

"Road Committee
January 27, 2014

The Road Committee met Monday, January 27, 2014, at 6:00 PM in the Police Jury Meeting Room of the Jackson Parish Courthouse. Members present: Mr. Culpepper, Mr. Peterson and Mr. Bryant. Also present: Mr. Langston, Ms. Monroe, Mr. Garrett and Mr. Treadway.

The meeting was called to order by the chairman, Mr. Peterson. Mr. Treadway gave the invocation and Mr. Garrett led the recitation of the Pledge of Allegiance.

Public comments: Linda Devine thanked the committee for discussing requirements and legal methods necessary for bringing Oliver Drive into the parish road system through paving certificates.

The parish engineer presented the recommendations for the 2015 – 2017 Road Program Priority Lists.

Motion Mr. Culpepper seconded Mr. Bryant to recommend that the Jury approve the 2015 – 2017 Road Program Priority Criteria as presented by the engineer.

**JACKSON PARISH POLICE JURY
ANNUAL ROAD CAPITAL IMPROVEMENTS POLICY
ADOPTED
February 10, 2014
FOR YEARS 2015, 2016, AND 2017**

1. Every three years the Parish will, using the priority rating scheme approved by the Police Jury, assign a priority rating number to each Parish road or section of Road.
2. Two groups of priority rating lists will be compiled every third year. One group will apply to existing gravel roads or oil roads which are to receive surface treatment or asphaltic concrete or a cracked fuel oil treatment; the other group will apply to capital improvements for existing asphalt or concrete roads. The existing gravel group is split up into two categories, gravel list and oil road list. Oil roads are roads that have been constructed by Parish personnel using the cracked fuel oil process. Existing blacktop roads are split up into three categories, major, minor, and overlay. The overlay list will primarily consist of roads which had been chip sealed, overlaid, or reconstructed in previous road programs (1999 to present). Only roads that need minor repairs and/or maintenance in the opinion of the Engineer will be on this list. Existing blacktop roads that were not constructed or overlaid in previous road programs, but, in the opinion of the Engineer, need only minor repairs or maintenance can be included in the overlay list. Roads that need more than minor patching, leveling, and chip seal, in the opinion of the Engineer, will be placed on one of the other two existing blacktop lists. Major blacktop consists of blacktop roads with an ADT greater than 50. Minor blacktop consist of roads with an ADT less than 50.
3. The Police Jury will, each year, based upon available funding and need annually, designate the division and amount of funds to be used for hard surfacing existing gravel roads or oil roads and for existing hard surface roads. The Police Jury will also, each year, determine the amount of funds to be used for each of the five lists.
4. In order to more equally distribute capital improvements projects throughout the parish because of limited funds, no more than two miles of new hard surface or oil road will be constructed on any one road in any one year on any existing gravel road or oil road and no more than four miles will be constructed on any one road in any one year on any existing hard surface road. The mileage limitation can be increased by the Police Jury if required to reach a desired stopping point, upon Engineer's recommendation. This increase can include portions of the road which are on different lists.
5. Except on roads constructed by Parish personnel using the cracked fuel oil process, whenever possible, no new hard surface road will be constructed unless there is right-of-way available for a two-lane road (60' minimum). For purposes of this determination, the driving surface of any new hard surface road shall be a minimum of eighteen feet wide. In event a road (Gravel Major or Gravel Minor) has a high enough priority for funding and does not have sufficient width for hard surfacing, then such road will be skipped on the priority list to the next road of sufficient width for two-laning unless the road is to be done by Parish personnel using the cracked fuel oil process. A road on the existing oil road list can be treated like an existing hard surfaced road or a gravel road. If Right of Way is required in order to construct the road with a 60' wide Right of

Way, the Parish can spend the first year acquiring Right of Ways, clearing and grubbing, and having utilities moved and then perform the actual construction of the road the following year.

