

ROADWAY STANDARDS & DEVELOPMENT PROCEDURES FOR



PAYETTE COUNTY ROAD & BRIDGE & HIGHWAY DISTRICT NO. 1

FEBRUARY 2008



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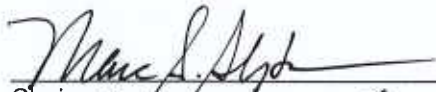

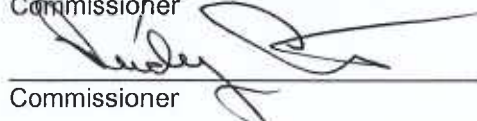
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Project No. PC 022607

ADOPTED BY:

PAYETTE COUNTY COMMISSIONERS


Chairman

Commissioner

Commissioner

HIGHWAY DISTRICT NO. 1
COMMISSIONERS


Chairman

Commissioner

Commissioner

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Cover Photo: Bluff Road Bridge crossing over Big Willow Creek looking toward the intersection with Big Willow Road. Photo taken by Timothy Grim of Holladay Engineering in 2007.

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PREFACE

Payette County Road & Bridge and Highway District No. 1 have prepared these standards to

- Establish requirements for the construction of roads, streets and driveways to provide a safe network of roads for the traveling public.
- Establish policies which will further public safety, provide for orderly growth and protect the public investment in the public roads and bridges of Payette County.
- Provide freely passable public roads for all emergency and service vehicles.
- Prohibit the creation of unsafe conditions on or beside the public roads of Payette County by new construction on or along said roads and to mitigate any unsafe conditions presently existing on or along said roads.

These Roadway Standards are an addendum to the Idaho Standards for Public Works Construction, latest edition (ISPWC), and the Local Highway Technical Assistance Council Manual (LHTAC). All conflicts between ISPWC, LHTAC and this document shall be resolved in favor of this document. Conflicts between ISPWC and LHTAC shall be resolved in favor of ISPWC. These standards will be used to support and enforce Payette County Code. For more information regarding code requirements, please consult the Payette County Code manual.

These Roadway Standards have been updated with the assistance of Holladay Engineering Co. The major changes to the Roadway Standards include the following:

1. Incorporated applicable ordinances and resolutions:
 - a. Ordinance No. 58, 2001-2.
 - b. Resolution No. 96-1, 01-18.
2. Included relevant portions of the Payette County Code.
3. Updated reference editions.
4. Added contact information.
5. Added Agency working hours, observation notice requirement, and authority to stop work.
6. Specified minimum 30' right-of-way requirement for ½ street sections.
7. Included requirements for:
 - a. Technical review meetings.
 - b. Transportation planning (Traffic Impact Study).
 - c. Geotechnical engineering report (Site Report).
 - d. Bonding.
 - e. Irrigation / Drainage entity approvals.
 - f. Pre-construction meetings.
 - g. Testing for quality assurance.
 - h. Pre-acceptance walk-through.
 - i. Record drawings and project engineer certification.
 - j. Improvements to existing roadways along frontage of proposed developments.
 - k. Street signs.
8. Replaced Development Process Flow Charts with Checklists.
9. Added allowable uses of ADS pipes for road crossings.
10. Added modifications to the ISPWC for uncrushed and crushed aggregates.
11. Updated standard drawing details:
 - a. Removed curb & gutter details.
 - b. Specified no islands allowed in cul-de-sacs.

CONTACT INFORMATION

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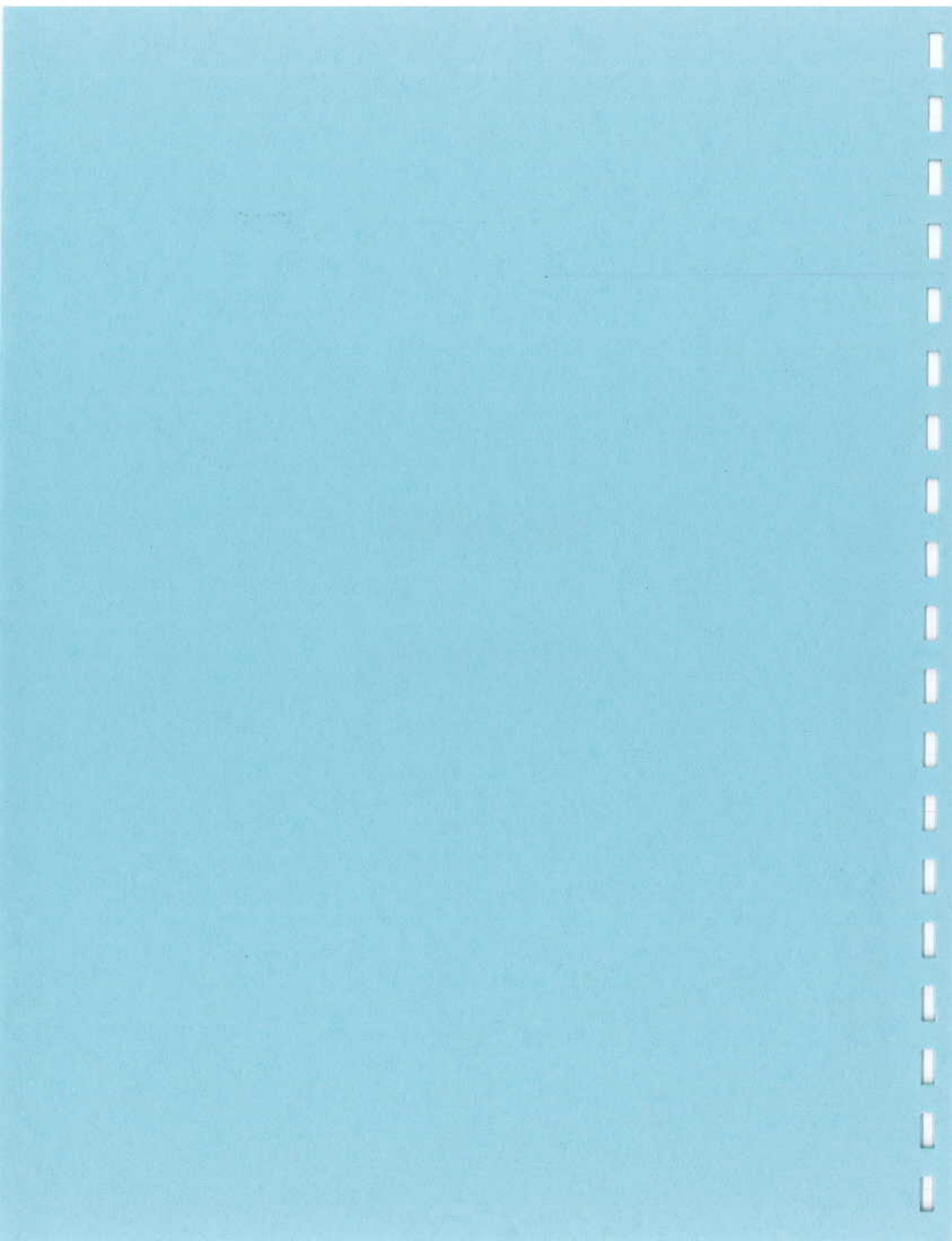
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Ron Dalton, Superintendent
Dale Miller, Foreman

SECTION A

INTRODUCTION



SECTION A – INTRODUCTION

A.1. Authority of Payette County Road & Bridge and Highway District No. 1

A.1.01. The authority of Payette County Road & Bridge and Highway District No. 1 within the State of Idaho is set forth in Title 40 of the Idaho Code, as amended.

A.1.02. Payette County Road & Bridge and Highway District No. 1 are adopting these Standards and Procedures as an addendum to the Idaho Standards for Public Works Construction, latest edition (ISPWC), and the Local Highway Technical Assistance Council (LHTAC) Manuals.

A.1.03. Payette County Road & Bridge and Highway District No. 1 (herein after "Agencies" or "Agency") have no formal association among themselves. However, continual communication and joint use of special equipment occurs between the two.

A.2. Need for Control and Uniformity

A.2.01. All roadways within Payette County are classified under the Highway Functional Classification System developed for roadways in the United States. The function of each road has been defined and maps are available for public view showing the Functional Classification of each roadway in the system.

A.2.02. These Standards and requirements have been developed using the references identified in Section F.

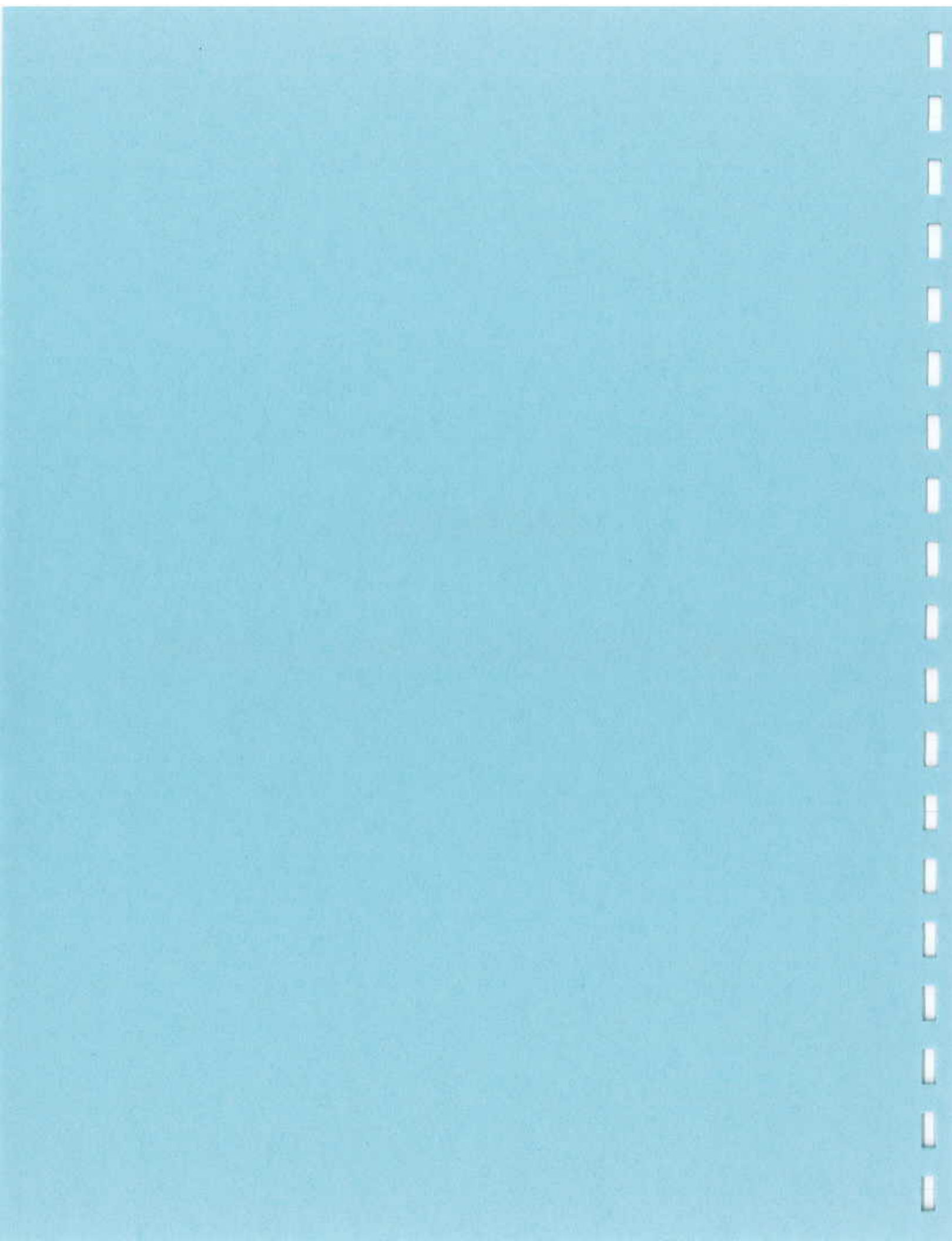
A.2.03. The maintenance of the roadway systems in Payette County is the responsibility of Payette County Road & Bridge and Highway District No. 1. The intent of these Standards is to provide the construction of safe roads and minimize the requirements of maintenance and repair. The safety and welfare of the traveling public is of paramount importance.

A.2.04. Variation from these Standards may be allowed by Payette County Road & Bridge and Highway District No. 1 when special conditions exist on a project. Nothing herein shall be construed to impose an obligation or duty upon Payette County Road & Bridge and Highway District No. 1 to improve existing roadways to comply with these Standards. The existing roadways should be reconstructed to conform to the new standards as budget and right-of-way limitations allow.

A.2.05. If any section, subsection, sentence, clause, phrase, or portion of these Standards is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portions shall be deemed a separate, distinct, and independent provision and such holdings shall not affect the validity of the remaining portions thereof.

SECTION B

GENERAL PROCEDURES AND CONDITIONS



SECTION B – GENERAL PROCEDURES AND CONDITIONS

B.1. Subdivision Plan and/or Development Project Approval

B.1.01. General: All subdivisions or developments to be created within the jurisdiction of the Agencies shall receive written approval from the appropriate Agency Superintendent (herein after "Superintendent") prior to construction or recording of the Final Subdivision Plat.

B.1.02. Request to Subdivide: Whenever application is made to the Payette County Planning and Zoning Commission (herein after "P&Z") requesting approval to subdivide or develop property boundaries, a Technical Review meeting shall be held to provide the opportunity for all applicable agencies to review and comment on the proposed development's impact on each agency's system and/or facilities. Attendees may include representatives from each of the following:

Payette County	Cities with Impact Areas
• Assessor	State & Federal Agencies
• Building Inspector	• Army Corps of Engineers
• Engineer & Surveyor	• Bureau of Land Management
• Sanitation	• Department of Environmental Quality
• Paramedics	• Department of Water Resources
• Planning & Zoning	• Idaho Department of Lands
• Recreation District	• Southwest District Health
• Sheriff	• United States Postal Service
Roadway Agencies	Irrigation / Drainage Districts
• Payette County Road & Bridge	Fire Protection Agencies
• Highway District No. 1	School Districts
• Idaho Transportation Department	Project Developer / Owner
Utilities – Power, Cable, Gas, Phone, Pipes	Project Engineer / Surveyor

Each agency may outline conditions for approval to P&Z. Such conditions shall be reviewed and addressed in subsequent stages of the subdivision approval process.

