

RURAL COUNTY ROADWAY STANDARDS AND SPECIFICATIONS

	Local Road A	Local Road B	Local Road C	Minor Collector	Major Collector	Arterial
Typical ADT (Average Daily Traffic)	0 - 120	120 - 600	600 - 1,500	1,250 - 5,000	>4,500	>4,500
Minimum Design Speed ①	30	40	40	50	50	55
Number of Vehicle Lanes	2	2	2	2	2	2 - 5
Lane Width	11'	11'	11'	11'	11'	11'-0"
Turn Lane Width	No	No	No	No	No	14'
Shoulder Width	2'	3'	5'	5'	6'	7'
Shoulder Surface	Gravel	Gravel	AC	AC	AC	AC
Pavement Width	22'	22'	32'	32'	34'	36 - 72'
Minimum Access Spacing ②	50' ③	50' ③	50' ③	150'	300'	300'
Surface Type	Oil Mat	Oil Mat	AC	AC	AC	AC
Minimum ROW Width	50'	50'	50'	60'	60'	60'
Applicable Specifications	④	④	④	④	④	④

GENERAL NOTES:

1. Whenever any street or road is created or upgraded within the UGB or ½ mile of any incorporated city, the policy outlined in the goal and policy section of the TSP with respect to the Urban Growth Management Agreement will apply.
2. The urban roadway standard for the corresponding functional classification may be built if the County Engineer determines that the urban standard is more appropriate for the road section.

AC = Asphaltic Concrete Pavement: The asphaltic concrete mixture in the pavement may be either hot-mix or warm-mix and shall conform to Jackson County standards.

- ① Minimum Design Speed unless approved by the Department Director.
- ② 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.
- ③ Applies to spacing between street intersections and driveways. No minimum standard between driveways.
- ④ Oregon Department of Transportation "Standard Specifications for Highway Construction" and Jackson County Supplemental Standard Specifications and "Special Provisions" applicable to the project.

JACKSON COUNTY ROADS

MIKE KUNTZ, P.E.
COUNTY ENGINEER

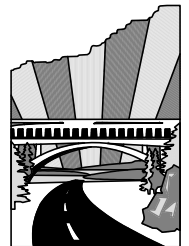
Date	By	Revision

JCRD501: RURAL COUNTY ROADWAY SPECIFICATIONS

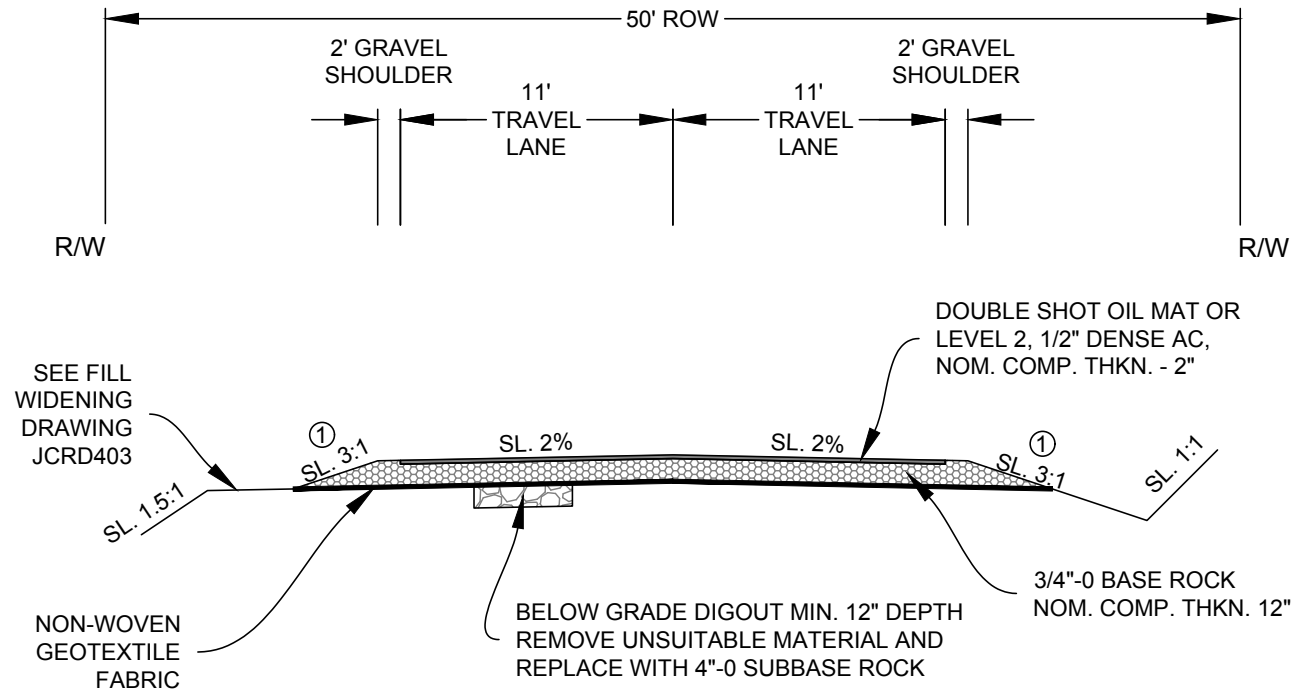
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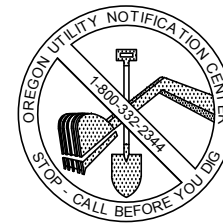
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NOTES:

