

Motion Dr. Garrett seconded Mr. Atkins to adopt the Amended Ordinance for Minimum Standards of New Roads for the Jackson Parish Road System

**ORDINANCE NO. 02 - 0312 - 01**  
**MINIMUM DESIGN STANDARDS FOR**  
**NEW ROADS FOR THE**  
**JACKSON PARISH ROAD SYSTEM**

Article I - General

- a) The objective of this ordinance is to establish the criteria whereby the Builder or Owner of a new road may have the new road accepted into the Jackson Parish Road system. Two classes of roads exist. Class A roads must meet the minimum design standards of Article II below. Class B roads must meet the minimum design standards of Article III below. Articles I, IV, V and VI must be met by both road classes. The Police Jury shall require either a Class A or a Class B road depending upon specific circumstances of the project including projected traffic count, safety to the general public and any other items which the Police Jury, upon advice of the Parish Engineer, deems appropriate. The builder of the proposed road is encouraged to submit the preliminary plat at the earliest possible time in order for the required road standard to be approved by the Police Jury.
- b) For the purpose of this ordinance, from henceforth a new public road shall mean any road dedicated to the public, for usage by the general public, which has been accepted for maintenance by the Jackson Parish Police Jury and made a part of the Jackson Parish Road System. the Police Jury shall not have authority to perform public maintenance on any road, outside of municipal corporate boundaries, without acceptance of the road into the Jackson Parish Road System.
- c) No road will be accepted until and unless this ordinance is complied with.
- d) Any individual, partnership, firm or corporation who violates the terms and/or conditions of this ordinance shall, upon conviction by a court of competent jurisdiction, be fined not more than one hundred dollars (\$100.00) or imprisoned nor more than thirty (30) days, or both, at the discretion of the court. Each violation shall be considered a separate offence.
- e) This ordinance shall take effect and be in force as of the 12<sup>th</sup> day of March, 2001.

Article II - Minimum Design Standards (Class A Roads)

- a) Right-of-Way Widths: The minimum right-of-way for proposed roads shall not be less than sixty (60) feet, measured from lot line to lot line or from right-of-way line to right-of-way line. The Police Jury may require additional right-of-way if, in the opinion of the Parish Engineer, said additional right-of-way is necessary to comply with other sections of this ordinance.
- b) Relationship to Road Existing System: Proposed new roads shall extend existing roads or their projections at the same or greater width, but in no case less than the minimum required width, unless variations are deemed necessary by the Police Jury for reasons of topography, design and/or where, in the opinion of the Police Jury, it is necessary to provide road access to adjoining property.
- c) Road Names: Names of proposed roads shall not duplicate existing road names irrespective of the suffix used. Road names shall be assigned by the Jackson Parish E-911 Office prior to final acceptance. It is the responsibility of the builder of the new road to obtain E-911 approval of the road name.
- d) Dead-End Roads: Roads designed to have one end permanently closed (cul-de-sac road) shall have, at the closed end a turn around with a minimum right-of-way radius of fifty (50) feet and a minimum driving surface radius of thirty-five (35) feet.
- e) Road Intersections: Road intersections shall be constructed to intersect as nearly as

possible at right angles (90 degrees). No road shall intersect another road at an acute angle of less than seventy-five (75) degrees unless prior approval is granted by the Police Jury. The conditions for such prior approval may involve a requirement that property lines be rounded or set back to permit the construction of desirable radii. Submissions of a grading plan showing existing and proposed contours at one foot intervals and a detailed design for the intersection may be required by the Police Jury. Intersections of more than two (2) roads shall not be allowed (four-way intersections). Roads shall remain in the angle of intersection for at least one hundred fifty (150) feet beyond the point of intersection.

f) Street Improvements: All roads shall conform to the following:

- (1) Subgrade: The subgrade shall be free of sod, vegetation, other organic matter or objectionable materials. The subgrade shall be properly shaped and compacted to 95% minimum density in accordance with AASHO Test Designation T-99.
- (2) Base Course: The base course shall be eight (8) inch cement stabilized soil, eight (8) inch sand-clay gravel class B, eight (8) inch iron ore gravel material or approved equal. In general, the base material, excepting iron ore gravel, shall comply with the most recent specifications of the Louisiana Department of Transportation and Development (DOTD), "Louisiana Standard Specifications for Roads and Bridges". Iron ore material shall be approved by the Parish Engineer or Road Superintendent, on a case by case basis, prior to its placement on the proposed right-of-way. All base courses shall be a minimum of one foot wider, each side, than the surface course.
- (3) Surface Course: Acceptable surface courses, which include asphaltic surface treatment, asphaltic concrete mixtures, and portland cement concrete pavement, shall conform with specifications as given in the latest edition of the DOTD "Louisiana Standard Specifications for Roads and Bridges". Roads with surfaces other than the acceptable surface courses given above will not be accepted.

