

Chapter 12.04

PUBLIC WORKS CONSTRUCTION STANDARDS

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12.04.010 Streets defined

Streets are defined as those rights-of-way which are platted on the official plat of the city of Port Orford, or which rights-of -way have been previously dedicated to the city of Port Orford. (Ord. 304 § 1 (part), 1980)

12.04.020 Streets–Construction standards generally.

A. All streets shall also comply with all state and federal street and road standards.

B. The following are minimum standards for all city streets established after the adop-

D. Horizontal Curve.

1. Major thoroughfare: two hundred (200)

tion of the ordinance codified in this chapter. These standards do not apply to subdivisions but do supersede and invalidate all other previous standards which have been adopted by the city of Port Orford as such standards apply to city streets. (Ord. 304 § 1 (part), 1980)

12.04.030 Standard specifications.

All materials used and construction shall meet requirements of “Standard Specifications for Highway Construction,” Oregon State Highway Commission, latest edition, or other analogous publication by the Oregon State Highway Commission. (Ord. 304 § 3, 1980)

12.04.040 Streets–Minimum standards.

A. Rights-of- Way. Unless a variance is granted, as set out in Section 12.04.080, the right-of-way width shall not be less than fifty (50) feet. A wider than fifty (50) foot right-of-way may be required, depending on terrain, construction or slope easement variations, or other engineering considerations.

B. Allowable Grades.

1. Grade	Maximum Length
15%—18%	500 feet
12%—14.9%	800 feet
8%—11%	1200 feet
Under 7.0%	No limit

2. The average grade for any mile of road length shall not exceed twelve (12) percent.

3. For any grade over fifteen (15) percent, prior approval of the planning commission and the city council shall be required.

C. Vertical Curves. Vertical curves shall be used at all grade changes where difference in grades is two percent or more. Minimum length of vertical curve shall be one hundred (100) feet.

feet; secondary streets: one hundred (100) feet.

2. On all streets shall be a tangent of not less than one hundred (100) feet between reversed curves. Any curve with a radius less than the above shall require approval of the city council.

E. Crown. Crown or cross slope shall be a minimum of two and one-half percent each way from road centerline.

F. Drainage.

1. Adequate roadside drainage shall be provided. Roadside ditches shall be provided and where subject to erosion shall be protected with cobblestones, heavy shale, or other methods of armor subject to the approval of the city engineer.

2. Cross drainage shall be carried by culverts. In no case shall cross culverts be smaller than twelve (12) inches in diameter.

G. Structural Section.

1. Subgrade. The top eight inches of subgrade immediately below the aggregate base shall be compacted to a relative density of ninety (90) percent before placing the base material.

2. Aggregate Base. Aggregate base shall be six inches compacted thickness and may be crushed stone or shale. Crushed stone or crushed rock from any commercial source may be used without prior approval. Shale must be from a source approved by the engineer and shall be of such size and gradation as to form a uniform, dense surface when placed and compacted.

3. Leveling Course. A leveling course of two inches of 3/4-0" crushed or screened rock may be used on six inches of shale to provide eight inches total thickness and a smooth surface for paving with asphalt surfacing.

4. Asphaltic Surfacing. Surfacing consist-

The construction of new city streets shall proceed in a series of logical stages. The construction stage to which a street will be developed will depend upon the intended usage that street will receive when construction is complete. The construction stage will

ing of two-inch compacted thickness asphalt surfacing from a commercial source may be used or an equivalent oil penetration method (OSHD 0-9 Specification) may be used to provide an acceptable asphalt pavement surface.

H. Basic Construction Requirements.

1. Minimum width to be cleared for street construction will be twenty (20) feet each side of the centerline of the right-of-way.

2. Every effort will be made to have the street design conform to topography and provide access to adjacent property.

3. Dead-end streets (cul-de-sacs) shall not exceed five hundred (500) feet in length and shall terminate in a turnaround with a minimum property line radius of fifty (50) feet and a forty (40) foot radius surfaced area.