- MINIMUM RIGHT OF WAY AND MINIMUM CROSS SECTION 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 AND VERTICAL CURVE STANDARDS.

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

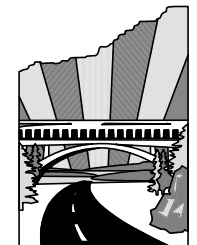


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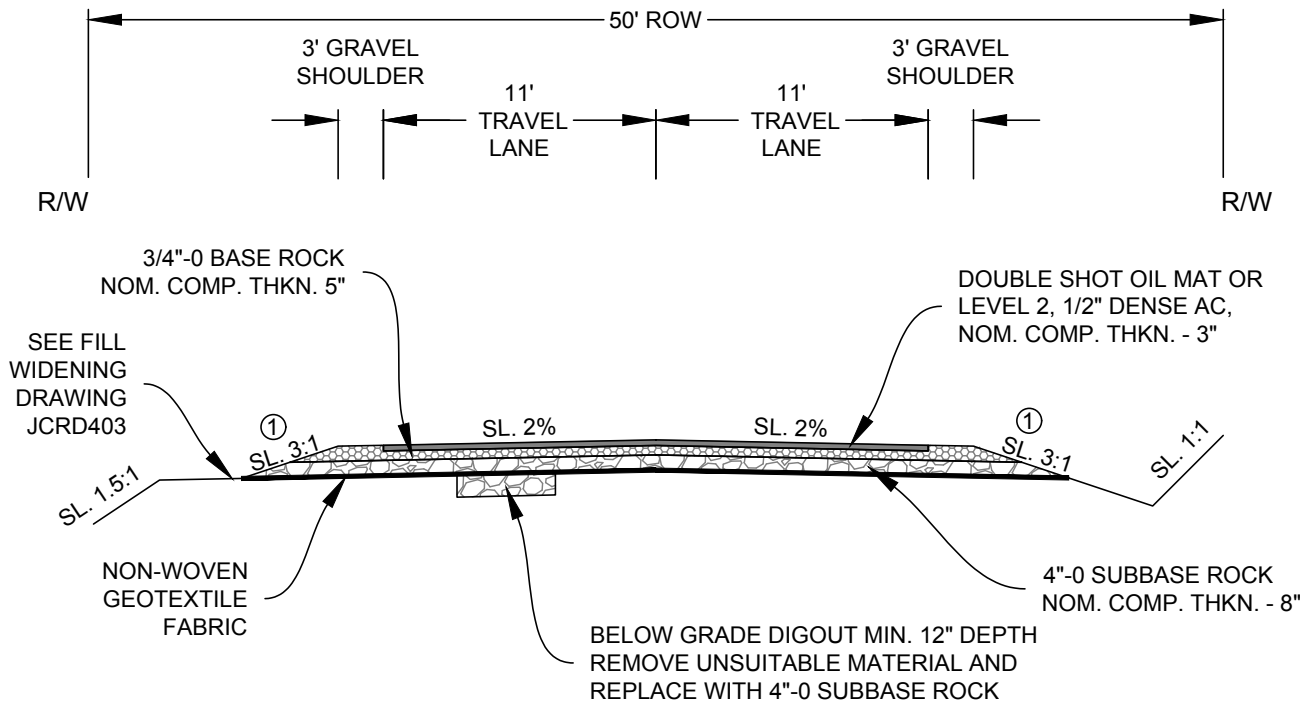
