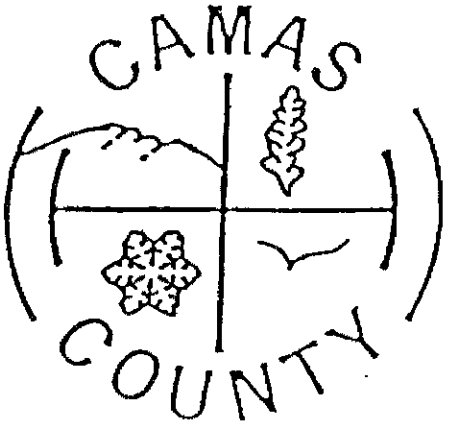
CAMAS COUNTY, IDAHO

STREET CONSTRUCTION STANDARDS

2019 Edition



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INTRODUCTION

These specifications have been prepared with general conditions in mind and certain unusual conditions may require modification. Full compliance with these specifications is required unless the County Engineer as provided in this Ordinance has approved modifications in writing. The Applicant is responsible for full compliance by any contractor, subcontractor, agent or employee of the Applicant with the ordinance and these specifications. Camas County and its agents shall not be responsible for errors or omissions contained herein.

These specifications, except as hereinafter provided, shall apply to public roads, roads developed in conjunction with the platting of subdivisions, and private-common-use (PCU)roads within subdivisions approved after the effective date of this ordinance as defined in Camas County Subdivision Ordinance, which regulates subdivision development, and major revisions or additions to existing subdivisions shall be subject to the Street Construction Standards adopted by this ordinance. The provisions of this ordinance shall not apply to any roads situated on lands owned by the State of Idaho or the United States except to

the extent the State of Idaho or the United States grants written permission to apply the provisions of this ordinance.

This ordinance addresses the County/Applicant relationship and it is recommended that Applicant have contract documents and specifications prepared to address the Applicant's relationship with his/her contractor or other agents.

SECTION ONE: GENERAL PROVISIONS

1.01 (A). All road construction (including bridges) servicing more than four (4) building sites, within the County of Camas, and all underground utility installation that involves work in a county road right-of-way shall be in accordance with these Street Construction Standards, standards set forth in the Camas County Subdivision Ordinance, the approved construction plans as prepared by an engineer, and all applicable federal, state and local regulations and specifications. The more stringent of any of these standards shall be the controlling standards or specifications.

(B). A Road Construction Permit shall be obtained from the Camas County Planning and Zoning Administrator's office before any work is commenced to construct roads, or bridges servicing more than four (4) buildings sites; or underground utility installation that involves work in a county road right-of-way. To obtain a permit the proposed construction work shall include construction plans stamped by an engineer licensed by the State of Idaho, and approved by the County Road and Bridge Supervisor.

(C.) A road construction permit shall be obtained from Camas County Road & Bridge for any installation that involves work in a County road right-of-way. To obtain a permit the proposed construction work may include construction plans stamped by an engineer licensed by the State of Idaho and approved by the County Road & Bridge Supervisor.

(D.) The Board shall establish a schedule of fees, charges, and expenses and a collection procedure for road permits. The schedule of fees shall be posted in the office of the Administrator and office of the Road & Bridge Supervisor, and may be altered or amended only by the Board. Until all applicable fees, charges, and expenses have been paid in full, no action shall be taken on any application.

(E). All testing and inspection shall be at the expense of the Applicant. The County Engineer and/or the County Inspector or an independent testing agency may perform inspections on behalf of Camas County.

(F). All construction shall be scheduled so that a minimum of inconvenience will result to the public. Where irrigation systems are encountered, normal water flow shall not be interrupted unless approved in advance in writing by all parties affected.

(G). All construction plans shall be prepared by a registered engineer and approved by the County Engineer prior to any construction.

(H). Upon completion of construction, "as built" drawings of record shall be submitted to the County Engineer. Two (2) complete sets shall be required for street and drainage construction.

(I). Camas County recognizes that these standard specifications may not cover all situations that might be encountered. Any supplemental specifications that the Applicant or County Engineer feel are necessary for the proper construction of a specific project shall be written at the Applicant's expense and approved by the County Engineer.

(J). In order to keep road cuts to a minimum, all road construction shall be coordinated by the developer with the installation of utilities including electricity, natural gas, cable TV, telephone, water and sewer lines.

(K). The Camas County Subdivision Ordinance and Camas County Zoning Ordinance, where applicable, shall control the requirements for location, widths and maintenance of streets and roads, public and private.

(L). Culverts may be required for all roads and driveways that intersect with public roads. The installation shall be as directed by the County Engineer and/or the Road & Bridge Supervisor. The diameter and length shall be as directed by County Engineer and/or Road & Bridge Supervisor, but in no case will the diameter be less than 12 inches.

(M). Any reference contained in these specifications to approvals required by the "Engineer" or to construction techniques or method needing "Engineer" approval that would have an impact on whether a project meets county standards and specifications shall require the approval of the County Engineer, as well as, the Applicant's "Engineer".