Bituminous plant mix surfaces shall have a minimum thickness of two (2) inches. Portland cement concrete shall have a minimum thickness of six (6) inches. Asphaltic surface treatment shall be the three-shot application.

For open ditch construction, the surface course shall be a minimum of twenty (20) feet wide. For curb and gutter roads, the width shall be not less than twenty four (24) feet measured from back-of-curb to back-of-curb. Both barrier and mountable curbs shall be allowed with their dimensions and specifications requiring prior approval of the Parish Engineer.

All surface courses shall be crowned in a "roof-top" fashion except in any horizontal curve that requires super elevation. Surface course cross-slopes shall be 0.025 feet per foot of width. Shoulders shall be at least four (4) feet wide and shall continue the cross-slope at 0.05 feet per foot of width.

- (4) Vertical Alignment: Vertical grades shall in general conform to the terrain. For open ditch construction the minimum grade shall be 0.00% and the maximum grade shall be seven (7) percent. For curb and gutter construction, the minimum grade shall be 0.40% and the maximum grade shall be ten (10) percent.

Vertical alignment shall be no more than three (3) percent within one hundred and fifty (150) feet of a road intersection.

- (5) Horizontal Alignment: The minimum radius of centerline curvature shall be three hundred (300) feet. The minimum radius of intersection road surface returns shall be thirty-five (35) feet.

g) Drainage: The design and construction of all drainage facilities shall be under the supervision of a licensed civil engineer and shall be based upon local rainfall records with

a minimum rainfall return of ten (10) years.

- (1) Open ditch Construction: Roadside ditches shall have at least 3:1 fore slopes (side slopes on road side having at least three (3) feet of horizontal distance for not more than one (1) foot vertical drop). Roadside ditches shall have at least 2:1 back slopes (property side). Distance between ditch lines on all roads shall be not less than forty-two (42) feet.

A minimum grade along the bottom of the roadside ditch shall be 0.125 percent.

- (2) Cross pipes under roads and driveways shall be reinforced concrete, asphalt-coated corrugated metal, or corrugated polyethylene culvert pipe (double wall) (CPECP) conforming to AASHTO M294 type S. Pipes shall meet the specifications as found in the latest edition of the "Louisiana Standard Specifications for Roads and Bridges". No pipe diameter of less than eighteen (18) inches may be installed within any right-of-way without prior approval of the Parish Engineer or Road Superintendent.
- (3) All bridges shall be a minimum of twenty-eight (28) feet wide, measured guard rail to guard rail, and shall meet the specifications of "Louisiana Standard Specifications for Roads and Bridges", latest edition, for concrete decking with pre-cast concrete piling.

#### Article III - Minimum Design Standards (Class B Roads)

- a) Right-of-Way Widths: The recommended minimum right-of-way width for proposed roads shall be fifty (50) feet measured from lot line to lot line or from right-of-way line to right-of-way line. The Police Jury may require additional right-of-way if in the opinion of the Engineer, said additional right-of-way is necessary to comply with other sections of this ordinance.
- b) Relationship to Existing Road System: Proposed new roads shall extend existing roads or their projections at the same or greater width, but in no case less than the minimum required width, unless variations are deemed necessary by the Police Jury for reasons of topography, design, and/or where, in the opinion of the Police Jury, it is necessary to provide road access to adjoining property.
- c) Road Names: Names of proposed roads shall not duplicate existing road names irrespective of the suffix used. Road names shall be assigned by the Jackson Parish E-911 Office prior to final acceptance. It is the responsibility of the builder of the new road to obtain E-911 approval of the road name.
- d) Dead-End Roads: Roads designed to have one end permanently closed (cul-de-sac road) shall have, at the closed end a turn around with a minimum right-of-way radius of fifty (50) feet and a minimum driving surface radius of thirty-five (35) feet.
- e) Road Intersections: Road intersections shall be constructed to intersect as nearly as possible at right angles (90 degrees). No road shall intersect another road at an acute angle of less than seventy-five (75) degrees unless prior approval is granted by the Police Jury. The conditions for such prior approval may involve a requirement that property lines be rounded or set back to permit the construction of desirable radii. Submissions of a grading plan showing existing and proposed contours at one foot intervals and a detailed design for the intersection may be required by the Police Jury. Intersections of more than two (2) roads shall not be allowed (four-way intersections). Roads shall remain in the angle of intersection for at least one hundred (100) feet beyond the point of intersection.
- f) Street Improvements: All roads shall conform to the following:
  - (1) Subgrade: The subgrade shall be free of sod, vegetation, other organic matter or objectionable materials. The subgrade shall be properly shaped and compacted to

95% minimum density in accordance with AASHTO Test Designation T-99.

