## WHITE CITY STREET STANDARDS AND SPECIFICATIONS

<table>
<thead>
<tr>
<th>Local Street</th>
<th>Local Street A (Alt)</th>
<th>Local Street B</th>
<th>Industrial Local</th>
<th>Industrial Collector</th>
<th>Minor Collector</th>
<th>Major Collector</th>
<th>Minor Arterial</th>
<th>Major Arterial</th>
</tr>
</thead>
<tbody>
<tr>
<td>Typical ADT</td>
<td>0 - 750</td>
<td>0 - 2,000</td>
<td>0 - 2,000</td>
<td>0 - 3,000</td>
<td>2,750 - 7,000</td>
<td>1,500 - 4,000</td>
<td>3,500 - 12,000</td>
<td>5,000 - 25,000</td>
</tr>
<tr>
<td>Minimum Design Speed</td>
<td>25</td>
<td>25</td>
<td>25</td>
<td>25</td>
<td>35</td>
<td>35</td>
<td>45</td>
<td>45</td>
</tr>
<tr>
<td>Number of Vehicle Lanes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>14'</td>
<td>No</td>
<td>14'</td>
<td>14'</td>
</tr>
<tr>
<td>Through Lane Width</td>
<td>No</td>
<td>10'</td>
<td>10'</td>
<td>11'</td>
<td>12'</td>
<td>11'</td>
<td>11'</td>
<td>11'</td>
</tr>
<tr>
<td>Turn Lane/Median Width</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>6'</td>
<td>6'</td>
<td>5'</td>
<td>6'</td>
<td>6'</td>
</tr>
<tr>
<td>Bike Lanes/ Shoulders</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>6'</td>
<td>6'</td>
<td>5'</td>
<td>6'</td>
<td>6'</td>
</tr>
<tr>
<td>On-street Parking, Width</td>
<td>One Side, 5'</td>
<td>Both Sides, 5'</td>
<td>Both Sides, 7'</td>
<td>No</td>
<td>No</td>
<td>One Side, 5'</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Pavement Width</td>
<td>25'</td>
<td>30'</td>
<td>34'</td>
<td>34'</td>
<td>50'</td>
<td>40'</td>
<td>48'</td>
<td>48'</td>
</tr>
<tr>
<td>Minimum Access Spacing</td>
<td>35'</td>
<td>35'</td>
<td>50'</td>
<td>50'</td>
<td>200'</td>
<td>150'</td>
<td>250'</td>
<td>250'</td>
</tr>
<tr>
<td>Sidewalk Width</td>
<td>5'</td>
<td>5'</td>
<td>5'</td>
<td>No</td>
<td>No</td>
<td>5' - 8'</td>
<td>5' - 8'</td>
<td>5' - 8'</td>
</tr>
<tr>
<td>Landscape Strip Width</td>
<td>None</td>
<td>7'</td>
<td>7'</td>
<td>None</td>
<td>None</td>
<td>7'</td>
<td>7'</td>
<td>7'</td>
</tr>
<tr>
<td>Minimum Right-of-Way Width</td>
<td>40'</td>
<td>45'</td>
<td>49'</td>
<td>60'</td>
<td>74'</td>
<td>55'</td>
<td>63'</td>
<td>63'</td>
</tr>
<tr>
<td>Surface Type</td>
<td>AC</td>
<td>AC</td>
<td>AC</td>
<td>AC</td>
<td>AC</td>
<td>AC</td>
<td>AC</td>
<td>AC</td>
</tr>
<tr>
<td>Minimum Stopping Sight Distance</td>
<td>200'</td>
<td>200'</td>
<td>200'</td>
<td>240'</td>
<td>240'</td>
<td>225</td>
<td>325</td>
<td>400'</td>
</tr>
</tbody>
</table>

### General Notes:
- **AC** = Asphaltic Concrete Pavement: The asphaltic concrete mixture may be either hot-mix or warm-mix and shall conform to Jackson County standards.

### NOTES:
- Bike lane width should be measured from the edge of the concrete pan per AASHTO Guide for the Development of Bicycle Facilities.
- Design for maximum width unless approved by the Department Director.
- Landscape strips are permitted only with agreement that the adjacent property owner will maintain and with additional right-of-way dedication.
- Lower spacing may be allowed when supported by a traffic study and approved by the Department Director, or when no other public road access is possible.
- Applies to spacing between street intersections and driveways. No minimum standard between driveways.
- ROW width depends on sidewalk width, inclusion of planting strip, and inclusion of on-street parking where permitted.
- Oregon Department of Transportation "Standard Specifications for Highway Construction" and Jackson County Supplemental Specifications and "Special Provisions" applicable to the project.

