Why doesn’t the County maintain all the roads in Churchill County?

There are several miles of unpaved roads in Churchill County that are within a public roadway easement, however are not maintained by the county. The following information explains the difference in road specifications and the changes that have been made over the last 30 years.

Brief History of Road Specifications:

• **1978** – The County required that roads be constructed to at least “minimum” specifications in order to proceed with a parcel map. *This was for parceling purposes only.*

• **Prior to 1978** – Only road easements were required to access parcels. When constructing roads, the County offered the developer two options upon the creation of a parcel map:

  • **OPTION 1 - MINIMUM**
    Construct a road to the “minimum” specifications as set by Churchill County, with a disclaimer placed upon the parcel map jurat that Churchill County *specifically declines* to accept said roadways as dedicated streets or highways.

  • **OPTION 2 - MAXIMUM**
    Construct a road to the “maximum” specifications as set by Churchill County. Upon approval of said roadway construction, Churchill County Commissioners, at the developer’s request, would place the approved roadway on the County’s Maintenance System.
Why doesn’t the County maintain all the roads in Churchill County cont.....

**The Difference?**

**Maximum Specifications:**
- 60’ Road Easement
- Road Plan and Profile approved by Churchill County Road Department
- 34’ wide graveled roadway built to grade
- Gravel to be 6” deep compacted using 1 ½ “ minus gravel
- Approved Road Name
- Developer to submit formal request for maintenance

**Minimum Specifications:**
- 60’ Road Easement
- 26’ wide graveled road
- Gravel to be 3” deep compacted using 1 ½ “ minus gravel

**By 1987** Churchill County had approved in excess of one hundred parcel maps in which the roads were constructed to “minimum” county specifications in which the developer knew these roads would not be maintained by the County. However, during this same time, there were several developers who chose to construct their roads to the “maximum” county specifications and Churchill County assumed maintenance of these roadways, and continues to maintain them today.
Why doesn’t the County maintain all the roads in Churchill County cont…..

• **1988** (Churchill County Code 18.20.00) The County implemented a “Road Maintenance Agreement” policy for accepting new roads in the County Maintenance System. The agreement policy included **only paved roads**, built to maximum county specifications.

• **March 1990** – (Highway Commissioners) Directed the Planning Department to prepare an ordinance change requiring paving on any parcel map creating parcels of less than 5 acres. This will apply to all zones except RR, A2, and A3.

• **May 1990** – (Highway Commissioners) **Unpaved roads are no longer accepted** for Churchill County maintenance.

• **1993** (Bill 1993 D) – County Code requires paving on all land units creating parcels of 10 acres or less.

• **2003** (Bill 2003 A) – County Code requires paving on all land units creating parcels of 20 acres or less.
History of Road Specifications

Prior to 1978: Required Legal Access by Road Easements Only

1978: County Requires Roads to be constructed to “Minimum” Standards for Parcel Maps. County Required “Maximum” Standards to accept for County Maintenance
MINIMUM STANDARDS-1978

- 60 Foot Easement
- 26 Foot Wide Graveled Roadway
- Gravel to be 3” deep using 1 ½” minus grade
- Allow for parcel map purposes only
- County assumes no responsibility or liability for their maintenance or operations.
- Notice plainly placed on Parcel Map
MAXIMUM STANDARDS 1978

• 60 Foot Easement

• Plan and Profile approved by Road Department

• 34 foot wide graveled roadway built to grade

• Gravel to 6” deep compacted using 1 ½” minus gravel

• Approved Road Name

• Developer To Request Maintenance

• County Assumes Maintenance Upon Inspection and Approval by the Board of County Commissioners.
County Standards 1978

- **MINIMUM**
  - Least Expensive Way to Develop Property
  - Disclaimer put on parcel map
  - Not County Maintained

- **MAXIMUM**
  - Most Expensive Way to Develop Property
  - Higher Quality Road
  - Maintenance Agreement Required
  - County Maintained
MINIMUM Specifications

