



# Taylor County

## Board of County Commissioners'

### Policy Manual

Policy #:	Title:	Effective Date:
12.01	TAYLOR COUNTY ROAD PAVING POLICY	06/05/2006

#### PURPOSE

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#### GOAL

To establish the criteria for selecting unpaved roads in the County road system for paving and to establish a fair and equitable methodology for the division of road paving funds between the five County Commission districts in order to be responsive to the paving needs of the taxpayers of all sections of Taylor County.

#### PURPOSE

The purpose of this road paving policy is to provide citizens, elected officials, planners, the Taylor County Engineering Department and the Taylor County Road Department with a clear direction for the selection of roads to be paved in Taylor County.

#### POLICY

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#### BACKGROUND AND GENERAL INFORMATION

The County owns and maintains county roads. Because roads are a critical factor in being able to provide emergency services such as law enforcement and fire/rescue to county residents, the Board desires to provide a high quality well-maintained system of county roads.

In a perfect world, all or most roads and streets would be paved. Needless to say, limited funds available for new paving should be carefully spent to maximize the use of the available paving dollars. In addition to the initial cost of new paving, maintenance costs to the County must be considered, such as frequency of maintenance, cost of materials, and efficiency of equipment use. Maintenance costs occur whether the road is dirt, lime rock, milled, or paved. Some consideration should be given to selection of roads for paving which will result in a saving to the County in maintenance costs of the existing road. Some consideration should also be given to the concept of clustering paved roads to the greatest possible extent for the most efficient use of road maintenance equipment, i.e. motor graders.

Of paramount importance in selecting a particular road for paving are the desires of the adjacent property owners and the availability of adequate right-of-way for paving. If adjacent landowners are opposed to paving or if right-of-way issues cannot be resolved, then the Board will seriously consider removing the road from the current paving list. If conditions change over time, the "rejected" road may be added to the paving list for consideration in

subsequent paving cycles. Other factors to consider in road paving discussions are applicable Statutes, County Ordinances, and Land Development Regulations.

## **ELEMENTS OF THE POLICY**

The elements of this road paving policy are as follows:

1. Clear and easily understandable criteria for the selection of unpaved roads to be considered for paving or resurfacing existing roads.
2. Provision for public notice of roads being considered each year for paving
3. Provision for a process for public input and comment, and
4. A fair and equitable formula for the allocation of future paving funds.

### **1. CRITERIA**

#### Definitions:

Density – Road density is defined as the number of residences, businesses, and churches served by a road divided by the length of the road in miles, e.g. 10 houses on a 2 mile road equals a density of 5 units/mile.

Traffic Count – the average number of trips per day on a given road determined by samplings taken within 6 months of consideration for paving.

The two main criteria to be considered in ranking roads to be considered for paving are Density and Traffic Count as defined above. If two or more roads have the same or nearly the same ranking then other criteria to be considered are clustering and avoidance of maintenance costs on the existing road.

### **2. PUBLIC NOTICE**

The list and rankings of proposed roads to be considered for paving shall be publicized on the Taylor County web site and by press releases.

### **3. PROCESS FOR PUBLIC INPUT**

At a regularly scheduled County Commission meeting, the County Administrator will present to the Board the prioritized list of roads to be considered for paving. Any citizen will be given the opportunity to speak for or against paving of any road on the list. The Commission will give more weighted consideration to comments by residents who live on the road proposed for paving or own property adjacent to the road and less weight to comments from those who use the road but do not live on it.

### **4. FORMULA TO USE FOR ALLOCATION OF ROAD PAVING MONIES**

Beginning with the 2007 budget year, new road paving funds will be allocated as follows: Fifty percent (50%) of the road paving dollars will be divided equally among the five (5) County Commission Districts and the remaining 50% of the funds will be put in the Countywide Road Paving Pool (hereinafter referred to as the Pool).

The road paving funds will be used as follows: the road ranked as #1 on the list of roads to be paved (according to criteria above) shall be funded first using monies available in the District fund. If such fund is insufficient, the difference in road paving cost shall be taken

from the Pool. This process will then be repeated for the next highest ranking roads on the list in the order of their rankings until all insufficient funds are available for paving additional roads on the paving list.

**UNFUNDED ROADS**

Finally, for roads on the paving list that are not funded in a given year, residents and adjacent property owners may voluntarily request paving and pay all costs by setting up a MSBU provided the MSBU has 100% support from the adjoining property owners. All rights of way shall be provided by the land owners at no expense to the county.

**RESPONSIBLE DEPARTMENT**

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**ENGINEERING**

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**Sunset Date: none**  
**Approved 02/03/2020**