6. The Parish recognizes that there is also a priority list for bridges to be replaced with state funding under the Federal Off-System Bridge and Rehabilitation Program. Furthermore, it is recognized that during construction of such bridges, parish roads are closed until completion of construction. Accordingly, existing gravel roads on which bridges are to be replaced can be skipped for hard surfacing in any year for which a bridge is scheduled for replacement.
7. Because of the number of parish roads, it is recognized that many roads will have the same engineering priority number. In such case, all roads having the same priority rating number will be prioritized by the Police Jury on the basis of geographical fairness, funding availability and benefit to the public.
8. For any existing gravel road which connects to an existing asphalt or concrete road, new asphalt surfacing will begin at the existing asphalt connection. In event other requirements of this policy prohibit this procedure, such as insufficient right-of-way for a two lane road, then the road will be skipped on the priority list until all requirements of this policy allow the new asphalt surfacing or unless the road is scheduled to be constructed by Parish personnel using the cracked fuel oil process.
9. This policy applies only to self-generated parish funds and to the State Road Fund funds. Any special project for which State, Federal, or out-side funding is earmarked will not be a part of this procedure, and any such road can be skipped on the priority list pending construction by such designated funding.

**EXPLANATION OF CRITERIA
EXISTING BLACKTOP ROADS
ADOPTED
February 10, 2014**

1. Number of Dwellings – A road with less than 2 dwellings is given a rating of Negative 4. Roads with 2-3 dwellings will be given a rating of 0. Roads with 4-5 dwellings will be given a rating of 2. Roads with 6-7 dwellings will be given a rating of 4. Roads with 8-9 dwellings will be given a rating of 6. Roads with 10 - 15 dwellings will be given a rating of 8. Roads with 16 or more dwellings will be given a rating of 10.
2. Existing Condition of Road – The existing condition of a road is considered the single most important criteria in the priority system. A road in good condition can be relied upon to provide a safe and adequate riding surface under all types of conditions, but a road in poor condition is a source of danger to the public and a continuous maintenance problem. The condition of the existing road surface is evaluated utilizing the following criteria with a maximum possible rating of twenty:

| <u>CONDITION</u> | <u>ROAD CONDITION RATING</u> | <u>POINTS</u> |
|------------------|--|---------------|
| Good | Surface in good, but not perfect condition, minor ripples or patching, does not significantly affect riding quality. | 0-6 |
| Fair | Surface condition marred by ripples and/or patching, which mildly affects riding quality. Surface condition provides poor riding quality and/or patching, potholing, or lack of adequate base exists to such an extent that reworking is needed | 7-13 |
| Poor | Surface conditions are extremely poor. Riding quality is poor to the extent that automobiles must travel slow speeds in order to avoid hazards. | 14-20 |

3. Estimated Traffic Volume – The estimated traffic volume (Average Daily Traffic) using a road is a good indicator of its value to the public. The greater the traffic flow the greater the need for a good all weather roadbed and surface to sustain the increased loading requirements. Cut-off

roads with a high traffic volume are good examples of roads that provide benefits to a large number of Parish residents. Traffic counting machines would be invaluable in the future in compiling the most meaningful data needed for this criteria. Estimates of the traffic volume on each road is obtained from persons familiar with the roads under consideration, Parish counting records, and/or from most recent available La DOTD records. For roads without a traffic count, it will be assumed that the road will have a traffic count of 5 vehicles per day per house on the road unless other data is available. The maximum rating for this item is 5. ADT of 0-49 will receive 0 points. ADT of 50-99 will receive 1 points. ADT of 100-149 will receive 2 points. ADT of 150-199 will receive 3 points. ADT of 200-more will receive 5 points.

4. Special Considerations – Special Considerations cover a multitude of items that may enter into the selection process. Some of the considerations are:
 - a. Relative maintenance costs
 - b. Road serving special areas (such as nursing homes, recreation areas, landfill, a fire station, or a family with special needs)
 - c. Expected increased traffic flow
 - d. Individual recommendations
 - e. Road connects to Gravel section which rates high enough for work to be done or which has recently been done
 - f. Other considerations

A maximum rating of five was allotted under this criteria.