• Approximately 40 miles of roads

• Roads Built to MINIMUM Specifications by Developer (Partial Listing)
  Arrowhead, Brush Garden Drive, Boyer Road, Clear view Court, Dallas Drive, Edgewater Lane, Hiatt Loop, Hiskett Lane, Jacobs Drive, Keyes Way, McGinnis Lane, Oran Road, Tumbleweed Road, West wind Way, Wood Drive.
MAXIMUM Specifications

- Roads that were built to Maximum specifications by the developer and approved for maintenance by the County in the 1980’s timeframe

  Gummow Drive*, Carson River Drive, Bowie Road*, Classic Way, Roberson Lane, Ara Lane*, Lattin Road*

  * Graveled roads at time of development and acceptance by County.
History of Road Specifications

• 1988  County Implemented a “Road Maintenance Agreement” Policy. Only accepted PAVED roads built to maximum standards.

• March 1990: Changed Paving Requirements on parcels less than 5 acres

• May 1990: Unpaved roads no longer accepted for County Maintenance

• 1993  Code change requires paving on all land division less than 10 acres

• 2003 Code change requires paving on all land divisions less than 20 acres
Current Specifications

- 60 Foot Easement
- Plan and Profile approved by Road Department
- 34 foot built to grade, gavelled road with 6” compacted gravel-all to meet current Orange Book Standards
- 26 foot wide paved roadway, 3” compacted asphalt constructed to meet current Orange Book Standards including independent lab testing
- Enter into 1 Year Road Maintenance Agreement
- County Commissioner approval after 1 year
Roads Accepted for Maintenance since 2004

- Robin Drive Extension
- Smart Lane
- Venturacci Lane
- Hunter Parkway
- Falcon Drive
- Windmill Drive
- Meadowlark Drive
- Bronco Way
- Horseshoe Drive
- Longhorn Drive
- Cardinal Drive
- Marshall Drive
- River Village Drive
- Olive Way
- Genova Court
- Tuscan Court
- Arnold Way
- Minnie Way
- Reese Way
- Resource Drive
- Renewable Way
- Big Horn Drive
- Black Bird Drive
- Eagle Rock Road
- Courtney Marie Lane
- Elizabeth Parkway
- Stoneberger Place
- Sky Ridge Road
- Sarah Road
- Milano Court
- Venitian Court
- Verona Drive
- Onda Verde Drive
- Jungle Drive
- Jane Court
- Caleb Drive
- Heidi Road
- Pam’s Place
- Dillon Road
- Pelican Drive
- Red Mountain Place
- Oran Rd
- Rancheria Road
- Peaceful Way
- Deer Creek Circle
- Caballo Way
- Hacienda Drive
- Quintin Way
- Harvey Lane
- Ladera Drive
- Cheetah Court
- Bebe Ann Way
Alternatives:
Road Maintenance and Construction
(Non County Maintained Roads)
Listing of Alternatives

• Creation of General Improvement District
• Creation of Road Maintenance Districts
• Creation of Home Owners Association
• Self-Help
Creation of General Improvement District

- Governed by NRS Chapter 318.
- Subject to annexation and 7-mile limitation.
- Imposes a tax rate for the benefit of the district and impacts the tax cap imposed upon the County of Churchill.
- Creates new quasi-municipal governmental entity with associated administrative burdens and costs.
Creation of Road Maintenance District

- Governed by application of NRS Chapter 320

- Owners of real property may petition for creation of a maintenance district. (Requires 66 2/3% of owners)

- A board of directors is appointed initially and thereafter are subject to popular election.

- Assessments: Each year the board of the district considers the cost of contracts. Such costs are then apportioned among the owners of the real property.

- Collection: The collection of assessments is made in the same manner as the collection of taxes, with like interest, penalties, and liens.
Creation of Home Owners Association

- Residents may contract directly for provision of services.
- Residents are not subject to governmental oversight.
- The residents are not subject to government imposed assessments processes including liens on property.
- An association may be created to address a limited – neighborhood concern.
Self-Help Paving Roads

- Construct and Pave Roadway (by Contractor)
  - Rate: Approximately $90.00 per linear foot
  - A mile of paved road will cost approximately $475,200.00.
Self-Help
Maintain Unpaved

- Maintenance of unpaved roads
  - Rate: unknown (call local contractor for estimate)
  - Cost split between property owners that agree to participate.