

dedication of right-of-way to the public by itself does not constitute public ownership or county responsibility to maintain the roadway. The board of supervisors must formally accept the offer of dedication in order to bring the roadway into the County system for maintenance.

Road Improvement District Formation

A road improvement district may be formed only if a petition is submitted to the county clerk of the board of supervisors. The petition must contain signatures of:

- More than one-half of the property owners; OR
- Owners of more than one-half of the property fronting the proposed road(s); OR
- Owners of one-half of the property by total area within the proposed project boundaries

To improve roadways that do not have public easements, citizens are required to gain rights of way before the district is formed.

Citizens interested in the formation of a road improvement district are advised to obtain preliminary construction estimates on proposed improvements from a private engineering consultant before starting the petition process.

Generally speaking, if the estimated improvement costs total more than one-third the value of all real property in the proposed district, the project is not considered feasible.

Improvement Districts: Important Factors to Consider

Once a district is formed, each property owner is committed to the project; a majority of the property owners is required to create, modify or stop an improvement district.

Property owners will be assessed for the road construction costs, which could amount to thousands of dollars per property owner.

The required assessment is a lien against the property.

All roads improved through the improvement district process must be deeded to the county and located within public easements or rights-of-way.

Property owners are encouraged to talk with their neighbors to determine the level of support for a proposed road district. Important questions to ask are:

- Does the neighborhood want to pay to improve the road to the minimum county standard so the roadway can be taken over by the county?
- Is the neighborhood willing to deed the required right-of-way to the county?

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Greenlee County

Road Improvement Standards



- ◆ Road Maintenance Authority
- ◆ Road Maintenance System
- ◆ Road Improvement Districts
- ◆ Improvement District Formation
- ◆ Improvement District Important Factors



Road Maintenance Authority

Greenlee County's authority and responsibility for public road and street maintenance is defined by Arizona Revised Statutes § 28-6705. The statute allows Greenlee County to spend public monies on maintenance of public roads that have been legally designated county highways.

County highways are roads that have been established and opened by the board of supervisors as set forth in Arizona Revised Statutes § 28-6701. After establishment, the county has authority to expend public monies to lay out, construct, maintain, and improve these roads.

Section 28-6705 also allows the county to spend public monies on maintenance of other public roads provided the roads are **designed** and **constructed** in accordance with standard engineering road specifications adopted by the board of supervisors **without cost to the county**.



Roads from approved plat dedications are residential streets that have been constructed to a county standard by developers without cost to the county. Upon completion, these streets are accepted into the county's maintenance system and public monies may be expended for maintenance activities.

In summary, for a roadway to be accepted into the county's maintenance system, it must be constructed to county design standards, without cost to the county. Additionally, the roadway must have dedicated right-of-way either by easement for public use or by fee title (deed) granted to Greenlee County.

Greenlee County has adopted the Cochise County Road Design & Construction Standards & Specifications For Public Improvements, 2017 Edition. This document is available through the county's website at greenlee.az.gov and is also available in the office of the county engineer.

Road Maintenance System

Greenlee County, through its Department of Public Works, maintains a transportation system of over 400 miles of roads including established county highways, roads dedicated to the county through an approved plat, non-standard public roads constructed prior to 1990, and in rare cases designated primitive roads.

Road Improvement Districts

County residents looking for ways to minimize the effects of dust from dirt roads, maintain access to their property in bad weather, or simply improve the appearance of their community may wish to consider a **County Road Improvement District**.

The State of Arizona authorizes the creation of improvement districts in unincorporated areas of the county (areas located outside city limits) for the purposes of making local improvements such as paving, re-paving, grading, re-grading, or

to improve all, or any portion of, one or more streets in a proposed road improvement district.



The State Statute (ARS Title 48, Chapter 6) also provides a means to pay for the improvements by assessing property owners for the construction, operation and maintenance of improvements within the district. Authority to create an improvement district is given to the county board of supervisors, who also serve in an official capacity as the District Board of Directors for the road improvement district. However, it is the citizens' responsibility to take the necessary steps to begin the process and gain consensus in their neighborhood.

Roadways that are improved through the road improvement district process are improved with the goal of adding the roadway to the county road system. Roadways improved through this process must be deeded to the county and the roadway corridors then become public rights-of-way.

These roadways must meet minimum county road standards. Once this process is completed, the roads will be eligible for acceptance into the county road system. It is important to note that