B.1.03. Transportation Planning: The safety of present neighboring residents and adequacy of roads leading to the primary highway system are necessary and material considerations in assessing the acceptability of any proposed residential, commercial, or industrial development under zoning review and other approval procedures provided by State Statutes and County Code, thereby making it the duty of the person proposing development to show that no unsafe condition or overload of existing facilities will be created by his/her proposed development. In cases where the Agency finds that unsafe or overload conditions will be created by a proposed development, it is the policy of the Agency to prevent the occurrence of such conditions, either by denying license for the development or by negotiating to obtain upgrading of the road system in the vicinity of the development. All developments that are determined to potentially have a substantial impact on the traffic movements on the adjacent road system shall provide a traffic

impact study based on information that reflects current traffic conditions to determine what improvements, if any, are necessary to serve the proposed development.

B.1.04. Preliminary Subdivision Plat: The Superintendent shall be given the opportunity to review and comment on all Preliminary Subdivision Plats submitted to P&Z. A copy of the geotechnical engineering report (site report) shall be provided with percolation test results and water table data to verify adequate conditions for storm drainage facilities. A copy of the Traffic Impact Study shall also be provided, if applicable. The Superintendent will review such preliminary plats for general compliance with these Standards, County Ordinances and Idaho Code, and may outline conditions for approval to P&Z. Such conditions shall be reviewed and addressed prior to Final Plat approval for the subdivision.

B.1.05. Final Subdivision Plat: All Final Subdivision Plats within Agency jurisdiction shall be submitted to the appropriate Superintendent for review. The authorized signature of the appropriate Agency's Board of Commissioners shall appear on all such Final Subdivision Plats prior to presentation for recording with the Payette County Recorder. Such signature shall signify the Agency's review of the Final Plat and general acceptance of the Plat only, and such signature does not constitute acceptance of any roadway depicted on the Plat prior to its construction by these Standards and acceptance for maintenance and repair by the Agency. Prior to approval of any final plat, all required improvements shall be completed. When final plat approval is requested prior to completion of all required improvements, the Project Developer shall enter into a contract (bond in lieu of completion) with the Agency's Board of Commissioners in accordance with County Code. No building permits shall be issued until all roadways depicted on the plat have been accepted.

B.1.06. Submittals: All submittals must be made a minimum of thirty (30) days prior to the normal meeting date of the Agency.

B.2. Existing Subdivision Plat Roadway Approval

B.2.01. General: All existing subdivisions that have been platted prior to the enactment of these standards but have roadways that have not been accepted for maintenance and upkeep, shall comply with these Standards.

B.2.02. The owner/developer shall provide a complete set of construction drawings and specifications for the proposed roadway to the appropriate Agency for review and approval prior to any construction occurring in the existing subdivision. The drawings and specifications shall include the requirements identified in Section B.4.

B.2.03. Dedicated right-of-ways shall meet these Standards. An increase in width may be accomplished by deed, easement or re-plat. If the property is not re-platted, a record of survey shall be completed and filed with the County.

B.2.04. Acceptance of the roadways shall follow the requirements identified in Section B.10.

B.3. Roadway Right-of-Way

B.3.01. A public road is one that has been laid out, located and recorded as a roadway by order of the Agency's Board of Commissioners, or a road that has been used as a roadway for a continuous period of five (5) years provided it shall have been worked and kept up at the expense of the public. All unrecorded right-of-ways shall have a minimum prescriptive right-of-way width of fifty (50) feet. Recorded right-of-ways may vary in width. The roadway shall consist of the entire width within the right-of-way, not merely the traveled portion thereof. No future road shall be accepted by the Agencies as a public roadway unless it meets the standards established by these Roadway Standards.

B.3.02. Dedication by Subdivision Plat: All right-of-ways intended for use by the public and maintenance by an Agency shall be dedicated to the public in accordance with provisions set forth by Idaho State Code and the Payette County Subdivision Ordinance.

B.3.03. Dedication Other Than by Subdivision Plat: Any public right-of-ways to be created, which are not within a recorded subdivision plat, may be transferred to the appropriate Agency by acceptable deed or easement. Such deed or easement shall be free from all encumbrances. Acceptable roadway construction drawings shall be provided when new roads are to be constructed by persons other than the Agency. A statement of acceptance of such right-of-way must appear in the official records of the Agency prior to any obligation by the Agency to assume maintenance and repair thereon. Upon acceptance of a deed or easement for a public right-of-way, such instrument shall be filed with the County for recording.

B.3.04. Approach Permits: Issuance of an approach permit providing ingress-egress to an existing roadway shall not be granted unless additional right-of-way adjacent to the existing roadway is transferred to the appropriate Agency as may be needed to satisfy the classification of the roadway under Section C3.01. Dedication shall be in the form as outlined in Section B.3.01. or B.3.02.

B.3.05. Private Roads: Subdivisions proposed and developed with private roads, as authorized by Idaho Code 50-1309, will remain as such. A private road may become a public road, provided it can be documented to have been constructed in accordance with the Standards set forth herein and appropriate right-of-way is dedicated to the appropriate Agency by acceptable deed or easement.

B.4. Construction Drawings and Specifications

B.4.01. Detailed construction drawings of any public roadway to be constructed or modified within the jurisdiction of the Agencies by persons other than employees of such Agencies must be reviewed and accepted by the Agency for compliance with these Roadway Standards prior to construction.

B.4.02. Construction drawings shall be prepared under the direction and supervision of a Professional Engineer licensed within the State of Idaho or authorized to provide services within the State of Idaho by the Idaho Board of Professional Engineers and Professional Land Surveyors. Each sheet of the construction drawings shall bear the seal of the Professional Engineer responsible for the design.

B.4.03. Construction drawings shall be prepared at a scale sufficient to clearly show the details of the project. In no event shall the drawings be prepared at a scale smaller than 1" = 50' horizontal and 1" = 5' vertical.

B.4.04. Typical construction drawings and specifications shall include the following as a minimum:

- a. Name of the development and identification of the parties involved (Names, addresses and telephone numbers of the owner/developer, the project surveyor and the project engineer).
- b. Vicinity map showing the relationship of the project to the surrounding area.
- c. A copy of the proposed final plat showing necessary easements.
- d. Existing features and topography as required from the preliminary plat.
- e. Plan and profile views of proposed roadways with horizontal and vertical alignments clearly shown and controlled. The vertical alignment shall be referenced to an existing ground profile. The Agencies, at their option, may also require cross sections of the roadway at various locations or intervals. The drawings must clearly denote any special design considerations necessary for construction of the roadway.
- f. Details of roadway cross-section showing borrow pits, side slopes, gravel types and depths and asphalt surface.
- g. Grading and drainage plan including drainage calculations, structures, culverts and an operation & maintenance plan with provisions for the homeowners association to be responsible for the drainage system. The construction drawings must include provisions for proper drainage of natural watercourses and of the roadway section.
- h. Pressure irrigation system plan including an operation & maintenance plan with provisions for the homeowners association to be responsible for the irrigation system.
- i. The proposed locations for street signs, street lights, and mailbox clusters.
- j. Construction specification for all phases of the work.

If applicable the following shall be required:

- k. Design and details for bridges including structural calculations and geotechnical foundation recommendation.
- l. Design and details for gravity irrigation improvements to be reviewed and approved by the appropriate entity (Irrigation or Drainage).
- m. Design and details for water and/or sewer systems to be reviewed and approved by the appropriate entity (City or DEQ).
- n. Erosion Control Plan. The developer shall be responsible to ensure that all contractors acquire any necessary National Pollutant Discharge Elimination System

(NPDES) Permits, filing any Notice of Intent's (NOI's), and preparing any Storm Water Pollution Prevention Plans (SWPPP) in accordance with the Environmental Protection Agency (EPA).

o. Idaho Power Plan

Any deviation from these Roadway Standards must be clearly noted and accepted by the Agency prior to construction.

B.4.05. Three (3) copies of the completed construction drawings shall be submitted for review to the Agency no less than thirty (30) days prior to a regularly scheduled meeting of the Agency.

B.4.06. The Agency shall notify the developer, in writing, of its acceptance or non-acceptance of the construction drawings with reasonable promptness after the meeting at which the drawings were considered. Construction will be permitted only after acceptance of the construction drawings by the Agency.

B.5. Irrigation & Drainage Entities

B.5.01. Written approval from affected irrigation and drainage entities and/or water users shall be required prior to the alteration of, or discharge into, any irrigation or drainage system.

B.5.02. If applicable, a copy of the approved Joint Application for Permits (Army Corps of Engineers Permit & Idaho Department of Water Resources Stream Channel Alteration Permit) shall be provided prior to construction for work in waters and wetlands in Idaho.

B.6. Construction

B.6.01. All work shall be completed in accordance with the latest edition of the Idaho Standards for Public Works Construction (ISPWC) and these Roadway Standards. No exceptions will be allowed unless specifically and previously approved in writing by the Agency and/or their representative.

B.6.02. Only plans stamped "Approved for Construction" and signed by the Engineer shall be used for project construction.

B.6.03. Construction Time Period: Construction of facilities included in the accepted construction drawings shall be completed within a period of one (1) year following such acceptance by the Agency. If construction is not completed within the one (1) year period, the construction drawings shall be upgraded to coincide with current standards and shall be resubmitted for review by the Agency.

B.6.04. Failure to follow the procedure as outlined in this Section may result in non-acceptance of the completed roadway facility for maintenance by the Agency and may further result in corrective action by the Agency. Such corrective action costs shall be borne by the developer.

B.6.05. A pre-construction meeting shall be conducted prior to the start of construction.

- a. The following people shall attend, if applicable:
 - 1. Project Developer
 - 2. Project Engineer
 - 3. Contractor & Subcontractors
 - 4. Construction Materials Testing & Inspection Representative
 - 5. Payette County Road & Bridge or Highway District No. 1
 - 6. Payette County Engineer
 - 7. Utilities – Power, Cable, Gas, Phone
 - 8. Irrigation / Drainage Entities
- b. The following submittals shall be provided to the Agency at the pre-construction meeting:
 - 1. Submit all applicable licenses, permits and agreements pertaining to the project (Irrigation / drainage, storm water, dewatering, etc.).
 - 2. Submit all materials and appurtenances to be used in construction, including source and analysis for: imported embankment material, pipe bedding, pit run and road mix, concrete and asphalt mix designs, street signs/posts, and other items requested.
 - 3. Preliminary Progress Schedule which includes the number of days and dates for starting and completing the project.
- c. The contractor is required to obtain a "Permit to Use Right-of-Way" from the applicable Agency prior to any construction within existing road right-of-way. A traffic control plan shall be provided.

B.6.06. Construction Observation:

- a. Construction observation of all construction, completed within the Agency's boundaries for facilities, which will be maintained by the Agency and constructed by persons other than Agency employees and/or its designated representatives, shall be in accordance with ISPWC.
- b. The Developer shall retain a Professional Engineer, licensed within the State of Idaho, who shall supervise construction observation and verify that all improvements were constructed in accordance with the accepted construction drawings and adopted Agency standards. Any deviations from said construction drawings and/or standards shall be duly noted and accepted by the Agency prior to final acceptance of the roadway and improvements for maintenance by the Agency.
- c. The Agency shall make periodic observations during construction to monitor general compliance with specifications. The Agency Superintendent, or their representative, shall be present during any workmanship testing as described in the ISPWC. Twenty-four (24) hour minimum advance notice shall be given before any testing is conducted. Normal Agency working hours are Monday through Friday, 8:00 a.m. to 4:30 p.m. in the winter and 7:00 a.m. to 3:30 p.m. in the summer. The developer shall reimburse the Agency for observations in excess of normal working hours, including legal holidays and overtime. At a minimum, the following workmanship testing must be observed by an Agency representative:

1. Completion of the preparation of subgrade.
 2. Completion of the placement of pit run gravel.
 3. Completion of the placement of road mix gravel.
 4. The beginning of paving operations.
- d. The Superintendent shall be entitled to order any permitted work to be stopped in the event any inspection or testing reveals that the permitted work is not being performed in accordance with the approved plans and specifications. Any such work stoppage shall remain in effect until such time as arrangements satisfactory to the Agency and/or their representative are made to bring the permitted work into compliance with the requirements of these standards.

B.7. Fees for Plan Review and Construction Observation

B.7.01. The developer will be charged for all costs incurred by the Agency in reviewing the construction drawings and providing construction observation. All charges will be based on the Agency's actual costs. The charges will include the Agency's engineer's fees, the Agency's agent's hourly wage rate, and any other costs associated directly with the developer's project. The fees shall be payable when billed to the developer, and final acceptance of the roadway and improvements into the Agency's system will not be granted until all fees are paid in full.

B.8. Testing

B.8.01. All testing required by the Agency shall be the responsibility of the developer, and be in accordance with ISPWC requirements. All tests shall be performed by an independent certified testing laboratory and certified test results shall be submitted to the Agency. Work performed without certified test results shall not be accepted.

B.8.02. Any testing required by the Agency (other than supplemental testing), but not provided by the developer may be completed by the Agency, and all costs associated therewith shall be paid by the developer.

B.8.03. If the minimum testing requirements have been met by the developer, but the Agency feels supplemental tests need to be taken on the materials, the developer shall make such additional tests. The cost for the Supplemental Tests shall be borne by the developer if the material fails the tests and by the Agency if the material passes the tests.

B.8.04. The following is a summary of the testing requirements that shall be submitted to the Superintendent for quality assurance. The developer and their representatives are still responsible for quality control.

Embankment

- ☐ Density Tests
 - Minimum of one test per layer per 2500 square feet of fill surface area.

Trench Backfill

- Density Tests
 - Minimum of one test per two foot lift of material placed per crossing.
 - Minimum of one test per 300 lineal feet of pipe or portion thereof when located within the road section.
- Pressure / Air Tests
 - The contractor shall perform pressure and/or air tests of all applicable pipe lines in accordance with the ISPWC after backfilling and compacting of the trenches, but **prior to paving**.

Subgrade

- Fill Sections – Density Tests
 - Minimum of one test per 500 feet of roadway per travel lane located in the middle of each travel lane.
 - Minimum of one test per lift.
 - Minimum of two tests per road.
- Cut Sections – Proof Rolling
 - Use a loaded dump truck, or equivalent.
 - Deflection to be witnessed by Superintendent or their representative.

Base Course – 12" of 6"-minus pit run gravel

A visual inspection of the subgrade by the Agency's representative must be conducted prior to bringing in pit run.

- Gradation Tests
 - Minimum of one test per 2,000 feet of roadway.
 - Minimum of two tests per road.
- Density Tests & Depth Measurement
 - Minimum of one test per 500 feet of roadway per travel lane located in the middle of each travel lane.
 - Minimum of two tests per road.

