

**O'BRIEN COUNTY SECONDARY ROAD DEPARTMENT**  
**POLICY AND PROCEDURE MEMORANDUM**

PPM Date: March 2015

Revision Date:

SUBJECT: O'Brien County Policy for Farm to Market Roads Within Corporate Limits

I. PURPOSE:

To provide a uniform policy and procedure for construction repairs or reconstruction of farm to market roads extending into cities within O'Brien County. Identifying, defining, and resolving jurisdictional responsibilities, level and limitations of service, and expectation of costs involved in cooperative projects. These guidelines are intended to encourage continuation and continuity of improvements of farm to market roads into cities. County expenditures are intended for roads or portions of roads within O'Brien County only.

II. DEFINITIONS:

Jurisdiction: The local agency in control of the area in which the road or street is located. Cities over 500 population have jurisdiction of all roads within the corporate limits. The County has jurisdiction of all secondary roads outside the corporate limits and of farm to market extensions within cities with 500 population or less.

Farm to Market Extension: Roads identified on the IDOT Rural Federal Functional Classification Map as a Minor or Major Collector, that continue into the corporate limits of a city.

Federal Aid Eligible System: Roads identified by the IDOT as Federal Aid Eligible Routes

III. REFERENCES:

Code of Iowa, Section 306.3, 306.4, 311.5, 314.5, and 314.6

#### IV. GENERAL GUIDELINES:

Cities will be categorized into three service levels based on population as defined by various Iowa Code requirements, including the following:

Level I: Cities of population of 2500 or more.

Level II: Cities of population less than 2500 and more than 500.

Level III: Cities of population of 500 or less.

##### Level I:

O'Brien County may contribute 50% of the construction project costs for the center 22' or 24' of pavement as the case may be for projects within the city limits that qualify with regard to Iowa Code chapter 314.5. O'Brien County's contribution shall not include underground utilities, mobilization, traffic control, water or sewer infrastructure, curb and gutter, or other aesthetic appurtenances (O'Brien County's contribution will be for only the PCC or HMA pavement). If O'Brien County is performing construction on a farm to market route which continues into the city, the city may request to be included in the project as a separate division of work and pay the cost of services provided within the scope of the project. Cities may request that the county include qualifying city improvements as part of an adjacent county federal aid project as long as the street improvements qualify for STP funding and are approved as part of the regional planning process. If the route is federal aid eligible and the city is receiving federal funds for a portion of the project, then O'Brien County's share of the cost will be reduced accordingly.

##### Level II:

O'Brien County may contribute up to 50% of the construction project costs for the center 22' or 24' of pavement as the case may be for projects completely within the city limits. O'Brien County will contribute 100% for corporate line projects. O'Brien County's contribution shall not include underground utilities, mobilization, traffic control, water or sewer infrastructure, curb and gutter, or specially requested features such as crosswalks, lighting, ADA requirements, or other aesthetic appurtenances (O'Brien County's contribution will be for only the PCC or HMA pavement). Cities may request from the county to be included in an STP funded project as part of an adjacent county federal aid project as long as the street improvements qualify for STP funding and are approved through the regional planning process. The city will supply a cost estimate for inclusion in the STP application. If the route is federal aid eligible and the city is receiving federal funds for a portion of the project, then O'Brien County's share of the cost will be reduced accordingly.

Level III:

O'Brien County will contribute 100% of the project costs within the corporate limits or on the corporate line. O'Brien County's contribution shall not include underground utilities, water or sewer infrastructure, curb and gutter, or specially requested features such as crosswalks, lighting, or other aesthetic appurtenances.

<u>List of Cities</u>	<u>Level*</u>
Sheldon	I
Sanborn	II
Hartley	II
Primghar	II
Paullina	II
Sutherland	II
Calumet	III
Archer	III

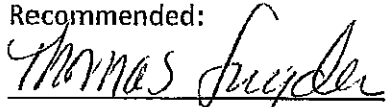
\*Level may adjust based on Census data.