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JCRD502: RURAL COUNTY
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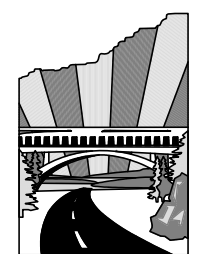
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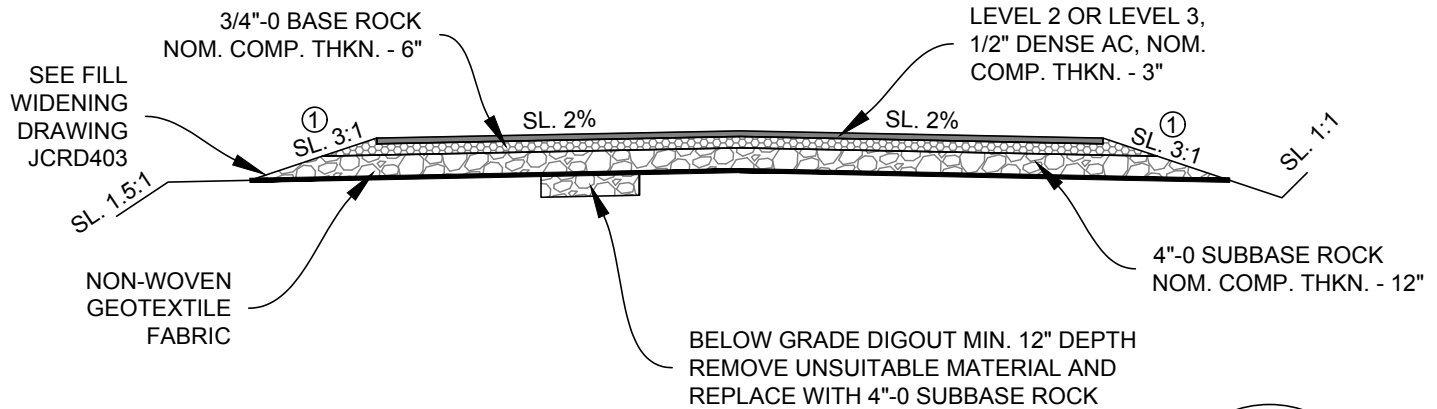
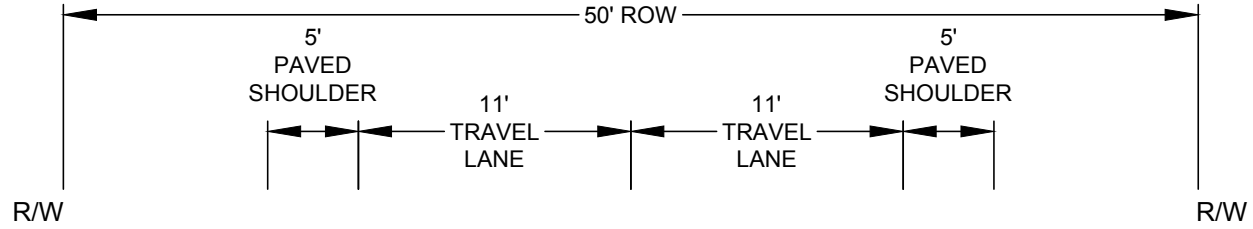