- (2) Base Course: The base course shall be eight (8) inch cement stabilized soil, eight (8) inch sand-clay gravel class B, eight (8) inch iron ore gravel material or approved equal. In general, the base material, excepting iron ore gravel, shall comply with the most recent specifications of the DOTD "Louisiana Standard Specifications for Roads and Bridges". Iron ore material shall be approved by the Parish Engineer or Road Superintendent, on a case by case basis, prior to its placement on the proposed right-of-way. All base courses shall be a minimum of one foot wider, each side, than the surface course.
- (3) Surface Course: Acceptable surface courses, which include asphaltic surface treatment, asphaltic concrete mixtures, and portland cement concrete pavement, shall conform with specifications as given in the latest edition of the DOTD "Louisiana Standard Specifications for Roads and Bridges". Roads with surfaces other than the acceptable surface courses given above will not be accepted.

Bituminous plant mix surfaces shall have a minimum thickness of two (2) inches. Portland cement concrete shall have a minimum thickness of six (6) inches. Asphaltic surface treatment shall be the standard three-shot DOTD application if washed gravel is used. If graded granite is used, asphaltic surface treatment shall be a two-shot minimum application of C-2 and C-3 size gravel. Limestone aggregate will not be allowed unless prior approval is given by the Police Jury.

For open ditch construction, the surface course shall be a minimum of eighteen (18) feet wide. For curb and gutter roads, the width shall be not less than twenty four (24) feet measured from back-of-curb. Both barrier and mountable curbs shall be allowed with their dimensions and specifications requiring prior approval of the Parish Engineer.

All surface courses shall be crowned in a "roof-top" fashion except in any horizontal curve that requires super elevation. Surface course cross-slopes shall be 0.025 feet per foot of width. Shoulders shall be at least four (4) feet wide and shall continue the cross-slope at 0.05 feet per foot of width.

- (4) Vertical Alignment: Vertical grades shall in general conform to the terrain. For open ditch construction the minimum grade shall be 0.00% and the maximum grade shall be seven (7) percent. For curb and gutter construction, the minimum grade shall be 0.40% and the maximum grade shall be ten (10) percent.

Vertical alignment shall be no more than three (3) percent within one hundred (100) feet of a road intersection.

- (5) Horizontal Alignment: The minimum radius of curvature shall be two hundred fifty (250) feet. The minimum radius of intersection of road surface returns shall be twenty-five (25) feet.

g) Drainage: The design and construction of all drainage facilities shall be under the supervision of a licensed civil engineer and shall be based upon local rainfall records with a minimum rainfall return of five (5) years.

- (1) Open ditch Construction: Roadside ditches shall have a minimum bottom grade of 0.125 percent and shall have erosion protection if required by the Road Superintendent. Distance between ditch lines shall not be less than thirty-eight (38) feet.
- (2) Cross pipes under roads and driveways shall be reinforced concrete or asphalt-coated corrugated metal that meets the specifications as found in the latest edition of the "Louisiana Standard Specifications for Roads and Bridges". No pipe diameter of less than fifteen (15) inches may be installed within any right-of-way without prior approval of the Parish Engineer or Road Superintendent.

- (3) All bridges shall be a minimum of twenty-eight (28) feet wide, measured guard rail to guard rail, and shall meet the specifications of "Louisiana Standard Specifications for Roads and Bridges", latest edition, for concrete decking with pre-cast concrete piles.

#### Article IV - Procedures

Before improvements are started, complete construction plans and specifications shall be approved by the Jackson Parish Police Jury and the required class of road shall be determined by the Police Jury.

