Longbow Dr. E.		0.2	304	MAG
Deer Ridge		0.3	212	MAG
Denwood		0.3	336	MAG
Mistletoe Lane		0.1		MAG
CR #86		0.7	386	MAG
CR #82		0.8	299	MAG
CR #61		4.6		MAG
Conastoga		1.1		MAG
Anges		1.2		MAG
<b>Totals</b>		<b>32.1</b>		

## **DRAINAGE**

We will focus on things such as re-grading all ditches damaged from winter maintenance operations, cleaning-out clogged culverts, installing rock checks and drop boxes to prevent silt migration. Please remember that driveway culverts are the responsibility of the homeowner and by keeping your driveway culvert clean you can help the overall condition of our road system. If you would like tips on how to prevent your culvert from getting clogged, please call our offices or send us an e-mail.

Drainage will be prioritized by the following criteria: Safety concerns, erosion/storm water concerns, structural integrity of roadway, classification and traffic counts. Crews will maintain and install culverts, as needed also mitigating and repairing any erosion/storm water issues. This crew will also assist other crews with drainage needs.

## **II. HARD SURFACE MAINTENANCE**

For Hard Surface Roads, **patching**, **pothole repair**, and **shouldering** will be year round. Road segments presenting safety hazards will take priority, and operations will then begin on the highest traffic count roads and work to the lowest traffic count roads. In the summer, the crews will focus their efforts to **overlays** and **striping**. In the winter, along with snow and Ice removal, **crack-sealing** operations will begin. This is a preventative maintenance program to seal all hard surface roads.

### **MAINTENANCE OVERLAY**

None Scheduled

## **III. WINTER MAINTENANCE**

Since 2006 steady improvements have been made to the snow removal operations. These improvements have been made to enhance the speed and efficiency of our snow removal efforts. We feel confident that we can uphold our enhanced levels of service so in 2009 our snow removal policy includes the following enhancements:

- In and out snowplow service to ALL county roads within 24 hours after the snow has stopped.
- Enhanced application of anti-skid material to the roadways.
- Plan each individual storm event to provide the best service possible with current resources. Every storm is different so the response to each storm may be different.
- Route operators have more flexibility to deal with on the spot conditions.

Please feel free to review our revised procedures on our website.

***Snowplowing is an essential and necessary service provided to our citizens and we are committed to giving the highest level of service possible with our available resources. Below are a few tips that you can follow to make your winter commute as safe as possible:***

- ***Ensure that your vehicle is properly maintained for winter travel. Ensure that you have good wiper blades, washer fluid and adequate tires for the conditions that you will be traveling in.***
- ***Stay at least 200 feet back from a snowplow. Vehicles following too close to a plow hamper sanding operations and put you at risk for a broken windshield.***
- ***Refrain from passing a snowplow.***
- ***Prepare for the conditions that you may be driving in. Even though plows are operating there will be areas of ice and snow that present hazards..... Expect the unexpected.***
- ***For the safety of your children please do not allow them to make snow caves, play or sled in the roadway.***
- ***Refrain from plowing snow from private property into a roadway. If you must do this you should ensure that no ridges or snow are left on the traveled surface.***

## **ROAD IMPROVEMENT PLAN**

### **I. ROAD RECONSTRUCTION**

- Final Phase reconstruction of CR-42 (Twin Rocks Rd.) 2.2 miles
- Intersection improvements to CR-42 CR 421 intersections
- Reconstruct CR-1 from N. Mountain Estates Road south to CR-12 (3.7 miles)

### **II. OTHER IMPROVEMENTS**

As our plan unfolds it is necessary to begin to improve the infrastructure that lies ahead of our planned projects. Construction seasons are short and it is very difficult to accomplish these improvements and hard surfacing in the same season. It increases risks for errors.

## **Gold Camp Tunnel # 9**

The tunnel is on the National, State and County registers for historical places and is one of the last timber framed railroad tunnels left in the state. TCDOT applied, and is working out details for acceptance of a grant from the State Historical Fund to begin improvements to the tunnel.

### **III. ROW SIGNAGE AND TRAFFIC CONTROL**

The right-of-way (ROW) and signage department is responsible for identifying public ROW and ensuring that traffic signage and guardrails meet MUTCD specifications. Prior to road improvement projects it is necessary to identify the public ROW so that the entire ROW can be utilized to construct a proper roadway with adequate drainage. This is a very time consuming process and needs to happen years in advance of a proposed project. The ROW crew will notify residents when they are identifying ROW and will place markers to designate the ROW. It's always a good idea for residents to locate and mark their property pins so that you know where your property is. The traffic control crew is responsible for signage and road safety throughout the county. They also collect information related to usage of the road so that we have accurate data to provide for enhanced engineering of the roads. We now have several road classifiers that provide detailed traffic information.

The Department is working to acquire an easement for the intersection of CR 42 & CR 421. In conjunction with the paving we plan to provide a substantial safety improvement to the intersection of CR42/421 during this project.

The ROW Department is also identifying right-of-way in the Ridgewood Community for their Wild Fire Protection Plan.

# OTHER PROJECTS

**GASB 34** (*Governmental Accounting Standards Board Law 34*) - Conduct inspections of a third of all the following assets in order to comply with Federal Regulations: Roads, Street signs, Regulatory signs, Culverts, Guardrail, Cattle guards, Bridges, Tunnels and Trails.

## **GRANT APPLICATIONS-**

Public Works will be in the process of preparing several grant application for the upcoming grant process. Future improvement projects are in the planning and engineering phases in preparation for the 2010 grant season. As we move ahead we plan to ramp up in 2009 for another banner year of capital road improvements.

In 2009 Public Works also supported the Pikes Peak Historical Society Transportation Enhancement Grant for improvements to the Florissant Museum.