



***Bull Run Mountain Civic Association  
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**March 1, 2015**

**Bull Run Mountain Roads Plan for 2015-2016**

The Bull Run Mountain Civic Association (BRMCA) Roads Committee has developed the following recommendations to Prince William Service District and to the Prince William Board of Supervisors for road maintenance recommendations for Fiscal Year 2015 and 2016.

In accordance with the Roads Agreement, these recommendations were approved by the Roads Committee and were submitted to the BRMCA Board of Directors for review and approval. They were approved at the March 1, 2015 regular meeting of the board. The BRMCA formally requests that these be reviewed and adopted by the Service District to support FY2016 budget planning.

**Maintenance area:**

**Chip Coating**

The BRMCA requests that the service district add another layer of chip coating to the following roads within the next 12 month. These roads were surfaced during the original chip coating project and are now in need of an additional maintenance layer of chip coating:

- Warburton, including turn-around
- Lookout North
- Lookout South
- Jackson Section One
- Jackson Section Two
- Jackson Section Three
- Martin Terrace
- Rodgers
- Raymond Place
- Duffey

The BRMCA would request that these roads be done using FY 2015 funds, and be done prior to the end of the current fiscal year. As of 1/12/2015, the service district had \$84,500 in unspent general maintenance funds available. If they cannot be done, then we would request that funds be set aside to do them early in FY 2016, prior to 12/31/2015. The Service District estimated that chip coating these

roads in 2013 would cost an estimated \$108,000, so with a cost increase we would expect the cost to rise to \$115,000. The materials costs, stone, is budgeted at an additional \$10,000.

There is uncertainty where the service district boundary is located at the south end of Lookout and again on the south end of Ridge. The Roads Committee requests that the Service District research those boundaries and erect new signs at the appropriate boundaries prior to chip coating in those areas. This may have negligible cost, but it would clarify maintenance of the road in that area.

Completing these roads means that all mountain roads now have at least one new coat of chip coating on top of the original installation. This will now allow Public Works the ability to establish a regular cycle of re-chip-coating roads every 4-5 years, and thus lower the annual costs for chip-coating.

### **Guard Rails**

The subject of adding additional guardrails on mountain roads has been controversial over the years. However, a consensus has emerged, based on continued safety issues on snow-covered roads, that guardrails will improve safety in a number of areas on mountain roads. Mountain residents are involved in motor vehicle accidents each year where cars have slid off the roads and over steep embankments. Fortunately, so far, no deaths have occurred. The BRMCA does not want there to be serious injuries or fatalities, so it is requesting that guardrails be installed in several areas. The county attorney in 2014 determined that service district levy fees can be used for road safety issues, including the addition of guardrails.

The BRMCA Roads Committee, working off a guardrail study performed by residents in 2008, have identified locations for 550 feet of guardrail on Ridge Road and 350 feet of guardrail on Sumney. A map is attached which shows those locations.

The Roads Committee, working with Public Works in 2013 developed a type of guardrail that is suitable for deployment on the mountain, a bill of materials and a cost estimate of approximately \$50,000. The Roads Committee would ask that the Service District verify this estimate. The Roads Committee would also ask that the Service District budget an additional \$10,000 for site surveys to ensure that the guardrails are placed within the roads right-of-way.

### **Road Right-of-way maintenance**

The Road Committee recommends that the Service District continue to perform the cleaning and maintenance of ditches and right-of-ways of the road of vegetation and debris. The committee would request \$20,000 for leaf removal.

### **Road Surface Repairs**

The Roads Committee requests that the Service District continue to maintain the road surface by repairing potholes, fixing sinkholes and repairing or replacing culverts as required. The committee would request \$15,000 for such repairs.

The Committee, at the request of residents, would ask for two speed bumps be installed at Martin Terrace and Rogers Terrace at their intersections with Tiffany Lane.

### **Snow Removal.**

Since the roads were converted from a gravel surface to chip coated, the Service District has changed the way they plow and sand roads. The contractor is now using salt in limited quantities and is using more gravel during snow events where plowing is not needed, but when the roads are still hazardous. The committee requests a budget of \$35,000 for snow removal for the winter of 2015-2016.

### **Gravel Barrels**

Over the past two years, the Service District has added nearly 100 gravel barrels along the roads. Depending on use, they need to be refilled on a periodic basis. The Road Committee would request \$2,000 for barrel refiling. The committee believes that an adequate number of barrels are now in place on the mountain.

### **Summary**

A goal of the BRMCA Roads Committee and the BRMCA Board of Directors is to work to lower the service district levy while maintaining the roads on the mountain at a sustainable level. If the Service District can complete planned chip coating in FY 2015, the BRMCA request for the service levy for FY16 is \$187,000, which is 8% less than the 2015 budget.

Top Coating Roads FY 2015	\$80,000
Top Coating Roads FY 2016	\$45,000
Guard Rails	\$60,000
Right-of-way maintenance, leaf and limb removal	\$20,000
Road surface maintenance	\$15,000
Snow Removal	\$35,000
Gravel Barrel Refill	\$2,000
Misc. Projects	\$10,000
Service District Administrative costs	\$10,700
Total	FY 2015: \$80,000 FY2016: \$187,000