

CEDAR COUNTY SECONDARY ROAD DEPARTMENT POLICY FOR UPGRADE OF LEVEL B COUNTY ROADS

Cedar County recognizes that as land use changes, demands on county roads may also change. Roads were placed in the level of service B system to allow counties to reduce their maintenance expenditures on lightly traveled rural roads. This policy has been successful in that the cost of maintenance on these roads is, on average, 25% of the cost of maintenance on level A service roads. Bringing these roads back in to the Level A system reverses this savings to the County and justification of not only the initial construction costs, but also the continuing maintenance of the road into perpetuity, require that careful consideration be given prior to upgrading any segment of road. Because all roads are not meriting upgrade, the Board needs criteria by which to objectively judge any and all roads submitted for consideration. In order to accommodate the desire of local residents to improve level B roads adjoining their property, the Cedar County Board of Supervisors enacts the following policy.

DEFINITIONS:

As used under this policy:

- 1) ADT- Average daily traffic. As established by the most recent IDOT traffic count map.
- 2) FAS- Federal Aid Secondary. This is a list of highways as established by the state and county functional classification board as being of part of the trunk or trunk collector highway system under the jurisdiction of the County.

UPGRADE OF LEVEL B AND OTHER DIRT ROADS:

Category A: Recommendation of the County Engineer.

In some cases, economy of secondary road system funds can be achieved by upgrading a segment of road from level of service B to level of service A. Upon presentation of the county engineer of the economic benefits of improving a road, the county board of supervisors may after a public hearing choose to upgrade the road at the county's full expense. This upgrade will be of economic benefit to Cedar County. An example of economic benefit to the county would be the upgrade of a segment of road to provide all weather access to farm or residential property in exchange for the permanent removal of a bridge and the associated permanent maintenance of a structure.

Category B: Resident Request, Dirt to Rock Surface:

In areas where residents petition the County Board of Supervisors to improve and upgrade a segment of dirt or level B road, use of the following point system will be required to justify the requested grading and rock surfacing project. A minimum of 50 points must be met to justify upgrade. Meeting the required points does not require the county board to cost share in the project or to approve the project if they find the project not to be in the long term best interests of Cedar County.

1. Functional Classification of Route:

- a. Trunk or FAS route as defined in sec. 306.1,2d of the Code of Iowa 40 points
- b. Trunk collector or FM route with both ends terminating at a community, or a trunk or higher system road. 25 points
- c. Trunk collector or FM route as defined in Sec. 306.1 , 2e of the Code of Iowa 20 points
- d. Area Service road (Local) with a major business or industrial development 15 points
- e. Area Service road (Local) linking existing area service road to create a continuous segment 5 points
- f. Area service road (Level B Local) segment upon which residential construction has been undertaken subsequent to Level B declaration 0 points
- g. Area service road (Level B Local) segment used as an alternative route to existing residential, economic, or industrial development upon which upgrade is requested. Includes residential areas already served by one or more level A local roads. 0 points

2. Current year ADT

- a. One point per ten ADT of current traffic (per IDOT traffic flow map) up to a maximum of 40 points. 40 points max.
- b. Seasonal Routes- average peak volume may be used. peak volume to be determined by a traffic count made by Cedar County at a random time. Count cost to be paid by residents requesting the count. "
- c. Development areas- five year projected peak ADT may be used. Development areas are defined as major rural subdivisions of 25 or more housing sites or areas of industrial or commercial development. "

3. Closest rock surfaced parallel route:

- | | |
|------------------------|-----------|
| a. Less than 1.0 miles | 0 points |
| b. One mile | 0 points |
| c. Two miles | 5 points |
| d. Three miles | 10 points |
| e. Four miles | 15 points |
| f. Five miles | 25 points |
| g. Six or more miles | 40 points |

Note: Average the distance on diagonal routes.

4. Bonus Points

Bonus points are given on a basis of one point per two (2) percent of participation by the property owners requesting the upgrade. This may be by donations or by assessment district. Example: 20% of cost by assessment or donation is equal to 10 points.

50 points max.

NOTE: Meeting 50 points based on less than 100 percent assessment or donation does not mean that the County Board of Supervisors will be obligated to cost share on the project.

Project costs not only include construction and improvement of existing road surfacing, but also associated Right of Way purchases, improvement to existing structures, and the first resurfacing of the road the year after initial construction. Costs will be based on the actual contract or county labor cost of the road upgrade. Use of county or contract labor will be at the option of the County Engineer. The County Engineer will make every effort possible to prosecute the work in the most cost effective and economical manner.

Roads improved under this policy are generally 40 or 50 foot right of ways. All right of way widths will meet current standards for the Cedar County Zoning and Subdivision ordinances for right of way width, which, as of October, 1992, is 80 feet for gravel roads using ditches for drainage. Bridges and other structures will be built per current IDOT and Cedar County Standards.