5. Summary – The total maximum rating to be achieved by any road is 40 points except on the overlay list.

**EXPLANATION OF CRITERIA
EXISTING BLACKTOP ROADS - OVERLAY LIST
ADOPTED
February 10, 2014**

1. Number of Dwellings – A road with less than 2 dwellings is given a rating of Negative 4. All other roads will be given a 0.
2. Estimated Traffic Volume – The estimated traffic volume (Average Daily Traffic) using a road is a good indicator of its value to the public. The greater the traffic flow the greater the need for a good all weather roadbed and surface to sustain the increased loading requirements. Cut-off roads with a high traffic volume are good examples of roads that provide benefits to a large number of Parish residents. Traffic counting machines would be invaluable in the future in compiling the most meaningful data needed for this criteria. Estimates of the traffic volume on each road is obtained from persons familiar with the roads under consideration, Parish counting records, and/or from most recent available La DOTD records. For roads without a traffic count, it will be assumed that the road will have a traffic count of 5 vehicles per day per house on the road unless other data is available. The maximum rating for this item is 5. ADT of 0-49 will receive 0 points. ADT of 50-99 will receive 1 points. ADT of 100-149 will receive 2 points. ADT of 150-199 will receive 3 points. ADT of 200-more will receive 5 points.
3. Special Considerations – Special Considerations cover a multitude of items that may enter into the selection process. Some of the considerations are:
 - a. Relative maintenance costs
 - b. Road serving special areas (such as nursing homes, recreation areas, landfill, a fire station, or a family with special needs)
 - c. Expected increased traffic flow
 - d. Individual recommendations
 - e. Road connects to Gravel section which rates high enough for work to be done or which has recently been done

f. Other considerations

A maximum rating of five was allotted under this criteria.

4. Overlay list - Since all roads on the overlay list require minimal patches and leveling, it is assumed that all or the roads on this list are relatively in the same shape. Traffic Counts, number of dwellings, special considerations, and years since the road was last overlaid are the only items that attribute to the ratings of these roads. The points given for number of years since the road has last been overlaid is as follows:

| | |
|-----------|------------|
| 0-6 yrs | -10 points |
| 7-8 yrs | 0 points |
| 9-10 yrs | 6 points |
| 11-13 yrs | 9 points |
| 14-16 yrs | 12 points |
| 17-19 yrs | 15 points |
| 20-over | 20 points |

5. Summary – The total maximum rating to be achieved by any road is 30 points

**JACKSON PARISH POLICE JURY
PROPOSED ROAD PRIORITY RATING SYSTEM
EXISTING BLACKTOP ROADS (OVERLAY LIST)
ADOPTED
February 10, 2014**

| CRITERIA | RATING VALUE | MAXIMUM RATING |
|----------|--------------|----------------|
|----------|--------------|----------------|

| | | | |
|----|--------------------------------|-----|-----------|
| 1. | Number of Dwellings | | |
| | Less Than 2 | -4 | |
| | 2 or more | 0 | 0 |
| 2. | Estimated Traffic Volume (ADT) | | |
| | 0-49 | 0 | |
| | 50-99 | 1 | |
| | 100-149 | 2 | |
| | 150-199 | 3 | |
| | 200-more | 5 | 5 |
| 3. | Special Considerations | 0-5 | 5 |
| 4. | Years Since Last Overlay: | | |
| | 0-6 years | -10 | |
| | 7-8 years | 0 | |
| | 9-10 years | 6 | |
| | 11-13 years | 10 | |
| | 14-16 years | 12 | |
| | 17-19 years | 15 | |
| | Over 20 years | 20 | <u>20</u> |
| | MAXIMUM POSSIBLE RATING* | | 30 |

*The highest number indicates the greater need; hence a higher priority.

**EXPLANATION OF CRITERIA
EXISTING GRAVEL ROADS OR OIL ROADS
ADOPTED
February 10, 2014**

1. Number of Dwellings – A road with less than 2 dwellings is given a rating of Negative 4. Roads with 2-3 dwellings will be given a rating of 0. Roads with 4-5 dwellings will be given a rating of 2. Roads with 6-7 dwellings will be given a rating of 4. Roads with 8-9 dwellings will be given a rating of 6. Roads with 10-15 dwellings will be given a rating of 8. Roads with 16 or more dwellings will be given a rating of 10.
2. Existing Condition of Road – The existing condition of a road is considered one of the most important criteria in the priority system. A road in good condition can be relied upon to provide a safe and adequate riding surface under all types of conditions, but a road in poor condition is a source of danger to the public and a continuous maintenance problem. The condition of the existing road surface is evaluated utilizing the following criteria with a maximum possible rating of 5:

| <u>CONDITION</u> | <u>ROAD CONDITION RATING</u> | <u>POINTS</u> |
|------------------|--|---------------|
| Good | Surface in good, but not perfect condition, minor ripples or potholes, does not significantly affect riding quality. | 0-1 |
| Fair | Surface condition marred by ripples and/or potholes, which mildly affects riding quality. Surface condition provides poor riding quality and/or potholes or lack of road base exists to such an extent that reworking is needed | 2-3 |
| Poor | Surface conditions are extremely poor. Riding quality is poor to the extent that automobiles must travel slow speeds in order to avoid hazards. | 4-5 |

