

**Resolution Number 10-9-2007A
Road Improvement Request Policy**

WHEREAS Tama County has about 1,159 miles of roads under its jurisdiction as of January 1, 2006, and

WHEREAS 92 miles are dirt roads with no surfacing, 893 miles are surfaced with rock, 4 miles are bituminous, and 179 miles are paved, and

WHEREAS there are occasional requests from individuals to upgrade the surfacing on a road in order to build a house or business on a dirt road or to upgrade the surface from rock to pavement, and

WHEREAS Tama County wishes to establish a fair method to accommodate for this, while at the same time encouraging economic development,

THEREFORE BE IT RESOLVED that Tama County will participate in improving a road from dirt to rock in order to access a new structure valued at least \$100,000 and that has a permanent foundation, and will also accommodate for improving a rock road to pavement. This policy to upgrade roads under the jurisdiction of Tama County shall replace previous policies and be effective upon passage for all projects not commenced prior to the date of passage and shall be as follows:

Upgrade from Dirt (Area Service B) to Rock (Area Service A)

- The existing road must have a minimum 66' right-of-way. In certain cases this minimum may be increased by the County Engineer to ensure safety, adequate drainage, or reasonable service during winter months.
- The requestor will be responsible for the cost and execution of acquiring any necessary right-of-way, fence replacement, relocation of utilities, etc. An easement for right-of-way must be in the name of Tama County and must have approval by the Board of Supervisors prior to acceptance.
- The road must be connected to another rock or paved road.
- Tama County will perform a minimal amount of grading, brush removal and minor culvert repair (not to exceed \$5,000) to prepare a road for the purpose of upgrading it. The requestor will pay for 100% of all costs above \$5,000 for this work. At the County Engineer's discretion the work will either be hired or performed by Tama County with their crews. If County forces are utilized the time and expense will be documented for the purpose of billing the requestor. Prior to performing grading over \$5,000 the County Engineer will prepare an estimate of the cost. The requestor will pay Tama County for the estimated cost prior to the work being performed. After completion the actual cost will be determined and Tama County will either bill or reimburse the requestor for the difference.
- If bridge or culvert repairs or replacements are necessary the cost-sharing arrangement between Tama County and the requestor will be determined by the County Engineer. In determining the cost-sharing arrangement, the

Tama County Road Improvement Policy

County Engineer shall consider the remaining useful life of the existing structure and the future plans that Tama County would have regarding the structure if the status of the road was unchanged.

- The requestor will be responsible for 100% of the cost of buying, hauling and placing rock on the road. The type of rock hauled will be determined by the County Engineer. The amount of rock necessary will be enough to cover the road 2½ inches deep and 24 feet wide (0.30 ton per lineal foot). This amount may be reduced if the County Engineer determines the road had previously been rocked and that there is some rock still left from that. Tama County may hire private haulers or use County forces. If a private hauler is utilized it will be necessary to supply rock tickets which show that the proper type and quantity of rock were hauled. If County forces are utilized, the County Engineer will determine the cost to buy and place the rock and bill the requestor appropriately prior to the rock being placed.
- Upgrades shall be performed under the direction of the County Engineer.
- After the upgrade has been completed to the satisfaction of the County Engineer, all ongoing costs shall be assumed by Tama County.
- Rock will not be placed until a permanent foundation is constructed.
- It may be possible that improvement of the road is not the most cost-effective way to provide adequate service. Alternatives to improvement of the road will be considered, even if this pushes more of a financial burden onto the homeowner.
- The request shall be made to the County Engineer.
- The road will change official status from Area Service B to Area Service A after substantial completion of the new structure.
- Tama County shall retain the right to upgrade or downgrade the surfacing due to changes in funding or usage of the road.
- The request to upgrade the road may be denied if Tama County feels that ongoing maintenance is not financially feasible.

Upgrade from Rock to Bituminous or Paved

- Upgrades must be an extension of an existing paved road, so as to fit in with existing snow-removal routes. Upgrades that branch off of existing seal-coated or paved roads may be denied for that reason alone.
- Upgrades must fit in with the existing traffic patterns or what could reasonably be construed to be the future traffic pattern.
- The existing road must have a minimum 66' right-of-way. In certain cases this minimum may be increased by the County Engineer to ensure safety, adequate drainage, or reasonable service during winter months. An easement for right-of-way must be in the name of Tama County and must have approval by the Board of Supervisors prior to acceptance.
- The person making the request will be responsible for the cost and execution of acquiring any necessary right-of-way, fence replacement, relocation of utilities, etc.
- Tama County will perform minimal grading (not to exceed \$2,000) to upgrade a road from rock to pavement. These costs may also include

Tama County Road Improvement Policy

- removal of brush and minor culvert repair. Costs above \$2,000 shall be borne completely by the person making the request.
- The person making the request will pay for the initial cost of the placement of the pavement and will be responsible for maintenance of it for five (5) years. This maintenance will include filling cracks, patching potholes, pavement markings (if any), or applying a yearly chip seal, or any other maintenance deemed necessary by the County Engineer. Although a yearly chip may not be required, the requestor should plan to place a second chip seal near the end of the five (5) year period.
 - The initial construction design and the ongoing need for maintenance must be satisfactory to the County Engineer. If the maintenance is not satisfactory and is not brought up to a satisfactory condition within a reasonable time period, Tama County reserves the right to return the road to its original condition.
 - Tama County will perform snow removal on the road in accordance with policies established by the Tama County Board of Supervisors.
 - Ongoing maintenance will be assumed by the County after five years if the new pavement is in a condition acceptable to the County at that point.
 - If bridge or culvert repairs or replacements are necessary the cost-sharing arrangement between the County and the person making the request will be determined by the County Engineer. In determining the cost sharing arrangement, the County Engineer shall consider the remaining useful life of the existing structure and the future plans that Tama County would have regarding the structure if the status of the road was unchanged.
 - Upgrades shall be performed under the direction and approval of the County Engineer.
 - It may be possible that improvement of the road is not the most cost-effective way to provide adequate service. Alternatives to improvement of the road will be considered, even if this pushes more of a financial burden onto the homeowner.
 - Tama County shall retain the right to upgrade or downgrade the surfacing due to changes in funding or usage of the road.
 - The initial point of request shall be the County Engineer.
 - The request to upgrade the road may be denied if Tama County feels that ongoing maintenance is not financially feasible.

Signed this **9th** day of **October, 2007**.

This policy was approved and signed by the Board of Supervisors on October 9, 2007.