

A photograph of a sunset over a field of crops, with the sun low on the horizon and silhouettes of plants in the foreground.

Department of Public Works

Transportation – Challenges



Public Works

- Board of County Commissioners:
 - John N. Marshall, District 1
 - Roger L. Hartwig, District 2
 - Jeffrey W. Stevens, District 3

- Public Works
 - Todd O'Brien, P.E. – Director
 - Scott Yaeger, P.E. – County Engineer



Adams County – Statistics

- Population Served: 19,200
- Roads:
 - 1,732 C/L miles total
 - 650 Paved C/L miles
 - 1082 Unpaved C/L miles
- Bridges:
 - 114 > 20' (Federal Bridge)
 - 177 < 20' (Short Span Bridge)



Public Works – Statistics

- Employees:
 - 63 Full time
- Areas of Responsibility
 - Maintenance, Preservation and Engineering
 - Roads and Bridges
 - Solid Waste
 - 2 Transfer Station Operations (including long haul)
 - Fleet –
 - 357 different pieces of equipment
 - ?? Pits and Quarries
 - Public Facilities
 - O & M of all County owned facilities (including Fairgrounds)




Challenges

Simply put – Preserving what we have!



History – Revenue

- Fuel Tax
 - Collection
 - 3.576 million in 2002
 - 4.049 million in 2014
 - This represents a **13.8%** increase
- Inflation
 - 2002 to 2014 = **31.4%**
- **This is a decrease in value of 17.6%**



History – Costs

- Fuel
 - Annual average price County paid
 - Gasoline
 - **\$1.17** / gal – 2002 vs **\$2.78** / gal – 2014
 - **237%** increase
 - Diesel
 - **\$0.93** / gal – 2002 vs **\$3.09** / gal – 2014
 - **332%** increase
 - Sealcoat oil – Preservation
 - \$135 / ton – Late 1990's
 - \$562 / ton – 2014




History - Operations

- Pavement Preservation
 - Mid to Late 1990's
 - Sealcoat 70 miles per year
 - 7-9 year cycle
 - Crackseal
 - Pre-level
 - Sealcoat
 - Gravel road conversions
 - ACRAB - created
 - Development and freight main reasons




History - Reality

- Early 2000's
 - Help ourselves vs ask for more money
 - What can we do to preserve what we have?
 - Management approach
 - Review operations
 - » Preservation
 - » Maintenance
 - Funnel local dollars to preservation



History – Reality

- Early 2000's
 - Gravel conversions hit system adding mileage
 - Price of oil jumped to \$190 / ton
- Solutions
 - Preservation
 - Sealcoat mileage slipped to 60 / year
 - Crackseal and Prelevel one year - Sealcoat next
 - » 8 to 11 year cycle
 - Higher ADT roads & Freight Roads
 - » STP dollars used for overlays



History - Changes

- 2006 to 2007
 - Price of oil jumped to \$320 / ton
- Solutions
 - Preservation
 - Sealcoat mileage slipped to 45 / year
 - New methods
 - » Crackseal only
 - » Fog seal rural roads for 3-5 year life
 - » Spot patching with Sealcoat
 - Overall - 8 to 16 year cycle



History - Changes

- 2008
 - Price of oil jumped to \$490 / ton
- Solutions
 - Administration
 - Reduced FTE's = 10% maintenance - 15% overall
 - Eliminated levy shift - BOCC
 - Returned Traffic Enforcement diversion



Big Changes

- 2008 - Continued
 - Preservation
 - Sealcoat mileage slipped to < 40 / year
 - Hauling sealcoat oil in-house
 - Maintenance
 - Vegetation Management Charter
 - » Reduced sterilant cost
 - » Hydro seeding program
 - Gravel roads
 - » Magnesium / Lignosulfonate program
 - » Grader packers



Long range Planning

- 2009 - 2012
 - Revenue's remained similar
 - Price of oil jumped to \$560 / ton
- Administration
 - Long range forecast to try to fit revenue
 - Reviewed entire paved system
 - Created fictitious program that revolves around maximum lifecycles we have experienced
 - » 7-14 years sealcoat
 - » 10-15 years HMA



Long Range Planning

- 2009 - 2012 - Continued
 - Administration
 - Life cycles developed – 57 miles/year needed
 - HMA 10 and 15 year cycle
 - Sealcoat 7, 10, 14, and 21 year cycle
 - When roads approached costs to maintain long term comparable with a gravel road they would be converted back to gravel. (82 miles identified)
 - Budget needed
 - \$700,000 dollar shortfall – 25% of overall
 - » Includes all resources (CAPP, STP & Local)



What now?

- 2013 – 2016 and beyond
 - Managing the System
 - Some relief from oil costs
 - Charter gravel road maintenance
 - Continue with roads and life cycles developed
 - Pick up backlog
 - Constant review of technologies and BMP
 - Pavement preservation
 - Maintenance



New stuff

- Things that could help!
 - Find reliable source of funding for General Fund
 - Diversions
 - Federal Fund Exchange program
 - Federal funds for State funds
 - Funding for short span bridges
 - Reduce regulation



Adams County



- Thank you for time and consideration