

POLICY AND PROCEDURE
FOR
THOROUGHFARE
SAFETY
IMPROVEMENTS
COLE COUNTY, MISSOURI

Policy and Procedure

For

Thoroughfare Safety Improvements

GOAL – Promoting public safety and enhancing the quality of life for all its citizens is a goal of Cole County. As such, we realize the importance of having an adequate transportation network and the vital role that major thoroughfares play in achieving this goal. Providing properly designed and constructed thoroughfares throughout our County is a part of this goal. By establishing a systematic approach by which thoroughfares can be improved to accommodate present and projected traffic safely we are fulfilling an important part of our goal.

PURPOSE – To provide a formal written procedure for identifying Thoroughfare Safety Improvements. To provide a policy which will maximize the available funds for the betterment of our citizens. To provide a method by which requests for Thoroughfare Safety Improvements can be reviewed uniformly and fairly by all.

MINIMUM REQUIREMENTS – Current nor projected funding levels will permit the upgrading of all County Thoroughfares. Therefore, reasonable minimum requirements must be adopted to determine if and when a thoroughfare should be improved. Projects must meet the following minimum requirements to be considered:

1. A minimum vehicular volume of 1000 ADT (Average Daily Traffic) is required. The County will determine the existing ADT by conducting traffic counts.
2. Property Owners must dedicate the necessary rights-of-way (min. 60-foot ROW) prior to initiating improvement.
3. The route must have an annual accident rate greater than 275 accidents per year per 100,000,000 vehicle-miles of travel.

In unusual cases Thoroughfare Safety Improvements may be justified where the minimum requirements are not fully satisfied but where other factors warrant improvement such as:

1. Safety improvements should be considered at site specific high accident locations.
2. Significant savings could justify accelerating the construction of an improvement where projected roadside development warrants.

ESTABLISHING PRIORITIES – After meeting the minimum requirements, each project will be prioritized using the following factors:

1. Traffic Factor – The average daily traffic (ADT) is a measure of the demand for use of the road in its present condition. Traffic volume is an indicator of what the “popular vote” results may be if the traveling public asked to set priorities. Thus, traffic volume will be a prime indicator of priorities.
2. Route Classification Factor - Roads can be classified several ways. Functional classification indicates the character of use and purpose. The major types of roadway classifications for Cole County are as follows:
 - a. Type I – Arterials – Connect centers of population and economic activity with each other and State or Municipal highway systems. Occur at reasonable regular intervals to collect traffic from roads of lesser importance. Carry the relatively heavy corridor traffic movements, either present traffic or potential traffic awaiting proper improvements to the route. Generally have an ADT of 1000 vehicles or greater.
 - b. Type II – Collectors – Occur at reasonable regular intervals to collect traffic from local roads and channels it to the arterial road system. Serve minor population centers not feasibly served by arterial routes. Generally have an ADT of 100 vehicles or less.
 - c. Type III – Local Roads – Provide direct access to the abutting properties. Route is either a dead end, or, if continuous, short and serves areas of low population. Generally have an ADT of 100 vehicles or less.

Functional classification is a very useful factor in establishing priorities because it is an indicator of the relative importance of a route to the overall transportation network. Another important route classification that will be used in establishing priorities is the school bus route.

3. Safety Factor – Highway safety is of vital importance to the traveling public; therefore, route accident rates will be a major factor in establishing priorities. Each project will be evaluated to determine whether or not the existing unsafe condition(s) can be corrected by the proposed improvement.

Budgeting for improvements will be based on values established by the Priority Index Equation and as set forth in the County’s Five (5) Year Capital Improvements Program.

Priority Index Equation

The equation for the priority index is:

$$PI = TF + RCF + SF$$

TF = Traffic Factor

ADT Range	Traffic Factor (TF)
0-1000	0
1000-1500	2
1500-2000	4
2000- +	6

RCF = Route Classification Factor:

(Note! Add 2 points for School Route)

Type I = 4

Type II = 2

Type III = 0

SF = Safety Factor (AAR + A/M/Y)

Annual Accident Rate	Value
Less than 275	0
275 – 350	1
350 – 425	2
425 - +	3

Accidents/Mile/Year	Value
0 – 1	0
1 – 2	1
2 – 3	2
3 - +	3

Other Considerations – The danger of using a mathematical calculation for establishing priorities is that it will be taken to literally. Therefore, other considerations will be taken into account in establishing priorities. They are as follows:

Combinations of Sections. There may be significant savings to the County from combining adjacent roadways into a single project.

Optimizing Budgets. Funding levels might not allow a project costing \$250,000 to be completed in a given year, but would allow full funding for two smaller projects in two calendar years. Completion of the two smaller projects may be in the County's best interest.

Regional Balance. A program, which has regional balance, is desirable; therefore, balancing expenditures to the maximum extent possible between the Eastern and Western Districts of Cole County will be given fair consideration.

ENGINEERING DESIGN STANDARDS – Each project will be designed by a professional engineer utilizing the following standards:

1. Rules for Land Subdivision of Cole County, Missouri.
2. Standard Specifications for Street and Road Construction, Cole County, Missouri
3. Cole County Traffic Safety Manual

The horizontal and vertical alignment of a roadway should be compatible with the anticipated running speeds of the route. Therefore, each roadway will be reviewed at critical locations utilizing the above referenced standards to establish the proper design speed. Should costs or right-of-way prohibit the upgrading of all substandard sections, warning devices will be placed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).

RIGHT-OF-WAY ACQUISITION – Due to availability of funds County Policy regarding right-of-way acquisition is as follows:

1. The County is requesting that property owners donate required rights-of-way so that all available funding can be spent on improving the safety of routes selected.
2. Roadways where property owners are willing to donate the required rights-of-way will have preference in the Safety Improvement Program.
3. Since these improvements will effect large numbers of the traveling public; the County reserves the right to acquire rights-of-way in accordance with the Missouri Revised Statutes.

PARTICIPATION INCOSTS – PROPERTY OWNERS – Property owners shall be responsible for donating the necessary rights-of-way to complete the improvement (min. 60 foot ROW) and for relocating all obstruction such as fencing outside road right-of-way.

COUNTY – The County shall be responsible for all engineering and construction costs to complete the projects utilizing current County Design Standards.

ADMINISTRATIVE REVIEW – Proposed projects will be reviewed for verification of minimum requirements and priority index values by the Department of Public Works. Departmental comments will then be submitted to the Citizens Advisory Committee for its review. After thorough consideration of all factors, the Committee will submit its recommendations in writing to the Cole County Commission for its review and approval.

DEVELOPMENT OF FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM – The County Commission will direct the Public Works Department to include their recommendations in a Five (5) Year Capital Improvements Program (CIP). Each year prior to budget hearings the Citizens Advisory Committee will review the current capital needs and recommend to the County Commission any modifications required to the Capital Improvements Program.

Recommended for approval by the

Cole County Road and Bridge Citizen’s Advisory Committee
And
Cole County Traffic and Safety Advisory Board

Chairperson
Road and Bridge Committee

Rudolf Lemke, P.E.
Mike Wyss
Marcellus Markway
Wayne Bernskoetter
Paul LePage
Ray Lahmeyer

Donald F. James, P.E. Chairman
Traffic and Safety Board

C.R. “Dick” Duncan
John J. Rodeman
Don Neumann
Don King
Tim Tinnin

Adopted by the Cole County Commission this ____ day of _____, 2000.

Robert “Bob” Jones
Presiding Commissioner

Michael Forck
Eastern District Commissioner

ATTEST

Eric Peters
Western District Commissioner

William “Bill” Deeken
County Clerk