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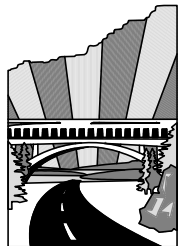
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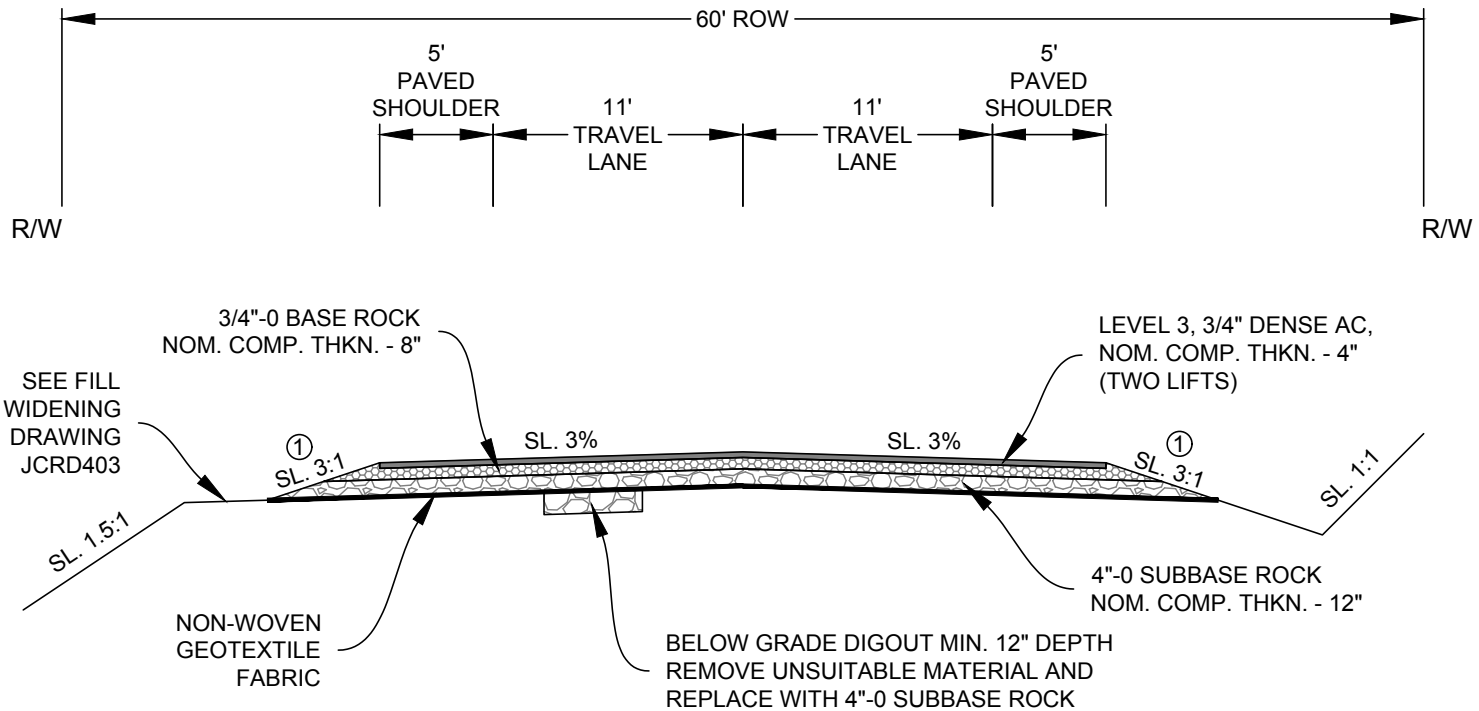