Leveling Course – 3" of ¾"-minus crushed gravel (road mix)

A visual inspection of the pit run by the Agency's representative must be conducted prior to bringing in road mix.

- Gradation Tests
 - Minimum of one test per 2,000 feet of roadway.
 - Minimum of two tests per road.
- Density Tests & Depth Measurement
 - Minimum of one test per 500 feet of roadway per travel lane located in the middle of each travel lane.
 - Minimum of two tests per road.
 - Depth of road mix shall be **no less than three-inches (3")**. Additional material shall be required if depth measurement is less than minimum.

Finishing Course – 3" of hot mix asphalt

A visual inspection of the road mix by the Agency's representative must be conducted and **copies of all test results** shall be submitted prior to paving.

- Extraction Gradation Tests
 - Minimum of one test per 2,000 feet of roadway.
 - Minimum of two tests per road.

- Density Tests
 - As frequent as necessary at the beginning of paving operations to determine an acceptable roller pattern.
 - Minimum of one test per 300 feet of roadway per travel lane located in the middle of each travel lane.
 - Minimum of two tests per road.
- Core Tests
 - Minimum of one test per 1,000 feet of roadway.
 - Minimum of two tests per road.
 - Core holes shall be filled with non-shrink grout mix.

Pavement not meeting the specifications within acceptable tolerances shall be removed or overlaid as determined by the Agency.

B.9. Area of City Impact

B.9.01. When construction of a new roadway or modification to an existing roadway occurs within the Area of City Impact, the standards and specifications of the City shall be followed. Refer to the Impact Area Map located in Appendix 4 for the impact area boundaries.

B.10. Road Names and Signs

B.10.01. All names for new roads, constructed within the jurisdiction of the Agencies, shall be approved by the P&Z. Street names shall not duplicate any existing street name within Payette County except where a new street is a continuation of an existing street. All new streets shall be named as follows: Streets having a predominately north-south direction shall be named "Avenue" or "Road"; streets having a predominately east-west direction shall be a numbered street; meandering streets shall be named "Drive", "Lane", "Path", "Trail", "Place", or shall conform to local customs.

B.10.02. Road name signs shall be installed at all new road intersections by the developer. All signs shall be in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition, as published by the U.S. Department of Transportation, or as modified by the Agencies.

B.10.03. Stop signs or other traffic control signs, as may be required to properly control traffic in a safe manner, shall be installed by the developer and shall be in accordance with the MUTCD (or modifications by the Agencies).

B.11. Acceptance into the County or Highway District System

B.11.01. No roadway will be accepted into an Agency's system for any maintenance until the conditions of this Section have been met, or a variance granted thereto.

B.11.02. A request for acceptance of a roadway shall be filed with the Agency and must establish that the request meets the following requirements and is accompanied by the following:

- a. Road right-of-ways have been dedicated and filed with County.
- b. Construction has been completed in accordance with approved plans and specifications.
- c. All required testing has been completed, reviewed and approved by appropriate Superintendent.
- d. A pre-acceptance walk-through shall be conducted at the project location with the following representatives in attendance:
 - 1. Project Developer
 - 2. Project Engineer
 - 3. Contractor
 - 4. Payette County Road & Bridge or Highway District No. 1
 - 5. Payette County Engineer
- e. The engineer-of-record shall provide as-built drawings and an engineer's statement of roadway completion with required submittals establishing that the improvements have been constructed in accordance with the approved construction drawings, specifications and these Roadway Standards.
- f. Warranty: The Developer and Project Engineer shall warrant workmanship, materials, and engineering design for one (1) full year from the time of acceptance by the Agency. The Developer or Project Engineer, at their own expense, can be required to correct any defects which may exist, which they are notified of within one (1) year of acceptance. Whenever a Developer or Project Engineer is required to make corrections or repairs to any defect, the warranty period shall be extended for one full year after said repairs or corrections are completed on the repair work.
- g. Developer has paid all fees and charges.

B.11.03. In any platted undeveloped subdivision with public roadways, no residential approach permit shall be granted until the roads within the subdivision have been constructed in accordance with the requirement for acceptance as set forth in this Section.

B.12. Restricted Right-of-Way Activities Allowed by Special Permits

B.12.01. Since the Agencies have the administrative responsibility for use of public road right-of-ways, any use of the right-of-ways for purposes other than vehicular travel along the main roadway shall be by permit only, obtained from the Agency. Any such activity shall not be commenced without application for and receipt of a permit from the Superintendent having jurisdiction.

B.12.02. Restricted activities shall include, but shall not necessarily be limited to, installation or construction of the following:

Approaches

- 1. Driveway approaches.
- 2. Non-public approach roads.

Utilities and Encroachments

3. Potable water mains and services.
4. Sanitary sewer mains and services.
5. Storm sewer and culverts.
6. Utility lines, poles, and conduits (overhead or underground).
7. Natural gas mains, laterals, service and other appurtenances.
8. Cable television lines.
9. Irrigation pipelines and siphons crossing roads.
10. Storm water or other drain pipes.
11. Signs.
12. Landscaping located within the right-of-way:
 - Landscaping rock or drain rock, two-inches (2") or smaller in size, up to the shoulder of the roadway or three-feet (3') from the edge of pavement, whichever is greater.
 - Lawn, up to the shoulder of the roadway or three-feet (3') from the edge of pavement, whichever is greater.
 - Ground cover plants, not exceeding six-inches (6") in height located beyond the bottom of the roadside drainage ditch or nine-feet (9') from the edge of pavement, whichever is greater.
 - Sprinklers may spray into the right-of-way to irrigate turf or plants; however, no piping or sprinklers shall be permitted within the right-of-way.

B.12.03. The use of right-of-way for other than vehicular travel shall be in accordance with the Local Highway Technical Assistance Council (LHTAC) manuals for Use of Public Right-of-Way, Standard Approach Policy and Permits for Utilities and Encroachments, latest editions. Any such activity shall also be completed in accordance with these Roadway Standards, or in the absence of any existing Agency standard, in accordance with sound engineering principles.

B.12.04. Any such right-of-way use permitted by the Agency shall be maintained by the applicant or homeowner's association in accordance with these standards. Lack of maintenance shall be handled in accordance with Section B.13.05.

B.12.05. Any disturbed area within the right-of-way shall be restored to equal or better than condition prior to the disturbance as soon as practicable after the surface has been disturbed. The surface shall be maintained in a smooth, drivable condition until final restoration is completed and accepted.

B.12.06. A copy of each "Application and Permit to Use Public Right-of-Way" for "Approaches" and for "Utilities and Encroachments" are included in Appendix 3.

B.12.07. Agency approval shall be required for any use of an Agency roadway by a vehicle that is carrying a load that is oversize or exceeds the allowable load limit. Violation of the weight and size requirements shall be a misdemeanor.

B.12.08. Fees for special permits shall be in accordance with the Fee Schedule in Appendix 1.

B.13. Prohibited Right-of-Way Activities

B.13.01. Any use of a road right-of-way other than as a travelway constitutes an obstruction or encroachment, and to the extent that such obstructions or encroachments are incompatible with the safe usage of a road right-of-way, the same shall be prohibited by the Agencies.

B.13.02. Obstructions within the right-of-way which are prohibited shall include, but are not necessarily limited to, the following:

1. Livestock loading or feeding.
2. Crop harvesting, planting or other farm activities.
3. Parking for social functions, auctions, recreational activities, gatherings, or any other reason for longer than eight (8) hours during any twenty-four (24) hour time period.

B.13.03. Encroachments within a right-of-way which are prohibited shall include, but are not necessarily limited to, the following:

1. Fences, hedges, shrubbery, and trees.
2. Crop plantings.
3. Irrigation head or waste articles, sprinklers, control structures or other irrigation appurtenances.
4. Decorative structures and commercial or other private signs as prohibited in the right-of-way by County Code.
5. Disposal of irrigation water in roadside drainage ditches (borrow pits).
6. Endangerments through landslide or potential landslide creation by creating excessively steep cut or fill banks on adjacent property.
7. Mailbox supports more rigid than freestanding wood posts of ordinary size (6"x6").
8. Irrigation pipelines parallel with roadways within the right-of-way.
9. Piles of wood, fruit boxes or any other objects or materials that create a safety hazard.

B.13.04. Endangering nuisances and damaging or unsafe conditions which originate from adjacent properties shall be prohibited. These include, but shall not be limited to, the following:

1. Drain or irrigation water overflowing onto the roadway. Excess sediment, and animal wastes should not be allowed to build up and block drainage pipes. If the blockage constitutes a hazard, the removal of the hazard will be at the expense of whosoever created the problem. When drain and irrigation ditches run parallel with right-of-ways, dirt and cleaning materials from ditch maintenance shall not be put on the road right of way. Blockage of drainage pipes in the right of way by irrigation pipelines, or other pipes such as stock-watering pipes, hoses, electrical wires or other foreign objects is prohibited.
2. Foreign objects shall not be attached to bridges.
3. Visibility impairment from dust, water from sprinkler, steam and smoke.
4. Nuisances such as mud causing slippery conditions, dumping of garbage.
5. Defacing road or placement of other signs (yard sale signs or auctions) upon road signs.

B.13.05. Removal: In the event such obstructions prevent the safe or timely passageway of the public, the Superintendent having jurisdiction shall request the

abutting property owner to remove or correct the obstruction within thirty (30) days. If the abutting property owner does not comply, the Agency may petition the court for an order directing the property owner to remove or correct the obstruction. After thirty (30) days the Agency may make the necessary removal, repairs, and/or corrections and assess the cost incurred to the responsible party. Any court costs incurred shall be paid by the responsible party. Any repairs or corrections shall be in accordance with these Roadway Standards.

B.13.06. Damaging of a roadway is prohibited. This includes farm machinery not mounted on rubber tires, such as harrows and discs or any equipment with cleated tracks, and backhoe outriggers that are not padded. Any other object that will damage roadways is not to be dragged or driven or used on any paved surface.

B.13.07. Penalty: Any person convicted of a violation of any ordinance of the County may be fined in a sum not to exceed three hundred dollars (\$300.00) for any offense and such person may be confined in jail for a period not to exceed six (6) months. Either or both such fine and imprisonment may be imposed; and in addition thereto, any person so convicted shall pay such costs as the court may assess, together with restitution for any damages caused by said violation.

B.14. Variances

B.14.01. Purpose: The Agency may grant variances in order to prevent or to lessen such practical difficulties and unnecessary physical hardships as would result from a literal interpretation and enforcement in certain of the regulations prescribed by these Standards. A variance shall not be considered a right or special privilege, but may be granted to an applicant only upon a showing of undue hardship because of 1) special characteristics applicable to the site, and 2) the variance is not in conflict with public interest. Hardships must result from special site characteristics. From geographic, topographic, or other physical conditions, or from population densities, existing street locations, or traffic conditions.

Variances are not intended to allow something done that others do not have a permitted right to do. The purpose of a variance is to provide fair treatment and to see that individuals are not penalized because of site characteristics beyond their control.

B.14.02. Findings Required for Variance:

(A) The Agency may grant a variance if, on the basis of application, investigation and evidence submitted, the Agency makes the following findings:

1. That literal interpretation and enforcement of the regulation would result in practical difficulty or unnecessary physical hardship inconsistent with the objectives of these Standards.
2. That there are extraordinary site characteristics applicable to the property involved or to the intended use of the property which do not apply generally to other properties.
3. That literal interpretation and enforcement of the regulation would deprive the applicant of privileges enjoyed by the owners of other properties.
4. That the granting of the variance will not constitute a grant of special privilege inconsistent with the limitations on other properties.

5. That the granting of the variance will not be detrimental to the public health, safety or welfare or be materially injurious to properties or improvements in the vicinity.

(B) The Agency may grant variances for location of fences, walls or hedges, based on a substitute plan which provides equal safety or aesthetic qualities by other means. The substitute plan must:

1. Provide adequate vision clearance for vehicles, both those passing on the street and those leaving the development site.
2. Not be detrimental to the public health, safety or welfare, or be materially injurious to properties or improvements in the vicinity.

B.14.03. Duration of Approval: The use or construction permitted under the terms of any variance shall be commenced within a six-month period. If such use or construction has not commenced within such time period, the variance shall no longer be valid. Prior to the expiration of the six-month period, the Agency, upon request of the applicant, may extend the variance for up to an additional six months from the original date of approval.

B.14.04. Application: Application for a variance shall be filed with the Agency on a form prescribed by the Agency and shall include any information the Agency deems necessary.

The application shall be accompanied by an accurate scale drawing of the site and any adjacent property affected, showing all existing and proposed locations of streets, property lines, uses, structures, driveways, pedestrian walks, off-street parking and off-street loading facilities and landscaped areas.

The application shall be accompanied by the appropriate fee, which is established by Agency resolution and is nonrefundable.

B.15. Vacation of Public Right-of-Way

B.15.01. Vacation of any public right-of-way within the boundaries of the Agencies shall be in accordance with procedures set forth in Idaho Code.

B.15.02. Application for vacation shall be filed with the Agency. An accurate scale drawing of the area and adjacent property affected showing all property lines and methods of access to other properties should the vacation be granted, may be required by the Agency. The application shall be accompanied by the appropriate fee, which is established by Agency resolution and is nonrefundable.

B.15.03. A public hearing on the vacation request will be held in accordance with Idaho Code. Such hearing will be scheduled with reasonable promptness by the Agency.

B.16. Typical Approval Process for EXISTING Subdivisions or Developments that Have Undeveloped or Unaccepted Roads

Preliminary Phase:

- ☐ Developer proposes project and pays fees.
- ☐ Developer submits concept plans / preliminary construction drawings.
- ☐ Technical Review meeting is held to review project.
- ☐ Agencies respond with conditions of approval.
- ☐ Agency Board of Commissioner's review and approve concept of project.

Construction Drawings Phase:

- ☐ Developer submits final construction drawings.
- ☐ Construction Drawings are reviewed and revised until approved by the applicable Agencies.
- ☐ Plans are submitted to DEQ if water/sewer system approval is required.
- ☐ Agency Board of Commissioner's review and approve project for construction.

Construction Phase:

- ☐ Pre-construction meeting is held.
- ☐ Project is constructed, inspected, and tested.
- ☐ Pre-acceptance walk-through is conducted.
- ☐ Project Engineer prepares certification letter and as-built drawings.
- ☐ Agency Board of Commissioner's review and accept roadway for maintenance.
- ☐ One-year warranty inspection is conducted approximately 11-months after acceptance.
- ☐ Warranty work is completed, if necessary.
- ☐ Remaining fee retainer is returned to the applicant after the warranty period expires.