Category C: Resident Request, Rocking Existing Level B Roads without upgrade in the Level A System

Residents who chose to build on an existing level B road that is not upgraded under the previous section of this policy, may request that the dirt road be rocked up to the driveway of their residence. Rocking the road will not change the road's level of service for maintenance for snow removal, signing, maintenance blading, etc. The resident must apply to the County Engineer for surfacing the level B road prior to any rock being placed. The resident may arrange to have the rock hauled by a local trucker or quarry or request that the county haul the rock. The county will haul rock from the nearest available quarry. This hauling by county forces will be done at no charge to the resident. If the county hauls the rock, the resident will pay the full material cost for the rock through direct billing from that nearest quarry. If the resident has the quarry haul the rock the resident will pay the full cost of the rock plus the haul rate charged by the quarry. When the county hauls the rock to the level B road, it will be done in as timely a manner as the county labor schedule will allow. No schedule or time limit is promised or guaranteed by the request to place rock on a level B road after the request is made by the resident.

Maintenance of the rock surface, that is additional rock being hauled to the road, will be the continuing responsibility of the resident. The county will not undertake maintenance resurfacing on level B roads and will not accept these roads into the county rock road system. The county will haul additional rock in subsequent years to the road which is paid for by the resident under the terms listed above.

Category D: Adjacent Property Owner, Rocking Existing Level B Roads without residences and without upgrade to Level A System standards.

Adjacent property owners who wish to have level B roads rocked may request by letter or petition to the office of the Cedar County Engineer that all or part of a level B dirt road be rocked. This request will be reviewed and acted on by the Board of Supervisors who will review the road with the county engineer and either approve or deny the request for road surfacing. Level B roads that are requested to be rocked that do not have a residence located on them must meet the following minimum standards:

1. Road must be a legal open road. Minimum right of way width required is 66 feet. If right of way is less than 66 feet, the property owner(s) may donate the additional needed right of way to the county for widening the road. Right of ways less than 66 feet in width, not leading to a residence, will not be rocked.
2. Adequate grade and drainage to allow the rock surface to survive field conditions without excessive maintenance. In other words, all ditches must be of adequate size and grade to allow runoff from the road, right of way, and adjacent properties without flowing over the road surface or ponding alongside the road to create locally soft areas. Property owners are to pay all costs for restoring drainage to the roadway prior to surfacing. Culverts and bridges must be clear and not impede drainage. The judgement of the county engineer on the adequacy of the right of way and roadbed will be final.
3. Minimum road top width is to be 22 feet. If road top is narrower than 22 feet, the property owner(s) will pay all costs necessary to widen the road grade to accommodate the road surfacing.

4. All crossroad culverts and bridges must meet legal load and width requirements. Rocking the road will not change the road's level of service for maintenance for snow removal, signing, maintenance blading, etc. The property owner must apply to the County Engineer for surfacing the level B road prior to any rock being placed. Upon approval of the road for initial surfacing by the Board of Supervisors, or the approval of resurfacing by the County Engineer, the property owner may arrange to have the rock hauled by a local trucker or quarry or request that the county haul the rock. The county will haul rock from the nearest available quarry. This hauling by county forces will be done at a rate of \$38.00 per hour billed to the property owner. If the county hauls the rock, the property owner will pay the full material cost for the rock through direct billing from that nearest quarry. The property owner will be billed by the county for time spent by county employees for hauling rock to level B roads without residences. The property owner will not be billed for motor grader time used for spreading the rock and preparing the road top for surfacing or resurfacing. If the resident has the quarry haul the rock, the resident will pay the full cost of the rock plus the haul rate charged by the quarry. The property owner will notify the county at least 24 hours in advance of rock being hauled to the road if the property owner arranges for the quarry to haul surfacing material so that the local patrol operator can be on hand to spread the hauled material. When the county hauls the rock to the level B road, it will be done in as timely a manner as the county labor schedule will allow. No schedule or time limit is promised or guaranteed by the request to place rock on a level B road after the request is made by the property owner.

Maintenance resurfacing of the rock surface, that is additional rock being hauled to the road, will be the continuing responsibility of the property owner. The county will not undertake maintenance resurfacing on level B roads and will not accept these roads into the county rock road system. The county will haul additional rock in subsequent years to the road which is paid for by the property owner under the terms listed above. If the property owner ceases providing rock to the road, the road will be reverted to a dirt road. Under no circumstances will the county maintain a rock surface on a level B road.

The property owner recognizes that the county may, in the course of ditch maintenance, road surface maintenance, etc., damage or cover the road surfacing placed by the resident. The county will not be liable for replacing any damaged or covered road surfacing material, however, the county will haul new surfacing to the road under the terms listed above for road surfacing. The county engineer will draft a written agreement with the property owner covering the terms of this policy for each level B road being rocked.