CHAPTER 1024
Construction Standards and Specifications

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CROSS REFERENCES

County ordinances superseding State law; exceptions - see ORS 368.011
Local access roads - see ORS 368.031, 368.036
Cost accounting - see ORS 368.051
County Road Variance Advisory Committee - see ADM. Ch. 262
Special uses of County roads - see TRAF. Ch. 420
Construction standards - see S.U. & P.S. 1020.02
Numbering and mileposting - see S.U. & P.S. 1020.03
Maintenance of ditches adjacent to County roads - see S.U. & P.S. 1028.01
Work in County road rights of way - see S.U. & P.S. Ch. 1034

1024.01 CONFORMITY REQUIRED.

Unless otherwise prescribed by the Board of County Commissioners with respect to a particular road, construction and reconstruction of all County roads shall conform to the specifications and standards contained in this chapter. Provisions of the County's Transportation System Plan may also be applicable. The County TSP is the guiding policy document for the County's transportation system and provide guidance on issues such as where urban vs rural standards are applicable.

(Adopting Ordinance. Passed 12-10-85; Ord. 2005-5. Passed 3-16-05; Ord. 2023-3. Passed 4-5-23.)

1024.03 VARIANCES.

Any person may request a variance from the specifications of the applicable road standards established by this chapter by making a request to the County Road Specifications and Road Variance Advisory Committee established in Section 262.01 of the Administration Code. After completing its review, the Committee shall recommend to the Board of County Commissioners that the variance be either granted or denied.

(Adopting Ordinance. Passed 12-20-85; Ord. 2005-5. Passed 3-16-05.)

1024.04 RULES AND PROCEDURES.

The County Road Specifications and Road Variance Advisory Committee may adopt rules and procedures for the disposition of matters coming before it.

(Ord. 141-76. Passed 8-18-76; Ord. 2005-5. Passed 3-16-05.)

1024.05 EXCEPTION FOR ROUTINE MAINTENANCE OR BETTERMENT.

Routine maintenance or betterment work performed on existing County roads, which work does not involve a significant change in horizontal or vertical alignment or does not involve substantial alteration of the existing cross-section of the roadbed, shall not constitute construction or reconstruction for purposes of this chapter.

(Ord. 141-76. Passed 8-18-76; Ord. 2005-5. Passed 3-16-05.)

1024.06 DEFINITIONS.

As used in this chapter:

(a) A.D.T. - means the typical daily traffic volume on a road between Tuesday and Thursday in a normal week (ITE Traffic Engineering Handbook, 4th Edition).

(b) Board - means the Board of County Commissioners.

(c) County Road Specifications and Road Variance Advisory Committee - means the Committee established in Section 262.01 of the Administration Code.

(d) Director - means the Director of Roads and Parks or his or her authorized representative.

(e) ODOT - means the Oregon Department of Transportation.

(f) Plans - means the approved plans, profiles, typical cross-sections, working drawings and supplemental drawings which show the location, character, dimensions and details of the work to be done.

(g) TSP - means Transportation System Plan. The Jackson County TSP applies throughout the unincorporated County.

(Ord. 141-76. Passed 8-18-76; Ord. 2005-5. Passed 3-16-05; Ord. 2007-2. Passed 1-31-07; Ord. 2023-3. Passed 4-5-23.)

1024.07 GENERAL STATEMENT.

(a) State law requires counties to promulgate standards and specifications for construction and reconstruction of County roads. By a directive of the Board of County Commissioners, a Road Standards Committee was established in February of 1976. The Committee's objective was to recommend to the Board a published manual containing the standards and specifications to be used henceforth in designing and constructing County roads or roads to be accepted into the County road system.

(b) The information contained in this chapter constitutes the standards and specifications developed by that Committee. This chapter was approved and adopted by Resolution and Order of the Board on August 18, 1976. The County prepared a Transportation System Plan in 2004, then updated it in 2017 and 2023, to revise the original materials in this Chapter to better coordinate the Jackson County Comprehensive Plan with the County’s road requirements.

(c) Recognizing that exceptional or unusual circumstances may arise, the Board, by Resolution and Order dated September 30, 1981, established a County Road Specifications and Road Variance Advisory Committee, an ongoing Committee whose purpose is to review and approve or disapprove variance requests concerning the standards and specifications set forth in this chapter. Information concerning the time and place of Committee meetings may be obtained at the office of the Director.

(d) Various alternatives concerning design speeds, lane widths, types of surfacing, etc., are found in the road standards set forth in this chapter. The particular standards to be used, where there are alternatives, will be specified by the Roads and Parks Director, who will consider traffic types and volumes, geographical locations and other pertinent factors involved.