B.17. Typical Approval Process for NEW Subdivisions or Developments

Pre-Application Phase:

- ☐ Developer proposes project and pays fees.
- ☐ Developer submits concept plan.
- ☐ Technical Review meeting is held to review project.
- ☐ Agencies respond with comments.
- ☐ Planning & Zoning Commission reviews concept plan and makes a preliminary approval or denial.

Preliminary Plat Phase:

- ☐ Developer submits preliminary plat and application.
- ☐ Preliminary plat is reviewed and revised until to address comments.
- ☐ Planning & Zoning Commission holds a public hearing.
- ☐ Planning & Zoning Commission recommends to approve, deny, conditionally approve with modifications, or approve subject to conditions.
- ☐ Board of County Commissioners holds a public hearing.
- ☐ Board of County Commissioners will either approve, disapprove, approve with conditions, or approve subject to modifications.

Construction Drawings Phase:

- ☐ Developer submits final construction drawings.
- ☐ Construction Drawings are reviewed and revised until approved by the applicable Agencies.
- ☐ Plans are submitted to DEQ if water/sewer system approval is required.
- ☐ Agency Board of Commissioners review and approve project for construction.

Construction Phase:

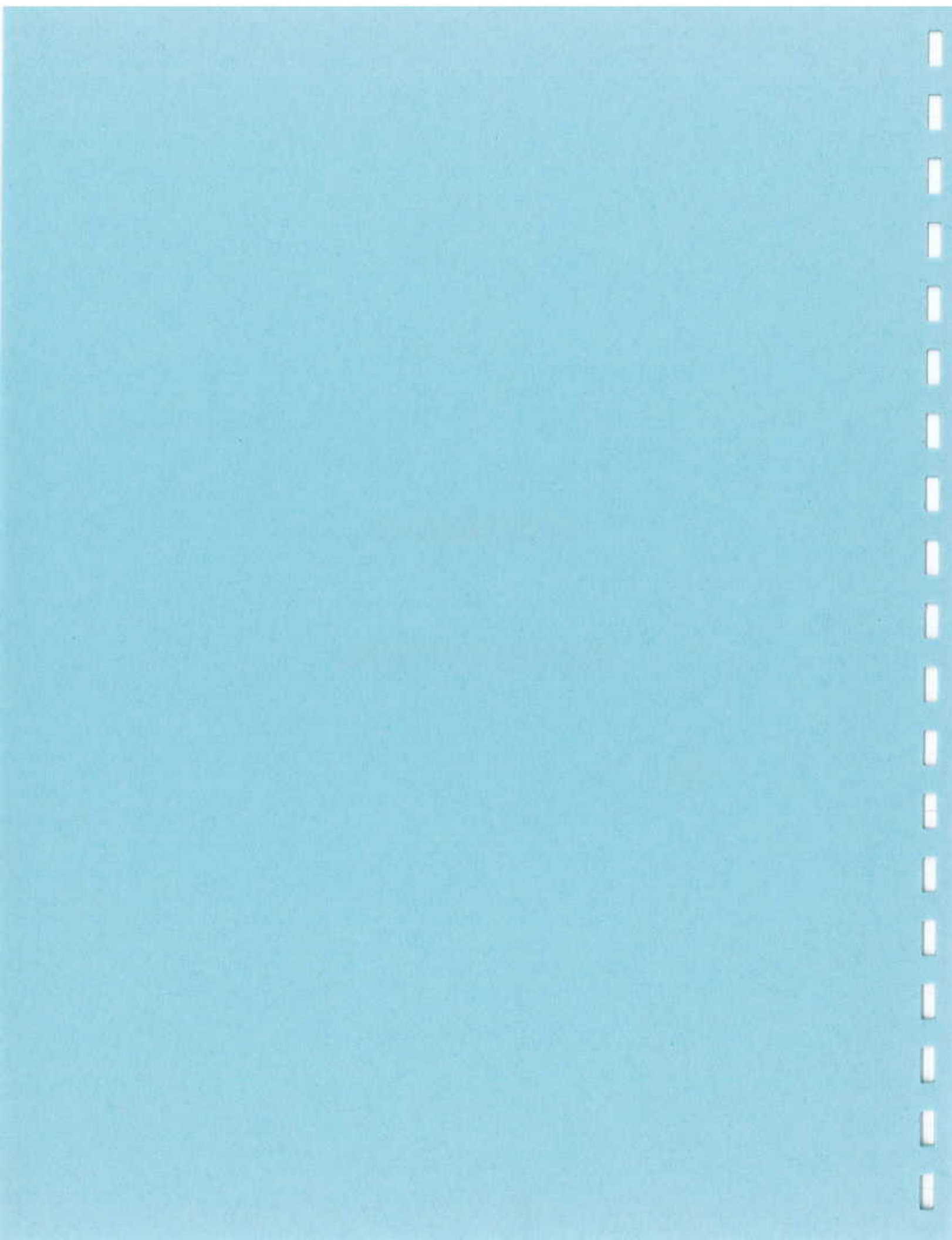
- ☐ Pre-construction meeting is held.
- ☐ Project is constructed, inspected, and tested.
- ☐ Pre-acceptance walk-through is conducted.
- ☐ Project Engineer prepares certification letter and as-built drawings.
- ☐ Agency Board of Commissioners review and accept roadway for maintenance.
- ☐ One-year warranty inspection is conducted approximately 11-months after acceptance.
- ☐ Warranty work is completed, if necessary.
- ☐ Remaining fee retainer is returned to the applicant after the warranty period expires.

Final Plat Phase:

- ☐ Developer submits final plat and application after preliminary plat conditions are met. Final plat must be submitted within one year of preliminary plat approval.
- ☐ Final plat is sent back through preliminary process if a substantial variance from the approved preliminary plat is seen.
- ☐ Final plat is reviewed and revised until approved by the applicable Agencies.
- ☐ Planning & Zoning Commission reviews the final plat and recommends approval, denial, or disapproval until conditions are met.
- ☐ Board of County Commissioners reviews the final plat and either approves or disapproves.
- ☐ The following certificates are required on a final plat in order to record:
 - Certificate of Owner (with Notary Public)
 - Certificate of Surveyor
 - Sanitary Restrictions (SWDH)
 - Certificate of Payette County Surveyor
 - Approval of the Payette County Assessor
 - Approval of the Payette County Engineer
 - Approval of the applicable Roadway Agency:
 - Payette County Road & Bridge Superintendent
 - Highway District No. 1 Board of Commissioners
 - Approval of the Planning & Zoning Commission
 - Approval of the Board of County Commissioners
 - Certificate of County Treasurer
 - Certificate of County Recorder
- ☐ After the final plat is recorded, the individual lots can be sold.
- ☐ A building permit can be applied for after an approach permit is received from the applicable Agency.

SECTION C

DESIGN CRITERIA



SECTION C – DESIGN CRITERIA

C.1. General Design Criteria

C.1.01. These Standards are based upon the references identified in Section F. Where possible, all designs should be based on these Standards and the applicable design criteria set forth by the references. Any variation from these Standards must be done on a detailed basis in conformance with sound engineering judgment and with the safety of the traveling public utmost in mind.

C.2. Roadway Classification

C.2.01. All roadways within each Agency are classified in accordance with the Federal Highway Administration guidelines. All roads are classified as Arterials, Collectors, or Local Roads and Streets. It shall be the prerogative of each Agency having jurisdiction over the area to be developed to define the roads within subdivisions and their classification as Arterials, Collectors, or Local Roads and Streets. The system maps showing the classifications are on file with each Agency.

C.3. Right-of-Way

C.3.01. The minimum width of right-of-way for each classification is as follows:

<u>Type of Roadway</u>	<u>Minimum Width of Right-of-Way*</u>
Arterials**	80-100 feet
Collectors**	60-80 feet
Local Roads and Streets	60 feet
Half-Street	30 feet

* Additional widths may be required for accommodation of cut or fill sections.

** For the purpose of future planning, all section and quarter section line roads or boundaries are considered as potential arterials or collector highways. Some other roads may also be similarly designated. Presently, these roads, where established, serve as farm-to-market and/or commuter routes. The Agencies desire to preserve the integrity of these routes by so designating them as potential arterials or collectors, and for this reason, it is also deemed advisable to restrict the number of access points (driveways, etc.) In order to reduce safety problems and allow traffic to flow expeditiously and unimpeded.

C.3.02. Cul-de-sacs shall have a minimum right-of-way of a 70-foot radius with additional right-of-way as needed to accommodate unusual cut and fill sections. Cul-de-sacs of a temporary nature may be allowed, providing each right-of-way is shown on the plat and approved by the Agency. A standard cul-de-sac layout is shown as a standard drawing in the Appendix. Maximum length of a cul-de-sac is regulated by the Payette County Subdivision Ordinances.

C.3.03. All intersections of roadway right-of-way lines at street and roadway intersections and at all cul-de-sac bulbs shall be connected by a curve having a minimum radius of thirty feet (30').

C.4. Alignment

C.4.01. Horizontal and vertical alignment shall conform to the LHTAC Manual, unless noted otherwise.

C.4.02. Street grades shall not exceed nine percent (9%), and no street grade shall be less than one-half of one percent (0.5%). To avoid the need for sanding, it is recommended that street grades do not exceed five percent (5%).

C.4.03. Horizontal Alignment: When street lines deflect from each other by more than ten degrees (10°) in alignment, the center lines shall be connected by a curve having a minimum radius of five-hundred feet (500') for arterial streets, and one-hundred fifty feet (150') for local or minor streets. Between reverse curve on minor streets, there shall be a minimum tangent distance of one-hundred feet (100'), and, on collector and arterial streets, two-hundred feet (200').

C.4.04. Intersections shall conform to the following:

- a. Angle of Intersection: Streets shall intersect at ninety degrees (90°) or as closely thereto as possible, and, in no case, shall streets intersect at less than eighty degrees (80°).
- b. Sight Triangles: Minimum clear sight distance at all minor street intersections shall permit vehicles to be visible to the driver of another vehicle when each is one hundred twenty five feet (125') from the center of the intersection.
- c. Number of Streets: No more than two (2) streets shall cross at any one intersection.
- d. T Intersections: Except on arterials and certain collectors, T-type intersections shall be used where practical.
- e. Centerline Offsets: Slight jogs at intersections shall be prohibited; where jogs are unavoidable, street center lines shall be offset by a distance of at least one hundred twenty five feet (125').
- f. Vertical Alignment of Intersections: An almost flat grade with appropriate drainage slopes is desirable within intersections. This flat section shall be extended fifty-feet (50') to one-hundred feet (100') each way from the intersection. An allowance of two percent (2%) maximum intersection grade in rolling terrain, and four percent (4%) in hilly terrain will be permitted.

C.5. Stopping and Passing Sight Distance

C.5.01. Stopping and passing sight distances shall be in accordance with LHTAC Manual, unless otherwise noted.

C.5.02. Vertical Alignment: Minimum sight distance shall be two-hundred feet (200') for minor streets and three-hundred feet (300') for collector and other streets.

C.6. Roadway Cross Section

C.6.01. The Standard Drawing Details are included in the Appendix of these Roadway Standards and will show the cross section characteristics required for roadways within the Agency jurisdiction. The details are for rural situations. Urban cross-sections shall be in accordance with the standards of the City for which the project is located within the Area of Impact.

C.6.02. All approaches shall conform to the Standard Details included in Appendix.

C.6.03. Existing irrigation facilities should be removed and maintained outside Agency right-of-way. Roadside drainage ditches may not be used for conveying irrigation water of any type. New irrigation structures, ditches and piping shall be constructed outside of the right-of-way needed in C.3.01.

C.6.04. The roadway cross section outside the paved area and inside the remaining right-of-way shall conform in all aspects with the LHTAC Manual. This Manual will be used to determine safety characteristics for any appurtenances such as signing, rock outcrops or general hazards to the traveling public. Conformance thereto will be based on a project by project review process.

C.6.05. Existing roadways along the frontage of a proposed subdivision or development shall be improved to provide a minimum of a 12-foot paved lane, 3-foot gravel shoulder, and borrow ditch on the development side and at least a 10-foot paved lane on the opposite side for a total width of no less than 22-feet of paved surface.

C.7. Drainage

C.7.01. All drainage for the development shall be designed by a Registered Professional Engineer and approved by the Agency in conjunction with the roadway plans. The design shall be based on the State of Idaho, Catalog of Storm Water Best Management Practices for Idaho Cities and Counties, latest edition. The Design Storm return period shall be at least fifty (50) years. Any disruption of the normal drainage pattern of the area to be developed must have special consideration to facilitate future drainage of this area.

C.7.02. Culverts used for drainage purposes shall be in accordance with the ISPWC and the LHTAC Manuals. Acceptable culvert materials include:

- a. Corrugated Galvanized Steel Metal Pipe (CMP) with 0.064-inches minimum thickness and 2-2/3" x 1/2" corrugations.

- b. Corrugated Aluminum Pipe (CAP) with 0.060-inches minimum thickness.
- c. Reinforced Concrete Pipe (RCP) – Class V. Other classes may be used if proper cover is provided in accordance with manufacturer's recommendations.
- d. Corrugated Polyethylene Pipe (HDPE) – Type S, smooth interior liner. No portion of this pipe material shall be exposed. Metal end-sections shall be required to avoid fire damage.

Culvert installations larger than 36" in diameter or any structure under extreme fills shall have special consideration.

C.7.03. Culverts across roadways shall be a minimum of twelve inches (12") diameter or the size necessary to handle the design volume of water, whichever is greater. Irrigation and field drainage culverts crossing roadways shall have clean-out boxes on each end at the edge of right-of-way.

C.7.04. All necessary drainage easements for accommodating drainage structures shall be shown and recorded on the plat as a part of the approved plat. Drainage easements necessary for draining storm water across private property shall be shown on the plat and recorded with the Agency by a letter from the developer describing the areas containing the easements such as lot lines, blocks, etc.

C.7.05. Disruption of natural drainage ditches and subsequent use of the roadside drainage ditch to convey the natural drainage will not be acceptable.

C.7.06. Subsurface storm water disposal or "dry wells" may be used in special circumstances where all other possibilities of taking care of storm water drainage have been explored and there is no feasible alternate to dry well installation. Should dry wells be necessary, they shall be designed by a Registered Professional Engineer.