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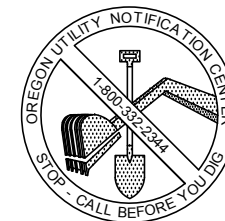
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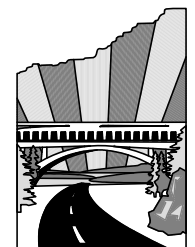
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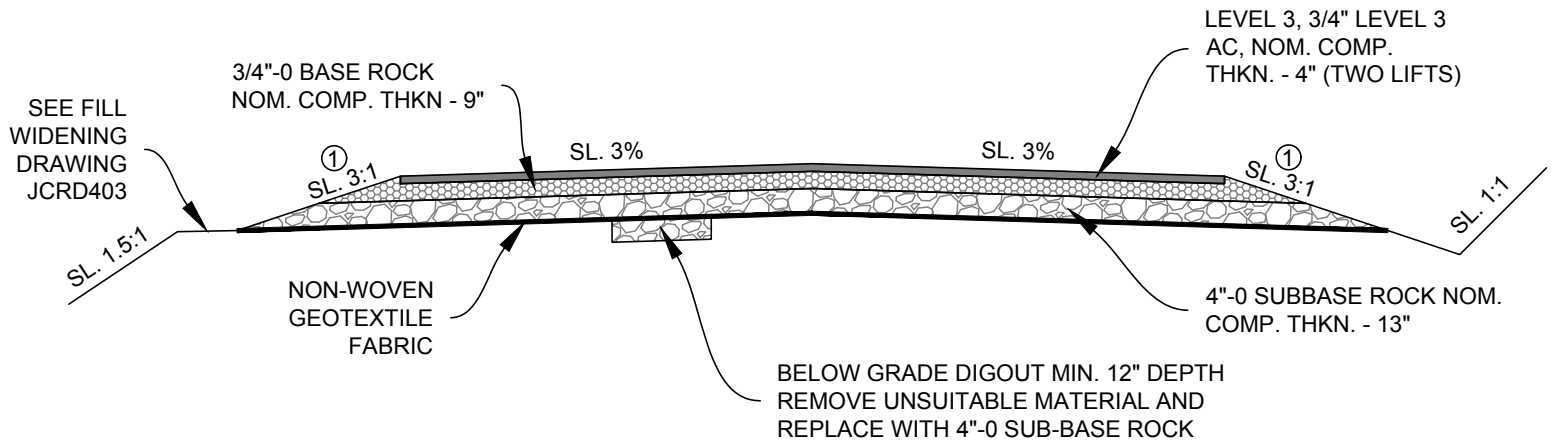
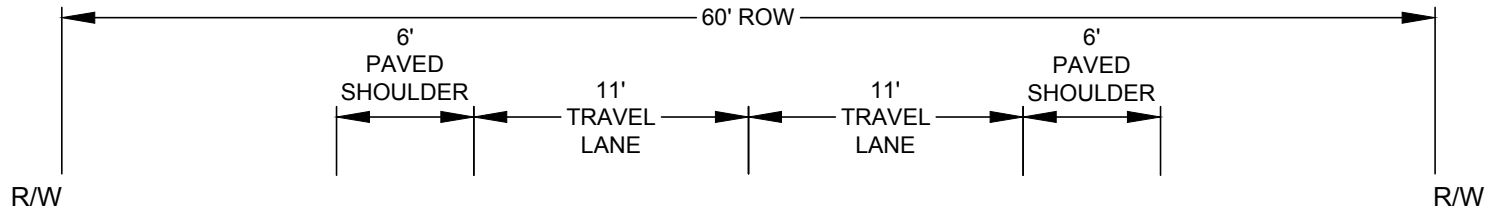
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JCRD505: RURAL COUNTY STREET STANDARDS MINOR COLLECTOR