4. Major thoroughfare intersections shall have a curb radius of not less than thirty-five (35) feet. All other street intersections shall have a curb radius of not less than fifteen (15) feet.

5. The minimum width of an alley or driveway shall be twenty (20) feet. The corners of all alleys or streets shall be curved with a radius of not less than ten feet.

6. The minimum finished street width shall be a twenty-four (24) foot traveling surface with six-foot gravel shoulder on each side.

7. Utility easements shall not be less than ten feet in width.

8. All construction shall be inspected by a qualified inspector to be designated by the city council.(Ord. 304 §§ 2,4—10, 1980)

12.04.050 Streets—Construction stages.

be determined by the city public works department with the applicant having the right of appeal to the city council.

A. Stage I. The minimum standard for construction of a city street from undeveloped land will be designated as Stage I. Construc-

tion for Stage I will be as follows:

1. Notification to the city of Port Orford of street improvement by direct request before the city council;
2. Survey of the right-of-way and determination of the centerline;
3. Clearing of right-of-way to forty (40) foot width;
4. Grading and rocking of thirty-six (36) foot wide street traveling surface centered on street centerline with subgrade and aggregate base material as specified under Section 12.04.040G;
5. Construction of required drainage ditches, gravel shoulders and culverts.

B Stage II. Stage II standard for construction of a city street from undeveloped land or for improvement of a Stage I street shall be as follows:

1. All those requirements of Stage I construction for new streets constructed from undeveloped land;
2. Addition of two inches of crushed or screened rock to the specified traveling surface width with grading and leveling to provide eight inches of total thickness;
3. Crowning of the traveling surface to the specified two and one-half percent crown slope from the road centerline.

C. Stage III.

1. All those requirements of Stage I and II construction for new streets constructed from undeveloped land;
2. Addition of a two-inch thickness of asphalt surfacing or with city council approval two inches of gravel with oil penetration to

OSHD Specification 0-9 to the specified

- ii. A two-inch diameter service line can be used to serve up to four single-family dwell-

traveling surface width;

3. Completion of all other requirements for traffic safety, drainage, etc., as required by the city engineer;
4. Should the city require curbs and gutters for the control of surface drainage on Stage III street construction, they will be constructed as shown in Figure 1 and figure 2 on file in the office of the city manager. (Ord. 304 § 11, 1980)

12.04.060 Utilities—Minimum construction standards.

The following are the minimum standards for all city utilities constructed after the adoption of the ordinance codified in this chapter. These standards supersede and invalidate all previous standards which have been adopted by the city of Port Orford as such standards apply to the city utilities.

A. Water Lines.

1. The construction of all future water lines in the city will require the design of loops from an existing water line back to an existing water line where possible rather than dead-end lines. Also, water lines should be constructed in public rights-of way for convenient access by city maintenance personnel and service lines shall be constructed to each adjacent property.
2. The construction of all future water lines in the city shall follow the specific requirements as stated below:
 - a. The size of the water line shall be related to the type of service as follows:
 - i. Minimum size service line allowed shall be three-fourths-inch diameter and shall serve only one single-dwelling.

ings or light commercial uses.

- iii. A six-inch diameter secondary service line shall be required for uses greater than above.

iv. All water mains shall be a minimum six-

inch diameter pipe unless an exception is granted by the city public works department.

b. The type of construction and specification for water lines shall be as follows:

i. Minimum type of pipe suitable for water line construction shall be rated at two hundred (200) psi with “slip ring” PVC pipe preferred for compatibility with the present utility system; other specifications may be required by the city engineer for special situations.

ii. Main water lines shall be placed in a trench with minimum burial depth of three feet, with pipe bedding material, and construction technique to be approved by the city engineer or an engineer designated by the city council.

iii. A hydrant shall be required at each street intersection or at a maximum spacing of five hundred (500) feet from the nearest existing hydrant and will be equipped with a shut-off valve as specified by the city engineer.