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**JCRD541:**
**WHITE CITY ROADWAY SPECIFICATIONS**

1 Engineering/LIBRARY/COUNTY/STD_CURRENT/JCRD541-WhiteCity/JCRD541-WCSpecs.dwg

**JACKSON COUNTY ROADS**

**MIKE KUNTZ, P.E.**
**COUNTY ENGINEER**

**OCT 2017**
**NO SCALE**
NOTES:

- SEE JCRD401 FOR SUPER ELEVATION RATES ON HORIZONTAL CURVES.
- DRAINAGE DESIGN TO BE PROVIDED BY APPLICANT'S REGISTERED P.E. AND APPROVED BY COUNTY ENGINEER PRIOR TO CONSTRUCTION.
- ALTERNATE STREET CROSS SECTIONS, INCLUDING SHED ROOF DESIGN, REQUIRE ADVANCE APPROVAL BY COUNTY ENGINEER.
- PLANter STRIP PERMITTED ONLY WITH ADDITIONAL ROW DEDICATION AND AGREEMENT FOR ADJACENT PROPERTY OWNER TO MAINTAIN.

APPLICANT'S ENGINEER SHALL DESIGN ROAD EDGE AND DRAINAGE SUCH THAT EDGE IS STABLE AND DRAINAGE MEETS ALL REQUIRED QUALITY AND QUANTITY STANDARDS. ADDITIONAL RIGHT-OF-WAY MAY BE DEDICATED IF NEEDED BY DESIGN. THE ROAD EDGE AND DRAINAGE SHALL BE APPROVED BY THE COUNTY ENGINEER.

PARTIAL STREET IMPROVEMENT COUNTY ROAD
WHITE CITY LOCAL A

JCRD542: WHITE CITY STREET STANDARDS PARTIAL LOCAL STREET A
NOTES

- SEE JCRD401 FOR SUPER ELEVATION RATES ON HORIZONTAL CURVES.
- DRAINAGE DESIGN TO BE PROVIDED BY APPLICANT'S REGISTERED P.E. AND APPROVED BY COUNTY ENGINEER PRIOR TO CONSTRUCTION.
- BOTH SIDES OF ROAD TO BE SIGNE "NO PARKING".
- PLANTER STRIP IS PERMITTED ONLY WITH ADDITIONAL ROW DEDICATION AND AGREEMENT WITH ADJACENT PROPERTY OWNER TO MAINTAIN.

1. APPLICANT'S ENGINEER SHALL DESIGN ROAD EDGE AND DRAINAGE SUCH THAT EDGE IS STABLE AND DRAINAGE MEETS ALL REQUIRED QUALITY AND QUANTITY STANDARDS. ADDITIONAL RIGHT-OF-WAY MAY BE DEDICATED IF NEEDED BY DESIGN. THE ROAD EDGE AND DRAINAGE SHALL BE APPROVED BY THE COUNTY ENGINEER.
NOTES:

- MINIMUM RIGHT OF WAY AND MINIMUM CROSS SECTIONS SHOWN. ADDITIONAL WIDTH MAY BE NEEDED DUE TO TOPOGRAPHICAL CONSTRAINTS OR ADDITIONAL TURN LANES AT INTERSECTIONS.
- INTERIM REDUCED SECTIONS MAY BE CONSTRUCTED WHEN APPROVED BY THE COUNTY ENGINEER AND CONSISTENT WITH TSP POLICY.
- SEE JCRD401 FOR SUPER ELEVATION RATES ON CURVES.
- PLANTER STRIP PERMITTED ONLY WITH ADDITIONAL ROW DEDICATION AND AGREEMENT WITH ADJACENT PROPERTY OWNER TO MAINTAIN.
NOTES:

- Minimum right of way and minimum cross sections shown. Additional width may be needed due to topographical constraints or additional turn lanes at intersections.
- Interim reduced sections may be constructed when approved by the county engineer and consistent with TSP policy.
- See JCRD401 for super elevation rates on curves.
NOTES:

- SEE JCRD401 FOR SUPER ELEVATION RATES ON HORIZONTAL CURVES.
- DRAINAGE DESIGN TO BE PROVIDED BY APPLICANT'S REGISTERED P.E. AND APPROVED BY COUNTY ENGINEER PRIOR TO CONSTRUCTION.
- ALTERNATE STREET CROSS SECTIONS, INCLUDING SHED ROOF DESIGN, REQUIRE ADVANCE APPROVAL BY COUNTY ENGINEER.
- PLANTER STRIP PERMITTED ONLY WITH ADDITIONAL ROW DEDICATION AND AGREEMENT FOR ADJACENT PROPERTY OWNER TO MAINTAIN.