(e) It is intended that this chapter contain only those basic standards and specifications which will not be subject to periodic revision. For this reason, a number of other sources of information are provided, it being understood that reference to such sources means the latest information available. Engineers or others desiring to obtain copies of these publications should consult the following list:

(1) Oregon Standard Specifications for Construction.

(2) Manual on Uniform Traffic Control Devices for Streets and Highways.

(3) A Policy on Geometric Design of Rural Highways.

(4) Hydraulics Manual ODOT.

(5) Standard Drawings ODOT.

(6) Standard Drawings Jackson County Roads and Parks Department.

(7) Jackson County Standard Supplemental Specifications

(f) The Director will keep on hand copies of the latest edition of publications for perusal at the Roads and Parks Office, or will be able to provide web links. Persons wishing to purchase any of such publications may contact the Director concerning local availability and cost. The Jackson County Roads and Parks Department Standard Drawings and Standard Supplemental Specifications may be found at https:\\jcor.us\road-standards.

(Ord. 141-76. Passed 8-18-76; Ord. 2003-4. Passed 1-22-03; Ord. 2005-5. Passed 3-16-05; Ord. 2007-2. Passed 1-31-07; Ord. 2023-3. Passed 4-5-23.)

1024.08 GENERAL STANDARDS.

(a) All construction and reconstruction of County roads, and of roads proposed for acceptance into the County road system, shall meet all applicable requirements of the Jackson County TSP and this chapter. However, portions of such standards may be waived or modified by a variance which has been approved by the County Roads Standards and Road Variance Advisory Committee, provided the variance request will not have the effect of changing the TSP designated functional classification of the facility.

(b) As a general rule, the road standard to be used will be determined first by referring to the applicable functional classification in the TSP (including a determination whether a rural or urban standard is applicable). Then additional factors are considered such as the volume of traffic which is expected to travel the road at a specified future date. This future traffic volume may be expressed in projected average daily traffic (A.D.T.).

(c) Another factor which may affect the selection of the road standard to be used is the type of traffic which will be traveling the road. In those cases where industrial or commercial usage is anticipated, the Director may modify the standard even though the anticipated traffic volumes do not so indicate. Roads serving high volumes of commercial or industrial traffic are likely to require a higher base section.

(d) Different subgrade soils have different load-bearing capacities which, in turn, may affect the design thickness of the base rock and surfacing elements of the road cross-section. The Director will consider recommendations for a lesser thickness design than shown in the standards, provided that the recommendation is accompanied by an engineering analysis performed in accordance with approved engineering methods. Conversely, the Director may require a greater thickness design than shown in the standards if an engineering analysis so indicates.

(e) Specific standards which are not contained in this chapter will be provided from the following sources:

(1) TSP Section 5.3, Roadway Design Standards, beginning on page 59, for lane configuration sections and typical right-of-way requirements.

(2) Standard drawings of the Roads and Parks Department (available on the Jackson County webpage at https:\\jcor.us\road-standards and in hardcopy format at Jackson County Roads);

(3) ODOT Standard drawings;

(4) The reference manual entitled "A Policy on Geometric Design of Rural Highways," as published by the American Association of State Highway Officials (AASHTO);

(5) “Hydraulics Manual” as published by the State Highway Division; and

(6) "Manual on Uniform Traffic Control Devices," as published by the U.S. Department of Transportation.

(Ord. 141-76. Passed 8-18-76; Ord. 2005-5. Passed 3-16-05; Ord. 2007-2. Passed 1-31-07; Ord. 2023-3. Passed 4-5-23.)

1024.15 COMPUTATION OF TRAFFIC VOLUMES.

(a) Formulas; Criteria for Projections:

(1) In designing roads, the traffic volume for a future date (the projected A.D.T.) shall be established. The future date to be used shall be twenty years from the time a road is to be constructed or reconstructed. Inside the Metropolitan Planning Organization (MPO) Boundary, the regional transportation model traffic projections (post-processed in accordance with generally accepted practices where actual counts deviate beyond an acceptable range) will provide the trend basis for projected future ADT. Outside the MPO boundary, historical trends of at least 7 years taken from count locations near the project will provide the trend basis for projected future ADT.