3. Estimated Traffic Volume – The estimated traffic volume (Average Daily Traffic) using a road is a good indicator of its value to the public. The greater the traffic flow the greater the need for a good all weather roadbed and surface to sustain the increased loading requirements. Cut-off roads with a high traffic volume are good examples of roads that provide benefits to a large number of Parish residents. Traffic counting machines would be invaluable in the future in compiling the most meaningful data needed for this criteria. Estimates of the traffic volume on each road is obtained from persons familiar with the roads under consideration, Parish counting records, and/or from most recent available La DOTD records. For roads without a traffic count, it will be assumed that the road will have a traffic count of 5 vehicles per day per house on the road unless other data is available. The maximum rating for this item is 5. ADT of 0-49 will receive 0 points. ADT of 50-99 will receive 1 points. ADT of 100-149 will receive 2 points. ADT of 150-199 will receive 3 points. ADT of 200 or more will receive 5 points.
4. Special Considerations – Special Considerations cover a multitude of items that may enter into the selection process. Some of the considerations are:
 - a. Relative maintenance costs
 - b. Road serving special areas (such as nursing homes, recreation areas, landfill, a fire station, or a family with special needs)
 - c. Expected increased traffic flow
 - d. Individual recommendations
 - e. Roads connecting to Blacktop portion which rates high enough to have work done on it.
 - f. Other considerations

A maximum rating of five was allotted under this criteria.

4. Summary – The total maximum rating to be achieved by any road is 25 points.

Motion carried.

Motion Mr. Culpepper seconded Mr. Bryant to place on the February 10th agenda the 2014 Road Program. Motion carried.

Motion Mr. Culpepper seconded Mr. Bryant to recommend that the Jury remove from the parish road system the portion of Billy Scott Road beginning past the last house based on the engineer's recommendation. Motion carried.

Motion Mr. Culpepper seconded Mr. Bryant to recommend that the Jury remove all of Choctaw Road and .86 mile of Hagler Road (gravel section south of Siloam Church Road) from the parish road system based on the engineer's recommendation. Motion carried.

Motion Mr. Culpepper seconded Mr. Bryant to recommend that the Jury remove Mickey Road from the parish road system based on the engineer's recommendation. Motion carried.

Motion Mr. Culpepper seconded Mr. Bryant to recommend that the Jury remove Milstead Road from the parish road system based on the engineer's recommendation. Motion carried.

Motion Mr. Bryant seconded Mr. Culpepper to recommend that the Jury remove Pathway Road from the parish road system based on the engineer's recommendation. Motion carried.

Motion Mr. Culpepper seconded Mr. Bryant to recommend that the Jury remove Robinson Road from the parish road system based on the engineer's recommendation. Motion carried.

Motion Mr. Bryant seconded Mr. Culpepper to recommend that the Jury remove Springfield Road from the parish road system based on the engineer's recommendation. Motion carried.

Motion Mr. Culpepper seconded Mr. Bryant to recommend that the Jury remove Palmer Street from the parish road system unless right of way agreements from all property owners abutting the road are signed and delivered to the Jury by March 10, 2014. Motion carried.

Motion Mr. Bryant seconded Mr. Culpepper to recommend that Viola Road remain in the parish road system and to authorize the president to sign the right of way agreements as required. Motion carried.

Motion Mr. Culpepper seconded Mr. Bryant to recommend that the Jury request the Louisiana Department of Transportation to place the Keppler Creek Bridge next in line for construction in the Off-System Bridge Program as the replacement for the Bear Knoll Bridge. Motion carried.

Jody Stuckey presented the Road Superintendent's Report.

Motion Mr. Culpepper seconded Mr. Bryant to recommend that the Road Superintendent be allowed to proceed with purchase of a tractor and bush hog mower to be purchased on state contract, and to prepare bid specifications and bid packages for the following:

¾ ton diesel pickup
1 ½ ton flatbed truck

Motion carried.

Motion Mr. Culpepper seconded Mr. Bryant to recommend that the Jury authorize the road superintendent to bill the Recreation District for actual fuel costs associated with work performed on behalf of the Recreation District. Motion carried.

Motion Mr. Culpepper seconded Mr. Bryant to recommend that the Jury re-advertise for the sale of the Asphalt Zipper. Motion carried.

Motion Mr. Culpepper seconded Mr. Bryant to adjourn. Motion carried and the meeting adjourned at 8:00 PM."