C.7.07. Storm water disposal and maintenance thereof shall be the responsibility of the Developer or Homeowner's Association.

C.8. New Structures

C.8.01. Any bridge which is constructed on an existing Agency road, or any bridge which is constructed as part of a new Agency road, or any bridge which is dedicated for use as part of the Agency road system which is to be accepted by the Agency for maintenance purposes, shall be designed by a Professional Engineer registered in the State of Idaho in accordance with the Standard Specifications for Highway Bridges, latest edition, as prepared by the American Association of State Highway and Transportation Officials (AASHTO).

C.8.02. The design vehicle for new bridge design shall be a minimum HS-20 truck.

C.8.03. The minimum width of a bridge structure from the face-to-face of curb or the face-to-face of the guardrail or bridge-rail shall be 24-feet or the full width of the approach roadway, including pavement width and shoulder width, whichever is greater.

C.8.04. The vertical clearance above waterways shall be 2-feet above the 50-year flood and 16-feet over other roadway surfaces.

C.8.05. Only structures of steel, or steel and concrete, shall be used.

C.8.06. Retaining walls shall be either reinforced concrete, bin walls, reinforced earth, or concrete crib walls. All retaining wall structures shall be designed by a Registered Professional Engineer and shall be approved by the applicable Agency prior to their construction.

C.8.07. Private Bridges: All private bridges shall be designed in accordance with AASHTO specifications with a design load of HS-15 and have a clear width of 12-feet between curbs and between guardrails.

C.8.08. Existing Bridges: Existing bridges for which the load carrying capacity has not yet been determined shall meet the State of Idaho, Department of Transportation load rating which is set out as follows:

- Type 3 Truck* - 3 axles – 27 tons (54,000) maximum axle load of 18,900 lbs.
- Type 3S2 Truck* – 5 axles – 39.5 tons (79,000) maximum axle load of 17,500 lbs.
- Type 3-3 Truck* – 6 axles – 39.5 tons (79,000) maximum axle load of 14,900 lbs.

*See the Standard Drawing Detail in Appendix 2 for illustration of truck types.

C.9. Signing

C.9.01. All permanent signing shall be shown on the design plans and shall be in conformance with the Manual on Uniform Traffic Control Devices (MUTCD), latest edition. Street signs shall:

- Be installed with perforated 2" square telspar posts with anchor.
- Be minimum 8" wide extruded edge aluminum blanks, brackets to match.
- Have 6" letters, white on green for public roads and white on blue for private.
- Be no longer than 36" in total length.

C.9.02. The developer shall install all signs prior to Agency acceptance of the project.

C.9.03. All construction signing shall conform to the MUTCD.

C.10 Guardrails

C.10.01. Guardrails may be necessary in certain areas depending upon the warrants for protecting the traveling public. Guardrails shall be designed using LHTAC Manual.

C.10.02. The type of guardrail to be installed shall be determined by each Agency as the location dictates.

C.11. Striping or Pavement Markings

C.11.01. Each Agency will determine where pavement markings will be required. Should centerline striping or other pavement markings be required, they will be constructed in accordance with the LHTAC Manual. The spacing, location, and width of markings will be determined on an individual basis by the appropriate Agency. Paint quality shall be the same as that used by the Idaho Transportation Department for their pavement markings.

C.12. Driveways

C.12.01. Driveways shall be constructed to prevent runoff water from the driveway from entering onto Agency roadways. Failure to construct and/or maintain the driveway shall result in the driveway being removed within the prescriptive or dedicated right-of-way.

C.12.02. Driveway Construction: In order to prevent runoff, driveways shall be constructed using a minimum of 12-inch diameter 16-gauge corrugated metal pipe, or larger if hydraulic conditions require, under the driveway approach. Pipe shall be a minimum of 24-feet in length. The pipe shall be maintained by the property owner. Driveway approach must be constructed so the driveway does not drain into public roads. A driveway approach permit shall be issued as part of any building permit where a new driveway is to access and Agency roadway.

C.12.03. Address Number: The address number for a dwelling under construction shall be posted in a position visible from the right-of-way.

C.13. Emergency Vehicle Access and Turn-Arounds

C.13.01. General: This standard is intended to assure that access for emergency vehicles is sufficient to allow emergency service vehicles a reasonable degree of protection from hazards to life and property in rural areas of Payette County.

C.13.02. Plans: Prior to the issuance of a building permit or conditional use permit, the applicant must submit plans to the Building Inspector showing how access and turn-around will be provided. These plans shall be drawn to scale and shall include building size and distance to exposures.

C.13.03. Design Requirements:

- a. Apparatus access roads shall be provided to within 150 feet of every building hereafter built on (or moved onto) property in the jurisdiction.
- b. Access roads shall be constructed to standard engineering specifications for an "All Weather Surface." Six (6) inches of crushed gravel, or pit run (3" max. size), covered by 2-inches of 2"-minus crushed gravel qualifies as an "All Weather Surface."
- c. Width of Roads:
 - Roads serving one to four dwellings (or serving only agricultural outbuildings)

shall have a driveable surface at least 12 feet wide. No obstructions such as power poles, fences, phone boxes, ditches, or irrigation boxes shall reduce this minimum width. The full width of the roadway must be kept clear at all times.

- Roads serving more than four dwellings shall be constructed in accordance with Agency Roadway Standards.
- d. Bridges or culverts shall be designed and built to support 80,000 pounds on 3-axes.
- e. Curves shall have an inside radius of at least 30-feet and an outside radius of at least 50-feet.
- f. Turn-Around: Dead-end access roads in excess of 150-feet from the centerline of a public road shall have a turn-around as approved by the Payette County Building Inspector.
- g. Turnout: Dead-end access roads in excess of 500-feet shall have a turnout so that vehicles can pass each other without leaving the graveled surface. If the road is less than 500-feet, but the entire length of the access road is not visible from the public road, a turnout is required.

Turnouts shall be placed midway between the public road and end of the access road, or every 500-feet if more than one turnout is required for an unobstructed view between turnouts.

A turnout shall be a graveled surface at least 20-feet in width and 56-feet in length.

SECTION D

CONSTRUCTION SPECIFICATIONS

SECTION D – CONSTRUCTION SPECIFICATIONS

D.1. Standard Construction Specifications

D.1.01. Payette County Road & Bridge and Highway District No. 1 have adopted the Idaho Standards of Public Works Construction (ISPWC), latest edition, as their standard construction specifications with the modifications listed in this Section. All Construction Specifications are contained in this document, ISPWC or LHTAC Manuals. If a conflict arises, it is resolved in this order: This document first, ISPWC second and LHTAC third.

D.2. Modifications

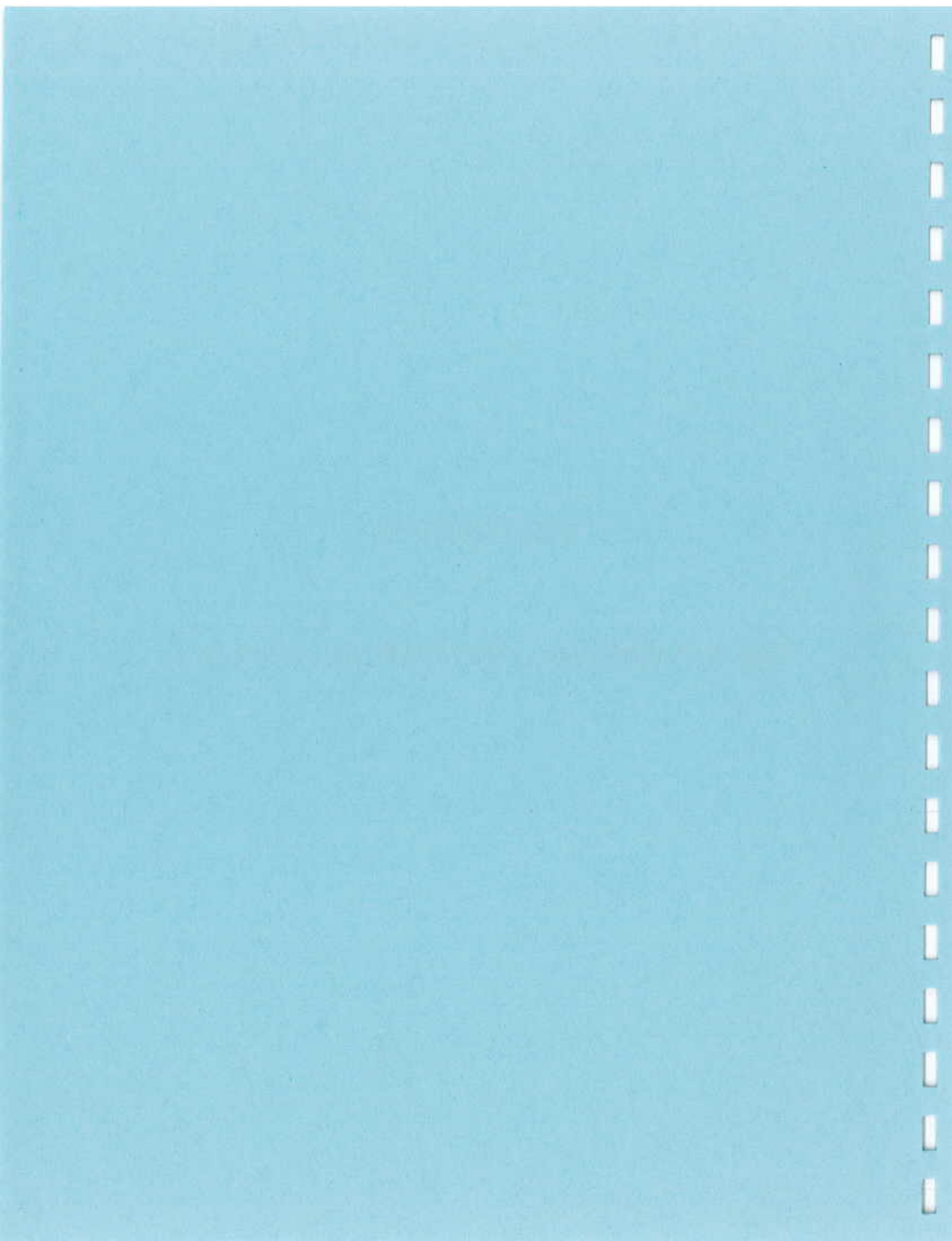
D.2.01. Table 1 of Section 801.2.2. Uncrushed Aggregate Gradation. Replace the 0-12 percentage requirement for the No. 200 sieve size with **3-12**.

D.2.02. Section 802.2.1. Crushed Aggregates Material Description. Replace item E.2. Production Requirements with the following:

- The percentage of aggregate retained on the No. 4 sieve having at least one fractured face as determined by WAQTC TM-1 shall be **75 percent**.

SECTION E

SNOW REMOVAL AND SANDING POLICY



SECTION E – SNOW REMOVAL & SANDING POLICIES

E.1. Payette County Road & Bridge

E.1.01. It is the general policy for Payette County Road & Bridge to maintain the roads on the Payette County road system in as safe a condition as possible during winter months, depending upon available budget, work force and equipment. The adequacy of this policy is also dependent upon variables not within the control of the Agency such as weather conditions and the capabilities of the traveling public who must prepare for winter driving through prudent operating practices, use of winter tires, chains, and adequate vehicle maintenance. This general policy shall not forbid exercise of judgment by field supervisors and personnel.

E.1.02. The first priority is the removal of snow, and the second priority is sanding. A system of sub-priorities has been set up as guidelines to aid foremen in making decisions, as follows:

- First Priority: Heaviest traffic routes and danger spots such as steep grades, sharp curves with significant traffic levels, busy intersections, well-traveled bridges, arterials and approaches traveled by school buses and most primary routes.
- Second Priority: Medium to heavily traveled sections of roadway on primary and collector systems, including routes traveled by commuters.
- Third Priority: Lighter traveled sections of roadway, including collector and local roads and roads serving winter recreation areas.

E.1.03. Snow removal operations will generally begin after a snowstorm has subsided with snow to be plowed from roadways to provide two-way traffic as soon as practicable. Additional clearing of roadway shoulders and intersections may be performed after the initial snow removal operations have been completed.

E.1.04. The Agency should place primary efforts on clearing travel ways and will not be responsible for the berm of snow left on the driveways due to the plowing actions of a snowblade.

E.1.05. Sanding will not be performed until the roadway has been plowed. Use of sand will be limited to steep roadway grades, at intersections, on overhead structures, and in other areas determined by the Agency to be hazardous. It will not be standard policy to sand straight stretches of roadway because of a snow floor. Field personnel are directed not to use road salt in the course of regular winter maintenance for budgetary and environmental reasons.

E.1.06. The Agency reserves the right to make changes in priorities and levels of service upon available budget resources as well as weather and road conditions.

E.2. Highway District No. 1

E.2.01. It is Highway District No. 1 policy to maintain the roads within their jurisdiction in a safe and timely manner during the winter months. Roads that are hazardous due to snow, ice, freezing rain, or fog will be maintained to the best of the Agency's ability. This will be accomplished depending upon the availability of work force, equipment, and budgetary concern.

E.2.02. Procedures: The decision of when and how to do the work will be under the direction of the Road Superintendent or personnel under their supervision. All work will be done with consideration of the road condition, weather, forecast, time of day, and any other condition that might affect the safety of the public and the personnel of the Agency.

E.2.03. Priorities: Priority will be set to insure that public safety is protected in all respects. Any priorities that are set are limited to high traffic areas, bus routes, steep grades, high volume intersections, accident areas and railroad crossings.

E.2.04. Private Vehicles: The personnel of Highway District No. 1 will never use Agency equipment to pull or push private vehicles disabled due to winter conditions.

E.2.05. Joint Entities: All work to be done with a joint entity will be coordinated by the road superintendent and the supervisor of the joint entity. They will plan and direct personnel how the joint entities will work within the other jurisdiction. If possible, these plans should be written, so that the information can be passed on to their personnel.

