

# Routt County Road Maintenance Levels by Road Classification

Approved by BCC : 8/18/2015

All are target maintenance levels, actual maintenance is subject to annual budget, resources, weather, scheduling, road conditions, and other related factors

Category			Primary: Primary roads provide travel between cities, towns, and larger populations. Traffic volumes are higher; When resources constrained service on primary roadways will typically take precedence over secondary roadways; roads maintained and passeable throughout the year			SecondaryA :Maintenance is provided as a second priority to primary roads and there may be some travel delays or conditions that restrict travel throughout the year. Although there may be times of reduced ease of travel secondary roads are generally passable and maintained throughout the summer. During winter road segments included in winter maintenance are generally passable and maintained. Some secondary road segments are outside of the winter maintenance boundaries and are not passable during winter.			Secondary B-lower volume roads that typically do not receive winter maintenance and receive minimal to no summer maintenance. (Note 6d roads are grandfathered until ownership changes and/or roads are vacated). These roads may end at homes, farms, ranches, or public lands		
Classification			1 = Main Road	2 = Collector Road: Paved or Gravel Road connecting areas to the Primary Roads; moderate traffic volumes	3 = Connector Road: Typically gravel roads that connect subdivisions or outlying rural areas to collector and primary roads	4 = Local Road High: Local road serving greater than 30 lots; may include subdivisions	5 = Local Road Medium: Local road serving 5 - 30 lots	6 = Local Road Low: Local road serving 2 - 4 lots	6d (driveway) - local road serving 1 lot or 1 owner and providing no public access; will be transitioned to private maintenance	7 = Remote/Limited may be gravel or native surface and while minimally maintained typically may allow for travel with a passenger car though higher clearance vehicles are recommended and four wheel may be required. Provides for intermittent travel as road may be mpassable during or after periods of inclement weather. Not plowed in winter so only seasonally accessible with vehicle.	8 = Backcountry: Road is typically surfaced with native materials only and has few if any improvements. Provides for intermittent summer travel using a high clearance vehicle. Road typically impassible during or after periods of inclement weather. Travel with passenger cars is not advised; Not plowed in the winter so only seasonally accessible with vehicle. Serves as access to public lands or may provide an alternate route.
Paved	Crackseal	year 4-5, year 11-2, year 18-19	Y	Y	typically not paved, target primary road maintenance cycle though may be extended based on PCI and traffic volumes		N/A	N/A	N/A	]	N/A
	Potholes/Patching	Potholes as needed; patching identified annually	Y	Y	Y	M	M	N/A	N/A	N/A	N/A
	Chipseal	year 7, year 14	Y	Y	Y	Y	M	N/A	N/A	N/A	N/A
	Overlay	year 21	Y	Y	Y	Y	M	N/A	N/A	N/A	N/A
	Brooming	annually at minimum; early and mid summer on primary cycling routes per Resolution 12-009)	Y	Y	Y	N/A	N/A	N/A	N/A	N/A	N/A

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M = Maybe if resources and conditions allow as secondary priority to higher class roads  
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Gravel	Gravel	There is not an identified cycle for regravell or spot graveling. In 2015 a 3 year project plan was developed. Priority given to primary roads; target a minimum of 25% of funds allocated to secondary and tertiary roads until primary roads regravelled.	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	n/a
	Grading	Graded once before fall	Y	Y	Y	Y	Y	Y	M	M	N/A
		Graded once in the spring	Y	Y	Y	Y	M	N	N	N	N/A
		Graded additional times during summer as roads require and conditions and resources allow	Y	Y	Y	M	N	N/A	N/A	N/A	N/A
		Graded at minimum once every other year if road has sufficient material to allow grading; additional grading provided after other road categories maintained; priority assigned based on traffic volume, severity of condition, circulation/connectivity, and road suitability for grading	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	M
	Rarely graded , maybe every few years if road composition allows; dozer may be used every few years to mitigate drainage issues	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y	Y
Dust Suppression	Dust Suppression - provided based on traffic volumes, road conditions, and adjacent development	Y	Y	M	M	N/A	N/A	N/A	N/A	N/A	
Ditching	Drainage - ditches maintained as needed, at minimum every seven years	Y	Y	Y	Y	M	M	M	N/A	N/A	

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Roadside	Vegetation Management	Vegetation Management Conducted as resources allow to maintain sight distances and minimize vegetation in road shoulders.	Y	Y	M	M	M	N/A	N/A	N/A	N/A		
Winter Maint	Plowing - Limits per 2015 existing end of winter maintenance boundaries	Plow routes include all category roads and are based on efficient routing vs priority for higher categories due to road configuration. Typically all routes are plowed if > 4 - 6 inches of snowfall weekday or weekends. If < 4 -6 inches of snow or icy conditions, primary roads are plowed/sanded on weekdays and weekends. In large or multi-day storms, routes may be modified to plow primary roads only or only one larger lane on route; following up with secondary roads then tertiary roads as conditions allow . After storm will follow up with winging back windrows and other maintenance	first priority if route restricted			second priority if route restricted			may be day after storm if route restricted			not plowed	not plowed
	Sanding	May be sanded during or after snow events	Y	Y	Y	M	N/A	N/A	N/A	N/A	N/A		

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