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- MINIMUM RIGHT OF WAY AND MINIMUM CROSS SECTIONS SHOWN. ADDITIONAL WIDTH MAY BE NEEDED DUE TO TOPOGRAPHICAL CONSTRAINTS OR ADDITIONAL TURN LANES AT INTERSECTIONS.
- INTERIM REDUCED SECTIONS MAY BE CONSTRUCTED WHEN APPROVED BY THE COUNTY ENGINEER AND CONSISTENT WITH TSP POLICY.
- SEE JCRD401 FOR SUPER ELEVATION RATES ON CURVES.
- PLANter STRIP PERMITTED ONLY WITH ADDITIONAL ROW DEDICATION AND AGREEMENT WITH ADJACENT PROPERTY OWNER TO MAINTAIN.
NOTES:

- MINIMUM RIGHT OF WAY AND MINIMUM CROSS SECTIONS SHOWN. ADDITIONAL WIDTH MAY BE NEEDED DUE TO TOPOGRAPHICAL CONSTRAINTS OR ADDITIONAL TURN LANES AT INTERSECTIONS.
- INTERIM REDUCED SECTIONS MAY BE CONSTRUCTED WHEN APPROVED BY THE COUNTY ENGINEER AND CONSISTENT WITH TSP POLICY.
- AC CROWN LOCATION CHANGES TO BE APPROVED BY THE COUNTY ENGINEER.
- SEE JCRD401 FOR SUPER ELEVATION RATES ON CURVES.
- PLANTER STRIPS PERMITTED ONLY WITH ADDITIONAL ROW DEDICATION AND AGREEMENT FROM ADJACENT PROPERTY OWNER TO MAINTAIN.
**NOTES:**

- **MINIMUM RIGHT OF WAY AND MINIMUM CROSS SECTIONS SHOWN. ADDITIONAL WIDTH MAY BE NEEDED DUE TO TOPOGRAPHICAL CONSTRAINTS OR ADDITIONAL TURN LANES AT INTERSECTIONS.**
- **INTERIM REDUCED SECTIONS MAY BE CONSTRUCTED WHEN APPROVED BY THE COUNTY ENGINEER AND CONSISTENT WITH TSP POLICY.**
- **SEE JCRD401 FOR SUPER ELEVATION RATES ON CURVES.**
- **PLANTER STRIPS PERMITTED ONLY WITH ADDITIONAL ROW DEDICATION AND AGREEMENT FROM ADJACENT PROPERTY OWNER TO MAINTAIN.**
NOTES:

- MINIMUM RIGHT OF WAY AND MINIMUM CROSS SECTIONS SHOWN. ADDITIONAL WIDTH MAY BE NEEDED DUE TO TOPOGRAPHICAL CONSTRAINTS OR ADDITIONAL TURN LANES AT INTERSECTIONS.
- INTERIM REDUCED SECTIONS MAY BE CONSTRUCTED WHEN APPROVED BY THE COUNTY ENGINEER AND CONSISTENT WITH TSP POLICY.
- SEE JCRD401 FOR SUPER ELEVATION RATES ON CURVES.
- PLANTER STRIPS PERMITTED ONLY WITH ADDITIONAL ROW DEDICATION AND AGREEMENT FROM ADJACENT PROPERTY OWNER TO MAINTAIN.
NOTES:

- TYPICAL RIGHTS-OF-WAY AND ULTIMATE CROSS SECTIONS SHOWN. ADDITIONAL WIDTH MAY BE NEEDED DUE TO TOPOGRAPHICAL CONSTRAINTS OR ADDITIONAL TURN Lanes AT INTERSECTIONS.
- INTERIM REDUCED SECTIONS MAY BE CONSTRUCTED WHEN APPROVED BY THE COUNTY ENGINEER AND CONSISTENT WITH TSP POLICY.
- SEE JCRD401 FOR SUPER ELEVATION RATES ON CURVES.
- SEE APPROVED STRIPING PLAN FOR LANE LAYOUT.
- PLANter STRIPS PERMITTED ONLY WITH ADDITIONAL ROW DEDICATION AND AGREEMENT FROM ADJACENT PROPERTY OWNER TO MAINTAIN.
NOTES:

- TYPICAL RIGHTS-OF-WAY AND ULTIMATE CROSS SECTIONS SHOWN. ADDITIONAL WIDTH MAY BE NEEDED DUE TO TOPOGRAPHICAL CONSTRAINTS OR ADDITIONAL TURN LANES AT INTERSECTIONS.
- INTERIM REDUCED SECTIONS MAY BE CONSTRUCTED WHEN APPROVED BY THE COUNTY ENGINEER AND CONSISTENT WITH TSP POLICY.
- SEE JCRD401 FOR SUPER ELEVATION RATES ON CURVES.

① SLOPE MAY BE STEEPER WITH APPROVAL BY THE COUNTY ENGINEER.
NOTES:

- TYPICAL RIGHTS-OF-WAY AND ULTIMATE CROSS SECTIONS SHOWN. ADDITIONAL WIDTH MAY BE NEEDED DUE TO TOPOGRAPHICAL CONSTRAINTS OR ADDITIONAL TURN LANES AT INTERSECTIONS. INCLUSION OF OPTIONAL LANES WILL BE BASED ON SURROUNDING LAND USE.
- INTERIM REDUCED SECTIONS MAY BE CONSTRUCTED WHEN APPROVED BY THE COUNTY ENGINEER AND CONSISTENT WITH TSP POLICY.
- SEE JCRD401 FOR SUPER ELEVATION RATES ON CURVES.

① SLOPE MAY BE STEEPER WITH APPROVAL BY THE COUNTY ENGINEER.