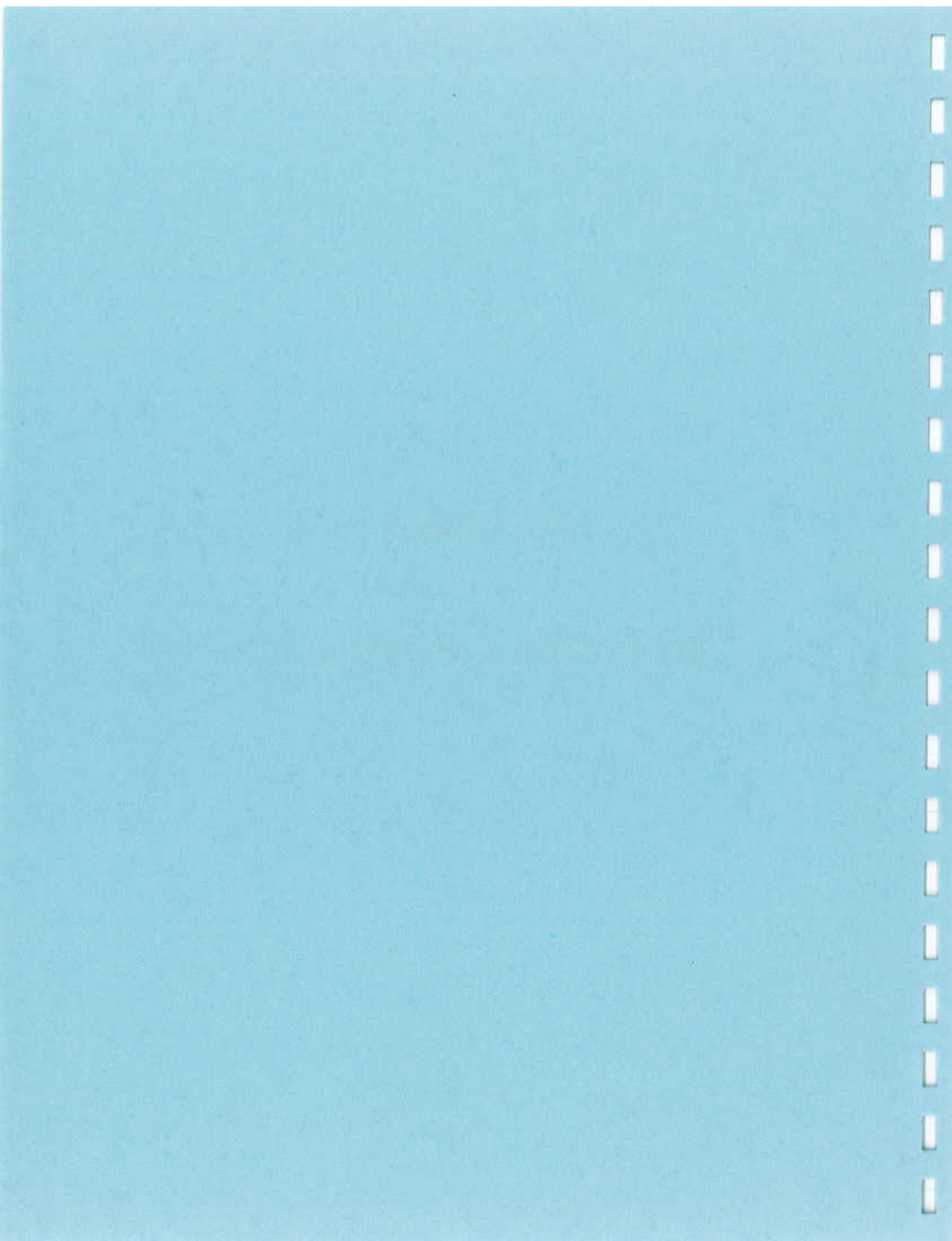
E.2.06. Driveways: All driveways that need to be cleared because of an invalid person will be done after all roads have been plowed. "Cleared" means driveway entrances left with a berm from snow removal equipment will be cleaned. These eligible driveways will be verified, and are to be posted and kept up to date for the crew.

E.2.07. Clearing of the road is done as close to mailboxes as possible. All rework will be done at the earliest convenience of the Agency. All mailboxes damaged by snow removal equipment will be rebuilt or replaced by Agency personnel. The Agency requires that proof be provided by the owner to prove the damage was done by the Agency. There are more than one snow removal departments with equipment in this area. If damage has been done by Agency personnel, they are required to notify their supervisor immediately so that the damage can be fixed when possible. The mailbox will be replaced if damage to a mailbox is caused by the mailbox being hit. The mailbox will not be replaced if the damage is caused by the snow plow throwing snow.

E.2.08. Emergency Calls: All calls from the Sheriff Office will be handled according to the urgency of the call and in the order received. If the call requires going to another jurisdiction, it must be verified that the other jurisdiction is not available or is working to their full capacity, or that the Agency is the closest available entity to stabilize the situation.

SECTION F

DEFINITIONS & REFERENCES



SECTION F – DEFINITIONS

Agency (or Agencies) – The city, county, or highway district having jurisdiction over the right-of-way. Payette County Road & Bridge is overseen by the Board of Payette County Commissioners and Highway District No 1 is overseen by its own Board of Commissioners.

Applicant - Any person or persons making application to the Agency.

Commission - Payette County Planning and Zoning Commission.

Dedication – The setting apart of land or interest in land for use by the public. Land becomes dedicated when accepted by the Agency as a public dedication, either by ordinance, resolution, or entry in the official minutes, or by the recording of a plat showing such dedication.

Easement - A grant by the owner of the use of a parcel of land by the public, corporation, or persons for specified use and purposes.

Irrigation Facilities - Includes canals, laterals, ditches, conduits, gates, wells, pumps, and allied equipment necessary for the supply, delivery, and drainage of irrigation water.

Owner - The person or persons holding title by deed to land or holding title as vendees under land contract.

Plat - A map of a subdivision.

- a. "Preliminary Plat" - A preliminary map, including supporting data, indicating a proposed subdivision development, prepared in accordance with Payette County ordinances and the Idaho Code.
- b. "Final Plat" - A map of all or part of a subdivision providing substantial conformance to an approved preliminary plat, prepared by a registered professional engineer or a registered land surveyor in accordance with Payette County ordinances and the Idaho Code.
- c. "Recorded Plat" - A final plat bearing all of the certificates of approval required by ordinance and duly recorded in the County Recorder's Office.

Registered Professional Engineer - A Civil Engineer licensed within the State of Idaho or authorized to provide services within the State of Idaho by the Idaho Board of Professional Engineers and Professional Land Surveyors.

Reserve Strip - A strip of land between a dedicated street or partial street and adjacent property, in either case, reserved or held in public ownership for future street extension or widening.

Right-of-way - A parcel of land dedicated or reserved for use as a public way, which normally includes streets, sidewalks, utilities or other service functions.

Roadway - Any street, avenue, boulevard, road land, parkway, place, viaduct, easement for access, or other way which is an existing state, county, or municipal roadway; or a street or way

shown in a plat heretofore approved pursuant to law or approved by official action; or a street or way in a plat duly filed and recorded within the right-of-way boundaries whether improved or unimproved and may be comprised of pavement, shoulder, curbs, gutters, sidewalks, parking areas, and lawns.

- a. "Arterial Route" - A general term including expressways, major and minor arterial streets; and interstate, state or county highways having regional continuity.
- b. "Collector Street" - A street that provides for traffic movement within neighborhoods of the County and between major streets and local street and for direct access to abutting property.
- c. "Local Street" - A street that provides direct access to residential, commercial, industrial, or other abutting land for local traffic movements and connects to collector and/or arterial streets.
 - 1. "Marginal Access Street" - A minor street parallel and adjacent to an arterial route and intercepts local streets and controls access to an arterial route.
 - 2. "Cul-de-sac Street" - A short local street having one end permanently terminated in a vehicular turnaround.
 - 3. "Loop Street" - A minor street with both terminal points on the same street of origin.
 - 4. "Alley" - A public service way used to provide secondary vehicular access to properties otherwise abutting upon a street.

Subdivider - A subdivider shall be deemed to be the individual, firm, corporation, partnership, association, syndication, trust, or other legal entity having sufficient proprietary rights in the property to represent the owner, that submits the required subdivision application and initiates proceedings for the subdivision of land in accordance with these procedures.

Subdivision - The division of any lot, tract, or parcel of land into more than two (2) parts.

Superintendent - The Road Superintendent for the appropriate Agency.

Utilities - Installations or facilities, underground or overhead, furnished for use by the public, including but not limited to, electricity, gas, steam, communications, telecommunications, cable television, water, drainage, irrigation, sewage disposal, or flood control, owned and operated by any person, firm, corporation, municipal department, or board duly authorized by state or municipal regulations. Utility or utilities as used herein may also refer to such persons, forms, corporations, departments, or boards, as applicable herein.

SECTION F – REFERENCES

American Association of State Highway and Transportation Officials (AASHTO)

- Roadside Design Guide
- Policy on Geometric Design of Highways and Streets
- Standard Specifications for Highways and Bridges

Department of Environmental Quality (DEQ)

- Catalog of Storm Water Best Management Practices for Idaho Cities and Counties

Highway Standards & Development Procedures for the Association of Canyon County Highway Districts

Idaho Department of Transportation (ITD)

- Urban Storm Sewer Design for Idaho Highways
- Standard Specification for Highway Construction
- Standard Drawings
- Bridge Design LRFD (Load and Resistance Factor Rating) Manual

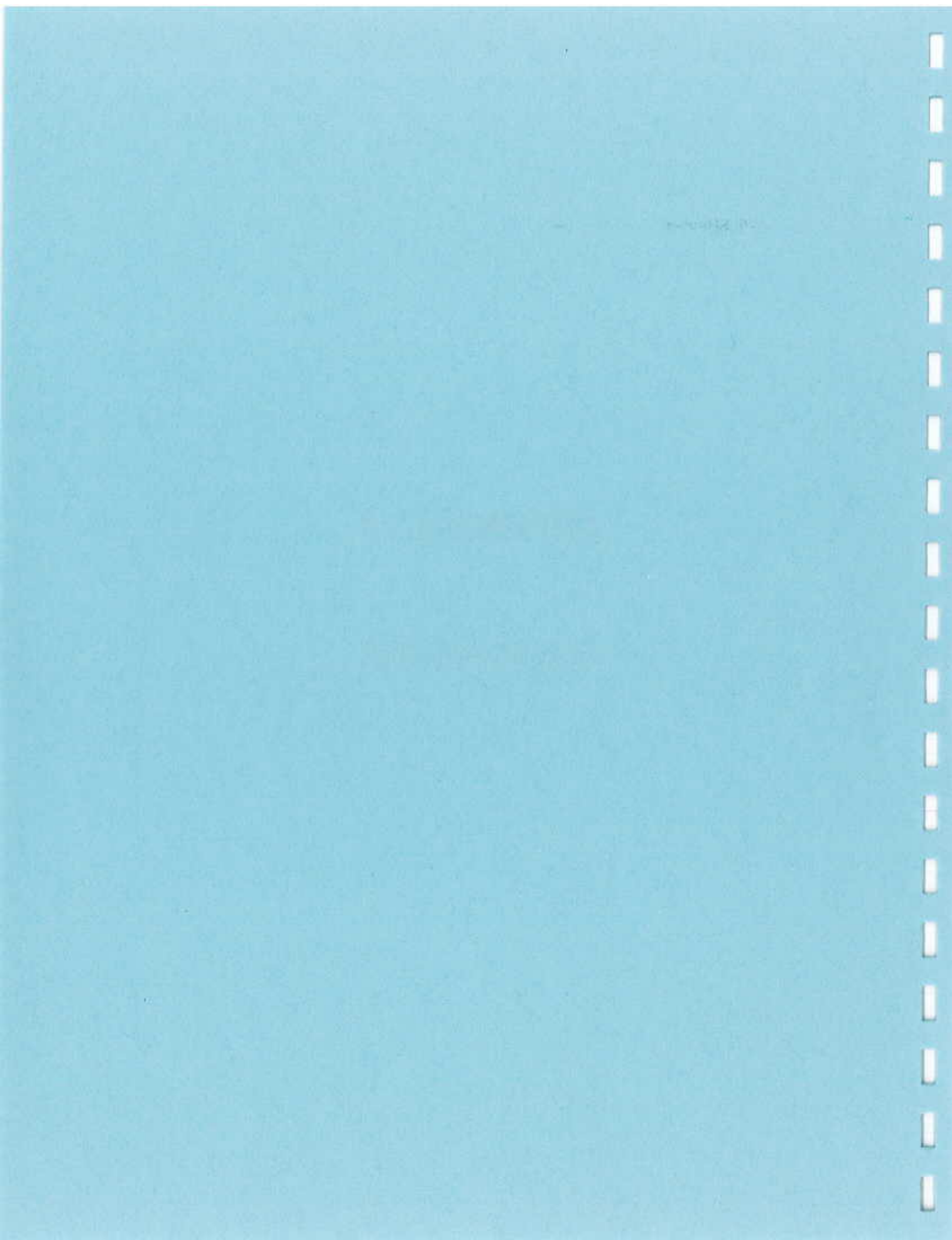
Local Highway Technical Assistance Council (LHTAC) Manuals

- Idaho Standards for Public Works Construction (ISPWC)
- Highway and Street Guidelines for Design and Construction
- Right-of-Way Use Manual – Standard Approach Policy
- Right-of-Way Use Manual – Permits for Utilities and Encroachments

Manual of Uniform Traffic Control Devices (MUTCD) - published by the U.S. Department of Transportation, Federal Highway Administration.

