

O'BRIEN COUNTY

AMENDED ORDINANCE NO. 23

AN ORDINANCE TO ESTABLISH A POLICY FOR THE CONSTRUCTION AND RECONSTRUCTION OF ROADWAYS AND BRIDGES ON THE O'BRIEN COUNTY SECONDARY ROAD SYSTEM.

BE IT ORDAINED BY THE BOARD OF SUPERVISORS O'BRIEN COUNTY:

SECTION 1 -- PURPOSE

The purpose of this ordinance is to establish O'Brien County's policy for the construction of roads, reconstruction of roads, construction of bridges, reconstruction of bridges and other roadway and drainage features associated with road and bridge construction.

SECTION 2 -- LEVEL OF SERVICE

The level of service shall be based on traffic counts, pavement type, roadway geometrics and other data used in accepted engineering design as established by the County Engineer, Iowa Department of Transportation and the Federal Highway Administration.

SECTION 3 -- DESIGN CRITERIA

In implementation, this policy shall set the minimum design standards that O'Brien County will follow in the construction or reconstruction of roads and bridges. These criteria shall be based on accepted engineering practices and standards established by the Iowa Department of Transportation and the Federal Highway Administration.

The County Engineer shall assure the minimum design standards established herein are adhered to in a uniform manner unless, in his or her professional judgment, a deviation from standards is warranted. Minimum design standards are not subject to discretionary enforcement. Any deviations must be documented as unreasonable and or impossible to implement by the County Engineer and/or the County Board of Supervisors.

PAVED ROUTES

- A) New Pavement
 - 1) New pavement shall be constructed with a 22' wide pavement and earthen shoulders.
 - 2) Rumble strips shall be installed on all approach stop situations.
 - 3) Choice for pavement will be a comparative design of Hot Mix Asphalt or Portland Cement Concrete pavement dependent on cost analysis. Clear zone and shoulder widths will be maintained by design requirements.

- B) Reconstruction of Pavement
 - 1) Paved roads shall be reconstructed with a 22' wide pavement or to the previous pavement width, whichever is greater with earthen shoulders.
 - 2) Rumble strips shall be installed on all approach stop situations.
 - 3) Pavement type matching adjacent roadway will be the first choice for pavement. Design thickness will be 9" for Hot Mix Asphalt and 8" for Portland Cement Concrete pavement. Clear zone and shoulder widths will be maintained by design requirements.

UNPAVED ROADS

- A) Gravel Roads
 - 1) New construction of a gravel road shall have a 26' finished top, including shoulders.
 - 2) Reconstruction of a gravel road shall have a 26' finished top, including shoulders.
- B) Class B & C Roads
 - 1) Class B and C roads will be built to the minimums as outlined by Iowa Code.

BRIDGES & Drainage Structures

- A) Paved Routes
 - 1) Bridges on paved routes shall be built with a minimum width of 30'.
 - 2) Culverts under paved roads shall be concrete.
 - 3) Pipe culverts larger than 54" in diameter may be substituted with reinforced box culverts.
 - 4) Design for drainage structures will be governed by accepted hydraulic design standards. Input from IDNR, Corp of Engineers, Iowa DOT, NRCS, or USGS may impact the size and type of the structure to be placed.
- B) Unpaved Routes
 - 1) Bridges will be built with a minimum width of 24' on roads with AADT greater than 50 and minimum of 20' on roads less than 50 AADT.
 - 2) Culverts may be metal or concrete. Pipe culverts larger than 54" in diameter may be substituted with reinforced box culverts.
 - 3) Design for drainage structures will be governed by accepted hydraulic design standards. Input from IDNR, Corp of Engineers, Iowa DOT, NRCS, or USGS may impact the size and type of the structure to be placed.
- C) Class B & C Roads
 - Class B and C roads will be built to the minimums as outlined by Iowa Code
- D) Entrance Bridges
 - Any and all bridges/drainage structures that are fully or partially in the road right-of-way that serve as entrances to private property from the public roadway shall be considered the jurisdiction and responsibility of the County. If a structure does not sit fully or partially in the road right-of-way it will be considered a private structure and not under the jurisdiction of the county.

SECTION 4 -- REPEALER

All ordinances and resolutions, or parts thereof, in conflict herewith are hereby repealed.

SECTION 5 -- SEVERABILITY CLAUSE

If any section, provision, or part of this ordinance shall be adjudged invalid or unconstitutional, such adjudication shall not affect the validity of the ordinance as a whole or any section, provision, or part thereof not adjudged invalid or unconstitutional.

SECTION 6 -- WHEN EFFECTIVE

This ordinance shall be in effect immediately after its final passage and publication as provided by law. In addition, this ordinance shall remain in effect until such time the Board of Supervisors passes a future ordinance repealing this ordinance.

Passed and approved this 2nd day of July, 2019.

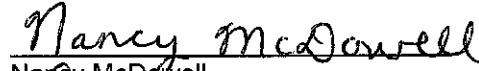
O'Brien County Board of Supervisors



Sherri Bootsma - Chairperson



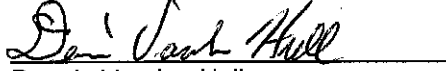
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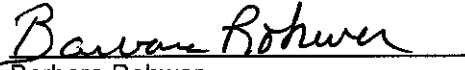


Daniel Friedrichsen



Dennis Vanden Hull

ATTEST:



Barbara Rohwer
O'Brien County Auditor

First Reading: June 27, 2019

Second Reading: July 2, 2019

Approved: July 2, 2019

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