iv. Should a dead-end water line be unavoidable the terminal end of the line shall be equipped with a blow-off valve or hydrant as specified by the city engineer.

c. General requirements for water line construction in the city shall be as follows:

i. The city shall allow only one hoop-up to the city water system for each single-family dwelling, commercial structure or multifamily dwelling structure.

ii. Each water meter hoop-up to the city system will require a shut-off valve and check valve at the meter to be installed on the property side of the meter.

ii. Sewer lines shall be placed in a trench with minimum burial depth of three feet, with pipe bedding material and construction technique to be approved by the city engineer or an inspector designated by the city council.

iii. Manholes of at least four feet in diame-

iii. Each water hoop-up to a hospital, medical clinic, fire sprinkling system, service station, processing plant or other facility where hazardous materials are used will be equipped with a back-flow prevention device approved by the city engineer or other designate of the city council.

iv. A “hook-up fee” in an amount specified by the city council will be charged by the city at the time the water service is provided to a property owner.

v. All water line construction shall meet requirements set by the Oregon State Health Division and specifications as set by the American waterworks Association.

B. Sewer Lines.

1. The construction of all future sewer lines in the city will follow the general pattern and design of the present city sewer system with sewer lines being constructed in public rights-of-way for convenient access by city maintenance personnel.

2. The construction of all future sewer lines in the city shall follow the specific requirements as stated below:

a. The size of sewer lines constructed in the city shall be as follows:

i. Main trunk sewer lines shall be a minimum eight inches in diameter and larger sizes may be required by the city engineer.

ii. Lateral sewer lines shall be a minimum six inches in diameter to the property line.

b. The type of construction and specification for sewer lines shall be as follows:

i. Minimum type of pipe suitable for sewer line construction shall be class 2400 A.C. pipe similar in quality to that presently used in the city sewer system.

ter shall be placed in the sewer main line as specified by the city engineer, however, no “inside drop” manholes will be accepted.

iv. All dead-end sewer lines shall be terminated with a lamphole, cleanout or manhole as necessary for maintenance of the line.

c. General requirements for sewer line

construction in the city will be as follows:

i. The city shall allow only one lateral per structure with no branch laterals being permitted.

ii. The city may require a check or back-flow prevention valve on sewer laterals that would result in sewage drainage from the city main into the lateral when the main is inoperative.

iii. A hook-up fee in an amount specified by the city council shall be charged by the city at the time sewer service is provided to the property owner.

iv. All sanitary sewer construction will meet current requirements of the state of Oregon

Department of Environmental Quality. (Ord. 304 § 12, 1980)

12.04.070 Water and sewer line construction—General requirement.

The general requirements for water and sewer line construction in the city shall be as follows:

A. Any proposed water line construction in the city will be presented to the city planning commission if part of a subdivision or other development proposal, and to the city council if a general utility improvement project.

B. Such proposals shall include one easily understandable set of plans at a suitable scale which are to be reviewed by the city engineer and the city public works department.

C. All water and sewer line construction projects which are to be part of the city utility system shall have to be approved by the city

council prior to construction and shall have to be dedicated to the city upon satisfactory completion.

D. The city shall not be responsible for the construction of any proposed utility construction project other than to the extent the city council indicates at the time of approval of the proposed project.

E. Upon completion of a utility construction project, the city council may accept the new lines in the utility system and will be responsible for their maintenance and upkeep as provided through their dedication to the city.

F. Any utility construction done by a party other than the city public works department will be guaranteed in terms of workmanship and quality of material by that party for a period of at least one year. (Ord. 304 § 13, 1980)

12.04.080 Variations.

The city council, by resolution, may authorize variations from the provisions of this chapter where there are practical difficulties or particular hardships in the way of carrying out the strict letter of any of the provisions of this chapter relating to the use, construction or alteration of streets or utilities. However, no such variation shall be made except in specific cases and after a public hearing before the city council pursuant to notice and after a report with a finding of fact of the city council. (Ord. 304 § 14, 1980)