APPENDIX - 1

FEE SCHEDULE



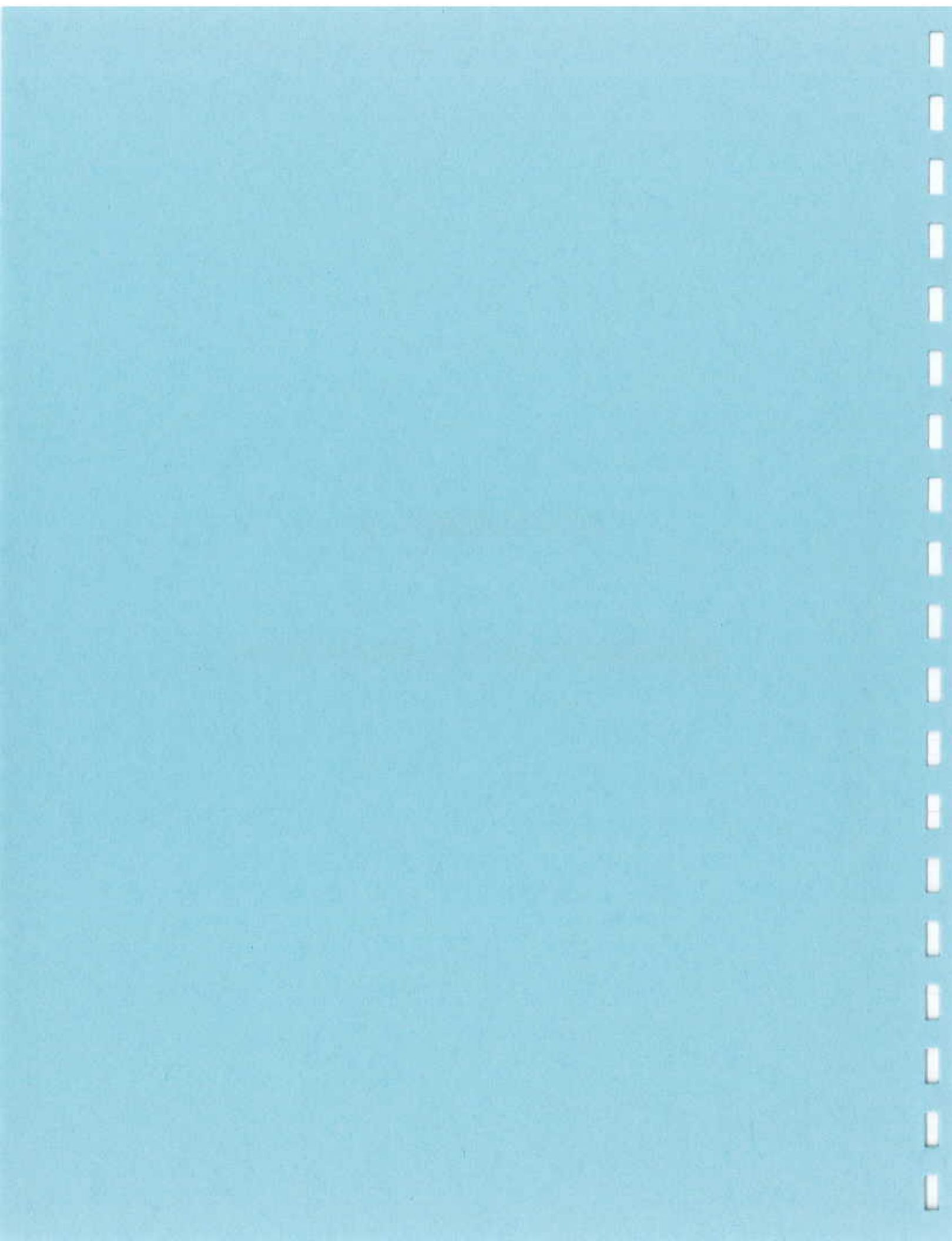
FEE SCHEDULE

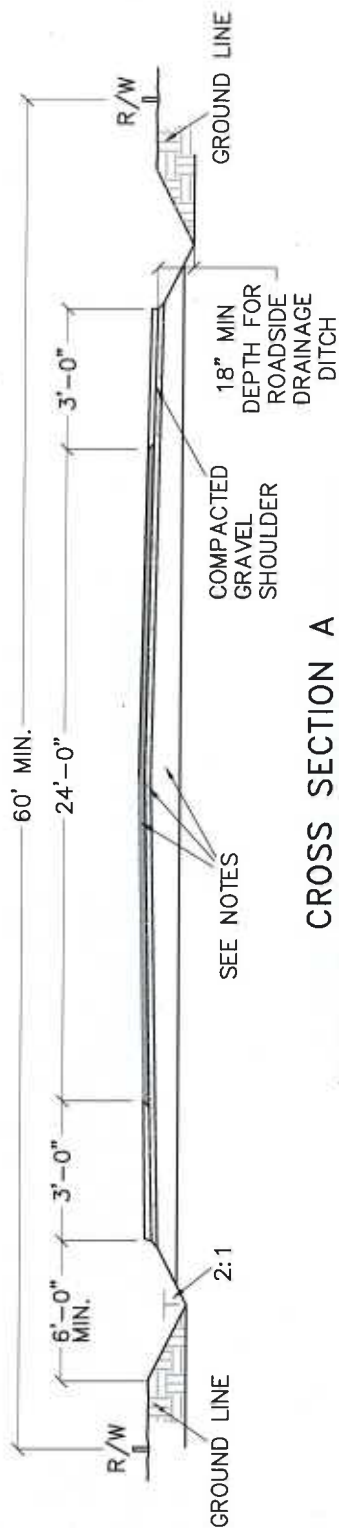
Subject to change pursuant to revisions of ordinances, codes or agency policy.

Subdivision Plat Review	See Planning & Zoning Administration
Construction Drawing Review Payable with Plan Submittal	See Planning & Zoning Administration
Testing	Actual Cost
* Application and Permit to Use Right-of-way (Approaches, Utilities, including telecommunications companies, etc.) <u>Administrative Fee and Deposit shall be separate, but both payable at time of application.</u>	- \$25.00 Administrative Fee and - \$200.00 Deposit (Refundable upon satisfactory completion of work) (Option to increase or waive fee under special conditions) * In lieu of \$200.00 deposit, major utility companies may be required to provide an annual Bond in the amount of \$7,500.00 to the appropriate Agency.
Lot Split	See Planning & Zoning Administration
Right-of-way Vacation / Abandonment / Dedications / Road Closure / Road Opening	See Planning & Zoning Administration
House Moving Permits	- \$5.00
Wide Load & Overweight Permits	- \$5.00
Roadway Standards Manual	- Cost of reproduction, plus tax, if applicable.

APPENDIX - 2

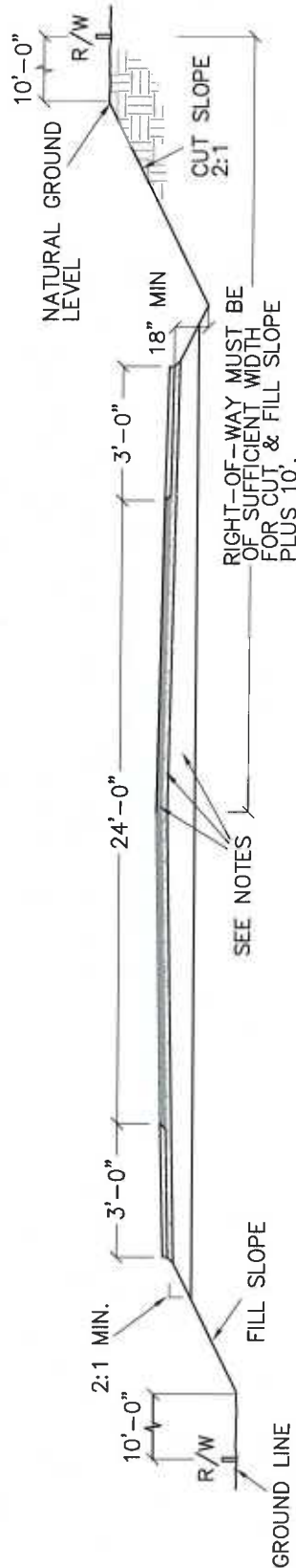
STANDARD DETAIL DRAWINGS





CROSS SECTION A
TYPICAL FLAT LAND CROSS SECTION

NOT TO SCALE



CROSS SECTION B
TYPICAL CUT AND/OR FILL SECTION

NOT TO SCALE

NOTES:

- 1) CROWN ELEVATION- 2% SLOPE
- 2) BASE COURSE- 10" OF 2" MINUS CRUSHED GRAVEL OR 12" OF PIT RUN GRAVEL
- 3) LEVELING COURSE- 3" OF 3/4" MINUS CRUSHED GRAVEL
- 4) FINISHING COURSE- 3" OF HOT MIX ASPHALT
- 5) RIGHT-OF-WAY REQUIRED TO BE DETERMINED BY THE SLOPE OF ADJACENT LANDS.

ROADWAY
STANDARDS

PAYETTE COUNTY ROAD & BRIDGE / HIGHWAY DISTRICT NO. 1

STANDARD DRAWING NO.

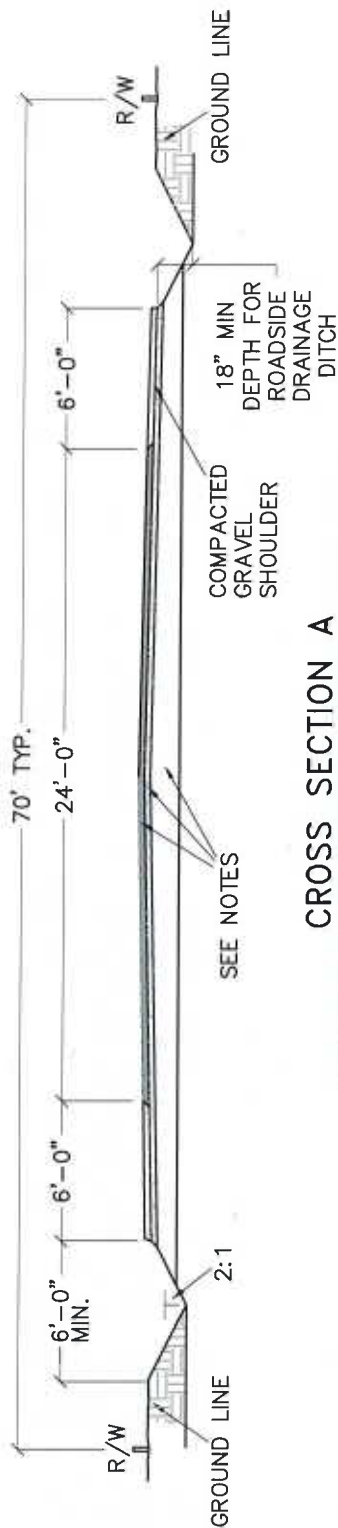
S-1

TYPICAL RURAL ROAD SECTION
WITH 3' SHOULDERS

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Standard Details.dwg

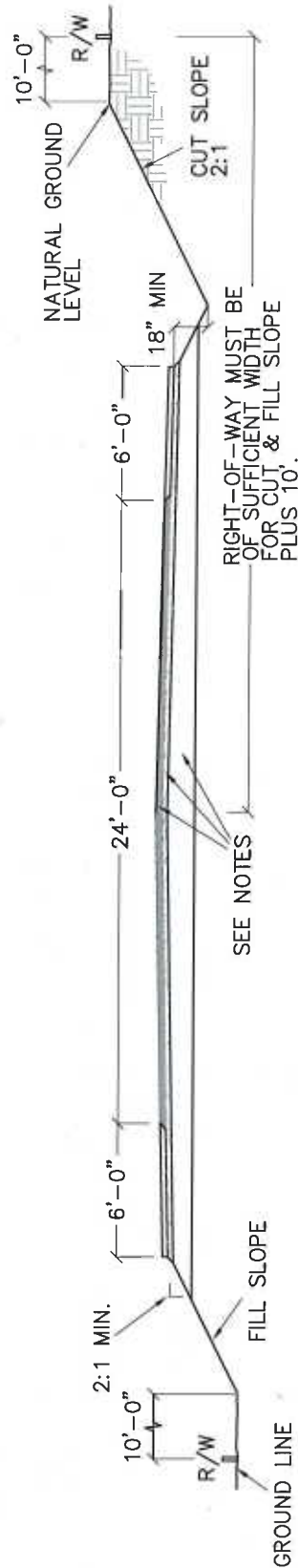
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REVISED: 01/08/08



CROSS SECTION A
TYPICAL FLAT LAND CROSS SECTION

NOT TO SCALE



CROSS SECTION B
TYPICAL CUT AND/OR FILL SECTION

NOT TO SCALE

NOTES:

- 1) CROWN ELEVATION - 2% SLOPE
- 2) BASE COURSE - 10" OF 2" MINUS CRUSHED GRAVEL OR 12" OF PIT RUN GRAVEL
- 3) LEVELING COURSE - 3" OF 3/4" MINUS CRUSHED GRAVEL
- 4) FINISHING COURSE - 3" OF HOT MIX ASPHALT
- 5) RIGHT-OF-WAY REQUIRED TO BE DETERMINED BY THE SLOPE OF ADJACENT LANDS.

ROADWAY
STANDARDS

HIGHWAY DISTRICT NO. 1
TYPICAL RURAL ROAD SECTION
WITH 6' SHOULDERS

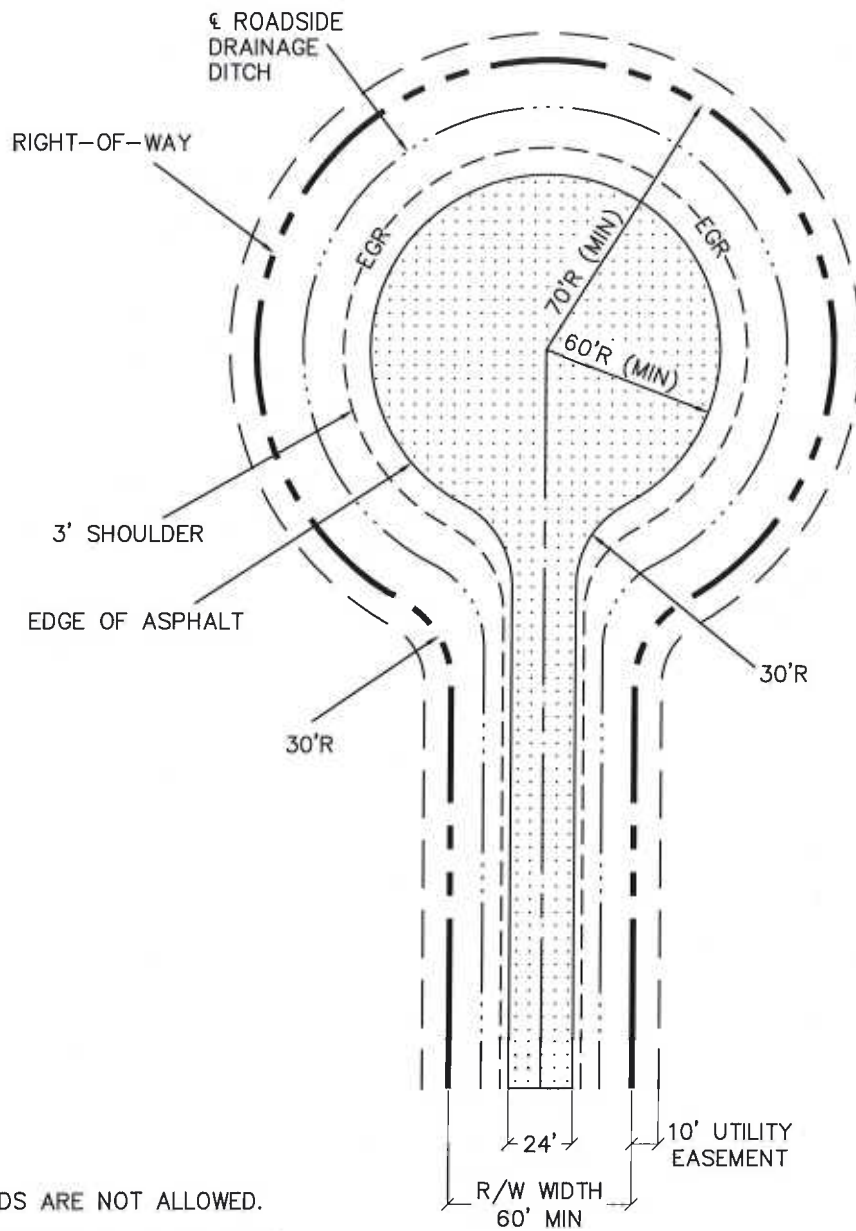
STANDARD DRAWING NO.

