

**JACKSON PARISH POLICE JURY
ANNUAL ROAD CAPITAL IMPROVEMENTS POLICY
ADOPTED
April 13, 2020
FOR YEARS 2021, 2022, AND 2023**

1. Every three years the Parish will, using the priority rating scheme approved by the Police Jury, assign a priority rating number to each Parish road or section of Road.
2. Two groups of priority rating lists will be compiled every third year. One group will apply to existing gravel roads or oil roads which are to receive gravel, surface treatment, asphaltic concrete or a cracked fuel oil treatment; the other group will apply to capital improvements for existing asphalt or concrete roads. The existing gravel group is split up into two categories, gravel list and oil road list. Oil roads are roads that have been constructed by Parish personnel using the cracked fuel oil process. Existing blacktop roads are split up into three categories, major, minor, and overlay. The overlay list will primarily consist of roads which had been chip sealed, overlaid, or reconstructed in previous road programs (1999 to present). Only roads that need minor repairs and/or maintenance in the opinion of the Engineer will be on this list. Existing blacktop roads that were not constructed or overlaid in previous road programs, but, in the opinion of the Engineer, need only minor repairs or maintenance can also be included in the overlay list. Roads that need more than minor patching, leveling, chip seal, or Asphalt overlay in the opinion of the Engineer, will be placed on one of the other two existing blacktop lists. Major blacktop consists of blacktop roads with an ADT greater than or equal to 75. Minor blacktop consists of roads with an ADT less than 75.
3. The Police Jury will, each year, based upon available funding and need annually, designate the division and amount of funds to be used for hard surfacing existing gravel roads or oil roads and for existing hard surface roads. The Police Jury will also, each year, determine the amount of funds to be used for each of the five lists.
4. In order to more equally distribute capital improvements projects throughout the parish because of limited funds, no more than One mile of new hard surface or oil road will be constructed on any one road in any one year on any existing gravel road or oil road and no more than three miles will be constructed on any one road in any one year on any existing hard surface road. The mileage limitation can be increased by the Police Jury if required to reach a desired stopping point, upon Engineer's recommendation. This increase can include portions of the road which are on different lists.
5. Except on roads constructed by Parish personnel using the cracked fuel oil process or by placing rock, whenever possible, no new hard surface road will be constructed unless there is right-of-way available for a two-lane road (60' minimum). For purposes of this determination, the driving surface of any new hard surface road shall be a minimum of eighteen feet wide. Engineers recommendation can reduce that width. In event a road (Gravel Major or Gravel Minor) has a high enough priority for funding and does not have sufficient width for hard surfacing, then such road will be skipped on the priority list to the next road of sufficient width for two-laning unless the road is to be done by Parish personnel using the cracked fuel oil process or by placing rock. A road on the existing oil road list can be treated like an existing hard surfaced road or a gravel road. If Right of Way is required in order to construct the road with a 60' wide Right of Way, the Parish can spend the first year acquiring Right of Ways, clearing and grubbing, and having utilities moved and then perform the actual construction of the road the following year.

6. The Parish recognizes that there is also a priority list for bridges to be replaced with state funding under the Federal Off-System Bridge and Rehabilitation Program or under other state or federal funding. Furthermore, it is recognized that during construction of such bridges, parish roads are closed until completion of construction. Accordingly, existing gravel roads on which bridges are to be replaced can be skipped for hard surfacing in any year for which a bridge is scheduled for replacement.
7. Because of the number of parish roads, it is recognized that many roads will have the same engineering priority number. In such case, all roads having the same priority rating number will be prioritized by the Police Jury based the latest average daily traffic data.
8. For any existing gravel road which connects to an existing asphalt or concrete road, new asphalt surfacing will begin at the existing asphalt connection. In event other requirements of this policy prohibit this procedure, such as insufficient right-of-way for a two lane road, then the road will be skipped on the priority list until all requirements of this policy allow the new asphalt surfacing or unless the road is scheduled to be constructed by Parish personnel using the cracked fuel oil process.
9. This policy applies only to self-generated parish funds and to the Transportation State Road Funds. Any special project for which State, Federal, or out-side funding is earmarked will not be a part of this procedure, and any such road can be skipped on the priority list pending construction by such designated funding.
10. It is anticipated that Parish personnel will be used to perform preparatory work, where applicable, ahead of the contracted work. Under the supervision of the Road Superintendent in coordination with the Parish Engineer, the Parish personnel will perform the work that will include but is not limited to: patching, leveling, drainage ditching and piping, and shoulder work. This work will be done ahead of the contracted work.