##### a) Preliminary Approval:

- (I) A preliminary plat shall be submitted to the Police Jury, in duplicate, giving the following information:
  - (1) Name(s) of all adjacent land owner(s) to the proposed road.
  - (2) Name(s) and address(es) of owner(s) and of the designer(s) of the road, who shall be a competent engineer, land surveyor, architect or city planner who is a member of the American Institute of Planners.
  - (3) Location of existing and platted property lines, roads, drainage channels, drainage structures, water mains, gas mains, sewer mains, buildings, water courses, railroads and any public utility or other easement on any land which may be affected by the construction of a new road. The proposed location of any public or private utilities which shall not be located between any roadside ditch and the driving surface of the road.
  - (4) Date, North arrow and scale not to exceed one inch per two hundred feet.
  - (5) Names of all roads to be constructed. Township, range, and section in which the roads are located.
  - (6) Statement of proposed or any future road construction, including a contour map and profiles of all roads showing natural and finished grades. Such profiles shall be drawn to a scale of not less than one inch equals one hundred (100) feet horizontal and one inch equals twenty (20) feet vertical when required by the Police Jury.
  - (7) All proposed drainage structures within the road right-of-way.
- (ii) Upon receipt of the foregoing preliminary plat, the Police Jury or its authorized representative shall, if deemed necessary, require transmittal of said plat to interested parish or state departments or agencies for their review and recommendations and shall inform the builder of the required class of road.
- (iii) Upon satisfaction of the above requirements, the Police Jury shall give approval to the preliminary plat. Such approval shall not be deemed final acceptance but rather an expression of approval of the layout as submitted on the preliminary plat.

##### b) Final Approval:

The Police Jury will consider approval of the final plat only after receipt of:

- (i) Certification by an authorized representative of the Police Jury that improvements have been installed in accordance with these regulations or a certification by an authorized representative of the Police Jury that a bond has been posted available to the Parish in a sufficient amount to insure the completion of the required construction. Accompanying the certification shall be a letter from the Builder or Owner of the road(s) that

said Builder or Owner will be responsible for road maintenance required due to faulty materials or workmanship for a period of one (1) year from the date of acceptance by the Jackson Parish Police Jury.

- (ii) A final plat showing all information required on the preliminary plat and in addition:
  - (1) Name, right-of-way width, surface type and width, and type of drainage construction for each road.
  - (2) Statement by owner(s) dedicating roads and right-of-way for public uses. Such act of dedication shall be to the effect that all roads and rights-of-way are dedicated solely for the construction and maintenance of a public road and for public uses and is a conveyance of a servitude across lands described and not a conveyance of the fee title thereto, and the grantors especially do not transfer any right to oil, gas, and any other mineral lying beneath the area subjected to said servitude for the right-of-way purposes and for use of the public and all areas shown as servitudes are granted to the public for any proper purpose, including utilities and drainage, for the general interest of the public.
  - (3) Certification by surveyor certifying accuracy of plat.
  - (4) Location and description of monuments, and the relationship (distance and bearing) of the road to a known surveyor's monument.
  - (5) Any section of the road subject to flood within a ten (10) year period from date of final plat based upon the required design rainfall episode which episode shall be stated on the plans.
  - (6) Accurate dimensions, bearings, deflection angles, radii, arcs, and central angles of all curves.
  - (7) Title, scale, north point and date.
  - (8) Certificate of approval by an authorized representative of the Police Jury.
- c) After final approval, original drawings shall be returned to the owner(s), one copy shall be retained in the files of the Clerk of Court and two (2) copies shall be retained in the files of the Police Jury. Such final approval and certification of approval by an authorized representative of the Police Jury shall constitute acceptance of the road for public maintenance into the Jackson Parish Road System.

#### Article V - Existing Roads "Grandfather Clause"

Within sixty (60) days of the effective day of this ordinance existing roads may, with approval of the Police Jury, be accepted into the road system provided the following minimum requirements are complied with by the Owner(s) of the roads:

- 1. Standards for road base, road surface and roadside parallel to the road ditches shall be met.
- 2. Right-of-way widths shall be met. Dedication of right-of-way and acceptance by the Police Jury shall be met.
- 3. Location and type of existing utilities shall be provided.

4. The Parish Engineer shall recommend to the Police Jury that the road be accepted. Any engineering costs to the Police Jury shall be paid for by the Owner.

Article VI - Validity and Repeal of Conflicting Ordinances

- d) Should any section or provision of this ordinance be declared as invalid by a court of competent jurisdiction, that decision shall not effect the validity of the ordinance as a whole or any part thereof, other than the part so declared to be invalid, this Police Jury hereby declaring that it would have passed those parts of this ordinance which are valid, and omitted any parts which may be unconstitutional or otherwise invalid at the time of the adoption of this ordinance.
- e) All ordinances or parts of ordinances in conflict herewith or inconsistent with the provisions of this ordinance are hereby repealed.

Article VII - Effective Date

- a) This ordinance shall become effective upon its adoption.

The above ordinance was read and as read, considered section by section and finally adopted as a whole by the following vote:

YEAS: 1, 2, 3, 4, 6, 7

NAYS: None

ABSENT: 5

WHEREUPON said ordinance was declared adopted on this 12<sup>th</sup> day of March, 2001 at Jonesboro, Jackson Parish, Louisiana.