O'Brien County will pay 0% towards the construction of a secondary road (non-farm to market) extension that lies completely within the corporate limits of a city.

A construction project agreement identifying the scope of work, estimate of probable costs, and sources of funding may be required for each construction project eligible under this policy. This policy may be revised as directed by the O'Brien County Board of Supervisors. O'Brien County will work with the city and provide an interest free repayment plan if necessary.

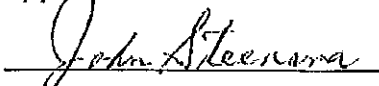
Submitted and acceptance this 14<sup>th</sup> day of JULY, 2015

Recommended:



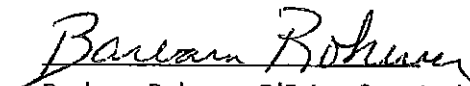
Thomas Snyder, P.E., O'Brien County Engineer

Approved:

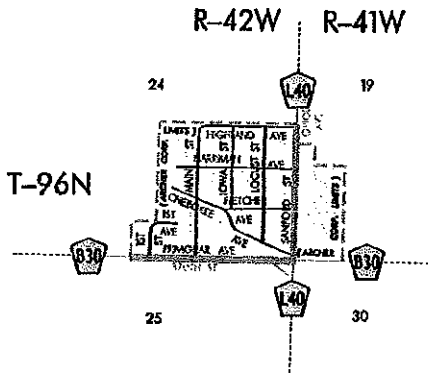


John Steensma, Chair, O'Brien County Board of Supervisors

Attest:

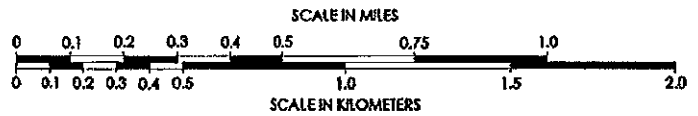


Barbara Rohwer, O'Brien County Auditor



**LEGEND**

INTERSTATE ROUTE	
FREEWAY OR EXPRESSWAY ROUTE	
U.S. NUMBERED ROUTE	
BUSINESS ROUTE	
STATE NUMBERED ROUTE	
UNSIGNERD ROUTE	
COUNTY NUMBERED ROUTE	
SECONDARY ROAD OR ADJOINING CITY STREET	
CITY STREET	
PARK, INSTITUTION, OR FEDERAL ROAD	
RAILROAD	
CORPORATION LINE	
SECTION LINE	
CUL-DE-SAC	
SECTION, TOWNSHIP & RANGE NUMBERS	9, T-81N, R-30W



COUNTY PAYS 100% OF THE TRAVELED WAY

**HIGHWAY AND STREET MAP OF**

**ARCHER IOWA**

PREPARED BY  
 IOWA DEPARTMENT OF TRANSPORTATION  
 PLANNING, PROGRAMMING, AND MODAL DIVISION  
 OFFICE OF TRANSPORTATION DATA  
 PHONE (515) 239-1289  
 IN COOPERATION WITH  
 UNITED STATES DEPARTMENT OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATION

71-0202

**314.5 Extensions in certain cities.**

1. The agency in control of a secondary road, subject to approval of the council, may eliminate danger at railroad crossings and construct, reconstruct, improve, repair, and maintain any road or street which is an extension of the secondary road within a city. However, this authority does not apply to the extensions of secondary roads located in cities over twenty-five hundred population, where the houses or business houses average less than two hundred feet apart.

2. The phrase "*subject to the approval of the council*" as it appears in this section, shall be construed as authorizing the council to consider said proposed improvement only in its relationship to municipal improvements such as sewers, water lines, establishing grades, change of established street grades, sidewalks and other public improvements. The locations of such road extensions shall be determined by the agency in control of such road or road system.

[C31, 35, §4644-c47; C39, §4644.45, 4686.21; C46, §309.45, 310.21; C50, §308A.14; C54, 58, 62, 66, 71, 73, 75, 77, 79, 81, §314.5]

89 Acts, ch 134, §8

