

MAHASKA COUNTY

ORDINANCE NO. 25

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

BE IT ORDAINED BY THE BOARD OF SUPERVISORS, MAHASKA COUNTY:

SECTION 1 -- PURPOSE

The purpose of this ordinance is to establish MAHASKA 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 MAHASKA 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 determination, 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 24' wide pavement and granular shoulders. Intersections with non-paved roads may have pavement extended back onto the intersecting road 50' beyond the end of the intersection radius when traffic counts warrant, ADT > 100.

- 2) Paved shoulders and edge line rumble stripes shall be constructed if crash data warrants based on accepted HSIP and TSIP cost/benefit analysis.
- 3) Concrete rumble strips shall be installed on all approach stop situations.
- 4) Concrete pavement will be the first choice for pavement provided clear zone and shoulder widths can be maintained by design requirements.

B) Reconstruction of Pavement

1. Paved roads shall be reconstructed with a 24' wide pavement or to the previous pavement width, whichever is greater with granular shoulders.
2. Concrete rumble strips shall be installed on all approach stop situations.
3. Concrete pavement will be the first choice for pavement provided clear zone and shoulder widths can be maintained by design requirements.

UNPAVED ROADS

- A) Gravel Roads
 - 1) New construction of a gravel road shall have a 28' finished top, including shoulders.
 - 2) Reconstruction of a gravel road shall be to the previous width prior to reconstruction.
- 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'. Wider structures will be installed when there are issues relating to oversized vehicles, pedestrian facilities, biking usage or other issues where the additional width is felt to be warranted.
 - 2) Culverts under paved roads shall be concrete.
 - 3) Pipe culverts larger than 54" in diameter shall 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.
 - 5) Water and livestock will use separate structures whenever possible.

- B) Unpaved Routes
 - 1) Bridges will be a minimum of 30' on gravel roads with "A" road classification. Culverts may be metal or concrete. Pipe culverts larger than 54" in diameter may be substituted with reinforced box culverts.
 - 2) 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.
 - 3) Water and livestock will use separate structures whenever possible.
- C) Class B & C Roads
 - 4) Class B and C roads, and Dead end 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 16th day of May, 2016

Mahaska County Board of Supervisors



Chairman of the Board, Mahaska County



Mahaska County Supervisor



Mahaska County Supervisor

ATTEST:



Mahaska County Auditor

First Reading : 05/02/16

Second Reading: 05/16/16

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