S-2

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Standard Details.dwg

DATE: 07/06/99

REVISED: 01/08/08



NOTES:

1. ISLANDS ARE NOT ALLOWED.
2. ADEQUATE DRAINAGE OF THE SURFACE AND DITCH LINE IS REQUIRED.

ROADWAY
STANDARDS

PAYETTE COUNTY ROAD & BRIDGE / HIGHWAY DISTRICT NO. 1

TYPICAL CUL-DE-SAC LAYOUT

STANDARD DRAWING NO.

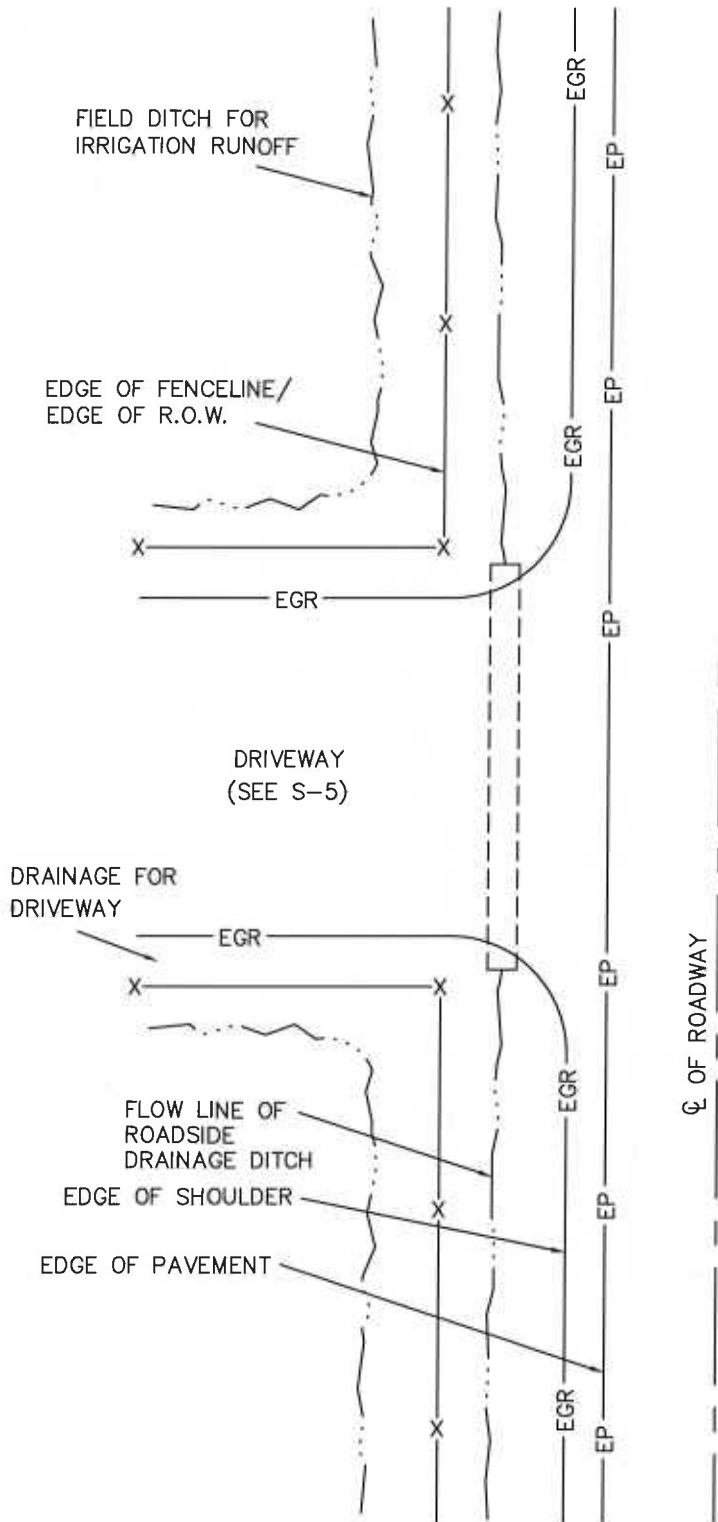
S-3

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DATE: 11/02/99
REVISED: 01/08/08

NOTES:

- 1) ALL IRRIGATION RUNOFF SHALL BE CONTAINED ON SITE FOR DISCHARGE TO A DRAINAGE DITCH OR WASTE-WAY.
- 2) THE SIDE SLOPES ALONG THE EDGES OF THE ROADWAY SHALL BE SEEDED TO GRASS TO PREVENT EROSION AND CONTROL RUNOFF.
- 3) DRIVEWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DRAWING NO. S-5.
- 4) BORROW PITS SHALL BE CONSTRUCTED A MINIMUM OF 18" DEEP BELOW CENTER LINE.
- 5) DRAINAGE FROM DRIVEWAY SHOULD BE CONTAINED ON PROPERTY.



ROADWAY
STANDARDS

PAYETTE COUNTY ROAD & BRIDGE / HIGHWAY DISTRICT NO. 1

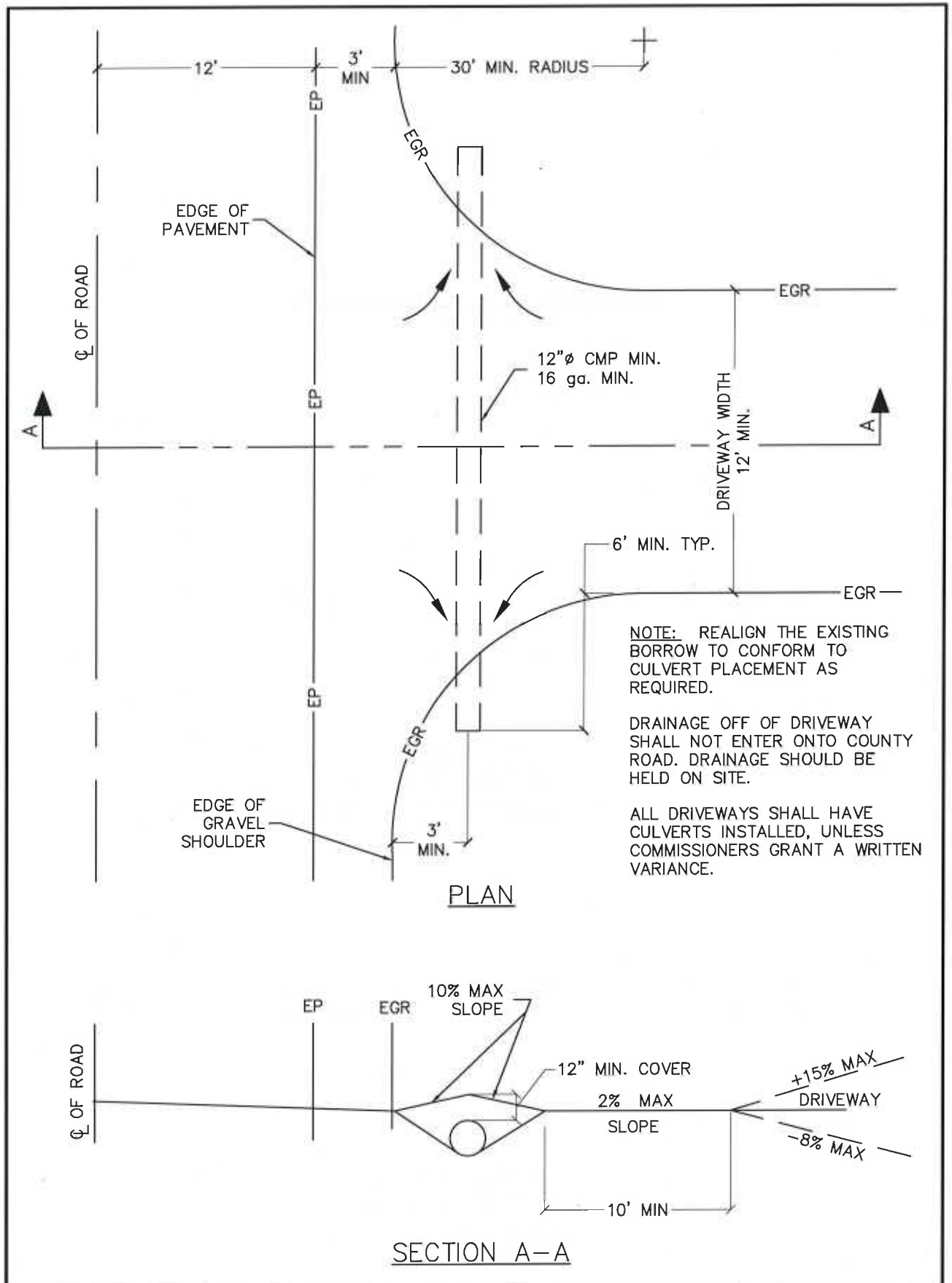
TYPICAL DRIVEWAY APPROACH

STANDARD DRAWING NO.

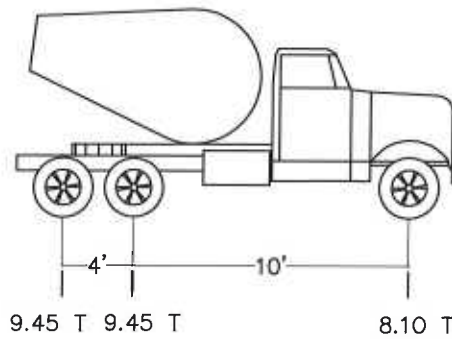
S-4

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Standard Details.dwg

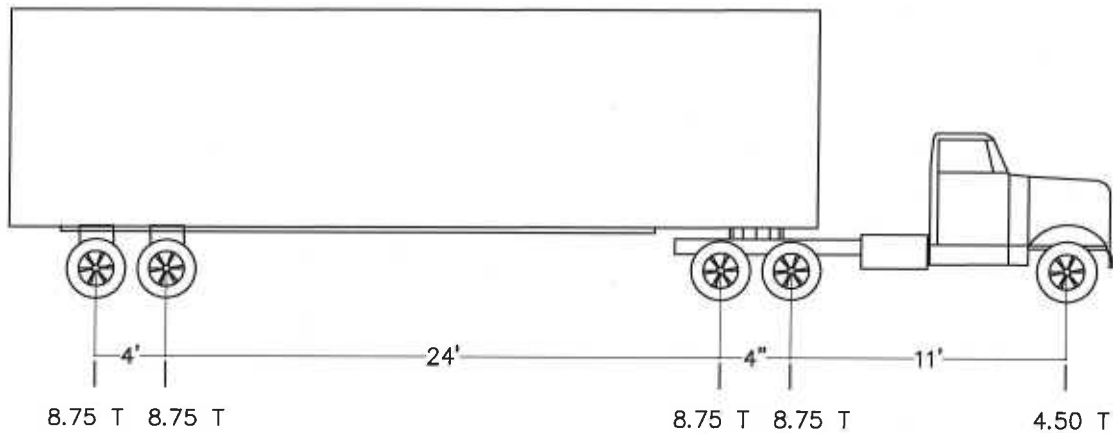
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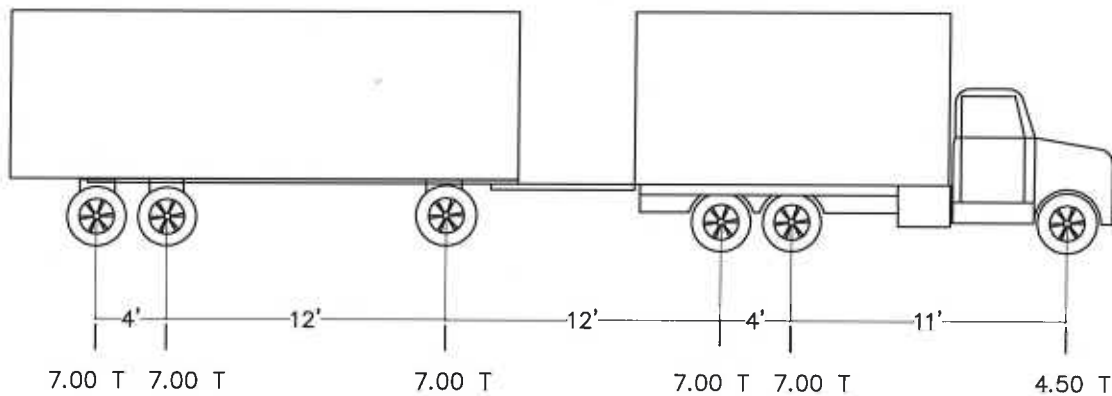
<p>ROADWAY STANDARDS</p> <p>FILE: C:\8-06\STANDARD\PC\Roadway Standard Details.dwg</p>	<p>PAYETTE COUNTY ROAD & BRIDGE / HIGHWAY DISTRICT NO. 1</p> <p>TYPICAL DRIVEWAY CULVERT PLACEMENT</p>	<p>STANDARD DRAWING NO. S-5</p> <p>DATE: 11/02/99 REVISED: 01/08/08</p>
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TYPE 3 TRUCK
27 TONS - 3 AXLES
MAX. AXLE LOAD = 18,900 lbs.



TYPE 3S2 TRUCK
39.5 TONS - 5 AXLES
MAX. AXLE LOAD = 17,500 lbs.



TYPE 3-3 TRUCK
39.5 TONS - 6 AXLES
MAX. AXLE LOAD = 14,900 lbs.

**ROADWAY
 STANDARDS**

PAYETTE COUNTY ROAD & BRIDGE / HIGHWAY DISTRICT NO. 1

STANDARD DRAWING NO.

S-6

**TRUCK TYPES FOR
 BRIDGE LOAD CARRYING CAPACITY**

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 Standard Details.dwg

DATE:
 12/21/00

REVISED:
 01/08/08