(2) Where new roads are to be constructed, there is obviously no way to measure the current average daily traffic. However, there are several ways to assess future traffic volumes. If the road is a minor collector or higher classification inside the MPO area, then the link should be modeled as part of the regional transportation model. If the road is a local road, the Highway Trip Generation Manual can be used to estimate the number of trips that will be generated based on expected land uses and connectivity. As a general rule, an assumed rate of 10 trips per day will be applied for every new single family detached dwelling to be served by the road system. Finally, if the new road is a minor collector classification or higher outside the MPO area, then a more detailed area study by a transportation professional will likely be necessary for development of appropriate projections.

(Ord. 2003-4. Passed 1-22-03; Ord. 2005-5. Passed 3-16-05.)

(3) Recognizing that the factors in the formulas described in paragraphs (c) (1) and (2) hereof are based on general studies and may not be appropriate in certain circumstances, the Director will consider other traffic engineering data, provided that the sources of such data can be readily verified as being accurate and appropriate.

(Ord. 141-76. Passed 8-18-76; Ord. 2005-5. Passed 3-16-05.)

1024.16 GENERAL SPECIFICATIONS.

All construction and reconstruction of County roads, and of roads proposed for acceptance into the County road system, shall be in accordance with the specifications contained in this chapter, the Jackson County Supplemental Specifications, and with those of the ODOT. Copies of ODOT specifications will be available at the office of Jackson County Roads or by visiting the ODOT website.

In those cases where there are special directions or requirements peculiar to the project, the standard specifications may be augmented by special provisions. Special provisions shall be approved by the Director and shall be made a part of the plans or contract documents for the project.

(Ord. 141-76. Passed 8-18-76; Ord. 2005-5. Passed 3-16-05.)

1024.21 AREAS OF RESPONSIBILITY.

(a) County Roads. The Roads and Parks Department is responsible for conformity with the standards and specifications set forth in this chapter whenever a County road is to be constructed or reconstructed.

(b) Roads Proposed for Acceptance into the County Road System. Any person proposing to construct or reconstruct a road for acceptance into the County road system shall retain a registered professional engineer who shall be responsible for conformity with the standards and specifications set forth in this chapter.

(1) There are certain guidelines and procedures to be followed in making application to create a road for acceptance into the County road system. Potential applicants should contact both the Roads and Parks Department for a checklist of requirements.

(Ord. 141-76. Passed 8-18-76; Ord. 2003-4. Passed 1-22-03; Ord. 2005-5. Passed 3-16-05; Ord. 2007-2. Passed 1-31-07.)

1024.22 CHARGES FOR IMPROVEMENTS AND REPAIRS TO LOCAL ACCESS ROADS.

(a) Charges for improvements and repairs to local access roads in the County are hereby established as follows:

(1)	Grader with operator	Actual cost
(2)	Granite or crushed gravel delivered to roadway	Actual cost
(3)	Any other work performed	Actual cost

(b) The charges set forth in subsection (a) hereof shall remain as so stated until changed by future order of the Board of County Commissioners upon recommendation of the Roads and Parks Director.

(Order 12-82. Passed 1-13-82; Ord. 2005-5. Passed 3-16-05; Ord. 2007-2. Passed 1-31-07.)

1024.23 ACCEPTANCE OF COUNTY PARK ROADS INTO THE COUNTY ROAD SYSTEM.

The following procedures and requirements are established for the purpose of delineating a uniform policy for the acceptance of dedicated County park roads into the County road system:

(a) As used in this section:

(1) Public Road - means a road over which the public has a right of use that is a matter of public record.

(2) County Road System - means public roads under the jurisdiction of Jackson County that have been designated as County roads under ORS. 368.016.

(b) County park roads shall be designed and constructed to meet applicable County road standards and specifications as defined in Sections 1024.08 and 1024.16.

(c) The Roads and Parks Director shall issue a written report to the County Administrator for any proposed addition of County park roads to the County road system under the above criteria.

(d) Existing County park roads may deviate from County road standards where acceptance is recommended by the County Roads and Parks Director and approved by the County Board of Commissioners. The Roads and Parks Director shall make written recommendation to the County Administrator for modification or waiver of the standards, or denial of the County park road addition, in each case. The Board shall consider the matter and take action at a regular Board meeting. If the Board affirms the inclusion of the road into the County road system, then the Roads and Parks Director shall prepare the necessary documents for acceptance as a County road

(e) A County park road shall be subject to speed control as allowed within ORS 810.180(6). In regulating the speed of vehicles using County park roads, the Board shall consider the recommendations of the Roads and Parks Director.

(Ord. 91-7. Passed 2-6-91; Ord. 2005-5. Passed 3-16-05; Ord. 2007-2. Passed 1-31-07.)

1024.99 PENALTY.

EDITOR'S NOTE: See Section 202.99 for general Code penalty if no specific penalty is provided.

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