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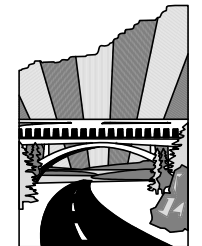
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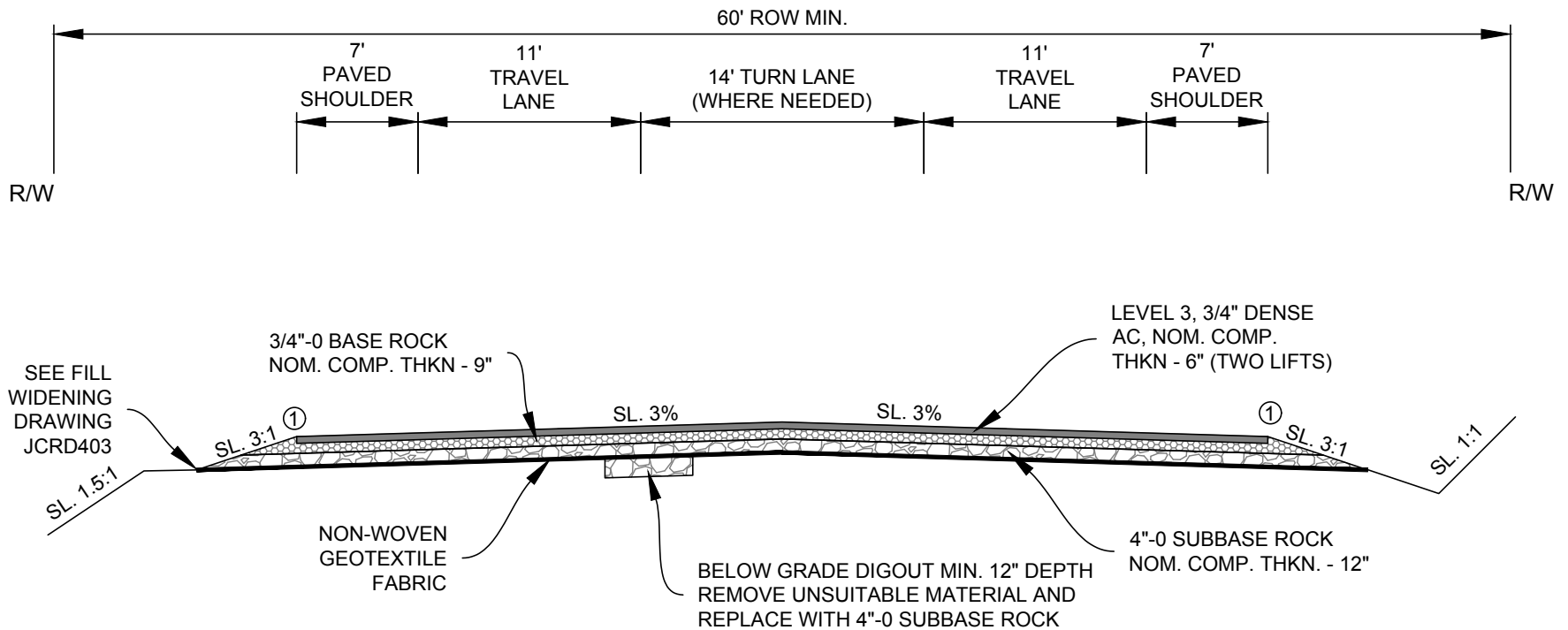


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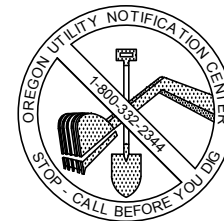
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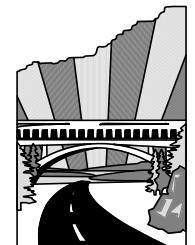
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