(N). Inspection and approval shall be mandatory at the following stages of construction and the applicant shall receive inspection approval by County Engineer or County Inspector prior to proceeding with other construction work, to wit:

1. After clearing, stripping and grubbing.
2. After placing any embankment.
3. After installation of the sub-base course.
4. After installation of base or leveling course.
5. After paving (if constructed).
6. After chip and seal process (if constructed).

The designation of the above as mandatory shall not affect other inspection requirements contained herein.

(O). Whenever these specifications refer to any method, product or material that is manufactured, sold or distributed by a single source, the Contractor may substitute an equivalent method, product or material with the approval of the County Engineer.

(P). Carsonite road markers may be required by Camas County Road & Bridge. Location and type to be determined by Camas County Road & Bridge Supervisor.

(Q). Warning and regulatory signs may be required by Camas County Road & Bridge. Location, size and type to be determined by Camas County Road & Bridge Supervisor.

(R). Road name signs will be required by Camas County Road & Bridge, identifying road name and road name of the public roadway being intersected. Both signs to be

placed on one sign-post. Location and orientation to be determined by Camas County Road & Bridge Supervisor.

1.02 DEFINITIONS

With regard to the construction and interpretation of this ordinance, unless the context clearly indicates otherwise, the following words and phrases shall have the meanings set forth below.

(A). APPLICANT: The individual, firm or corporation desiring to be issued a permit and upon issuance the permittee. References to the "contractor", "owner", "developer", and "permittee" all include within the meaning of each the "Applicant".

(B). APPROVED CONSTRUCTION PLANS: The official drawings and supplemental drawings approved by the County Engineer, or exact reproductions thereof, showing the location, character, dimensions, and details of the work to be done.

(C). CONTRACTOR: The individual, firm or corporation undertaking the work for which an application for permit has been made and issued.

(D). COUNTY ENGINEER: The county engineer of Camas County, Idaho, or authorized consulting engineer acting within the authority delegated to him by the County Commissioners.

(E). COUNTY INSPECTOR: The duly authorized representative of the Camas County Commissioners or by the County Engineer.

(F). ENGINEER: A engineer, duly licensed by the state of Idaho, working for the Applicant, or the engineer's authorized agent acting on behalf of and under the direction of the engineer.

(G). SPECIFICATIONS: The directions, provisions, and requirements pertaining to the method and manner of performing the work, to the kind and type of equipment, or to the qualities of materials to be furnished.

(H). STANDARDS AND TEST METHODS: All specifications and test methods of any society, association

or organization herein referred to shall be the latest standards and tentative standards that may be in force at the time the plans are approved. A partial list of said standards are as follows:

AASHO -- The American Association of State Highway Officials
AASHTO The American Association of State Highway and Transportation Officials.

ASTM -- The American Society for Testing Materials

ANSI -- American National Standards Institute (formerly ASA - American Standards Association)

(I). STREET: "Street" shall include the terms road, highway, and similar words for access rights of way. Road Service Classification shall be as defined below.

(1). Public Roads (also, County Roads) are those vehicular travel ways with right-of-way owned by Camas County or dedicated to public use or prescriptive easement and maintained by Camas County.
(2). Public Common Use (PCU) Collector Roads are vehicular travel ways which are privately owned but serve to provide access to more than 50 lots or Planned Unit Developments (PDU's)

(3). Public Common Use (PCU) Local Roads are vehicular travel ways which are privately owned, but serve to provide access to 50 or fewer lots.

(4). Public Common Use (PCU) Minor Roads are vehicular travel ways which are privately owned, but serve to provide access to 4 or fewer lots.

(5). Road easement requirements shall be established by defining road service potential based upon lots that may be accessed within the current subdivision and adjacent properties.

(J). DRAWINGS OF RECORD: The official drawings and supplemental drawings or exact reproductions thereof, showing the location, dimensions, elevations, and details of the work as completed.

1.03 QUALITY OF WORK AND MATERIALS

The County Engineer or Road and Bridge Supervisor will decide all questions which may arise as to the quality and acceptability of materials furnished and work performed and as to the rate of progress of the work; all questions which may arise as to the interpretation of the plans and specifications; all questions as to compliance with these standards and specifications.

1.04 CONFORMITY WITH PLANS AND SPECIFICATIONS

All work performed and all materials furnished shall be in conformity with the lines, grades, cross sections, dimensions and material requirements, including tolerances, shown on the plans or indicated on the specifications. In the event the County Engineer finds the materials furnished, work performed, or the finished product are not in conformity with the plans and specifications or have resulted in an inferior or unsatisfactory product, the work or materials shall be removed and replaced or otherwise corrected by and at the expense of the Applicant. Camas County has the option of deviating from these standards when approved by the Board of Commissioners.

1.05 REMOVAL OF UNACCEPTABLE AND UNAUTHORIZED WORK

All work that does not conform to the requirements of the contract will be considered unacceptable, unless otherwise determined acceptable under the provisions in Subsection 1.04. Unacceptable work, whether the result of poor workmanship, use of defective materials, damage through carelessness, or any other cause, found to exist prior to the final acceptance of the work, shall be removed immediately and replaced in an acceptable manner.

1.06 SOURCE OF SUPPLY AND QUALITY REQUIREMENTS

The materials used on the work shall meet all quality requirements of these specifications. At the option of the County Engineer and/or the Road and Bridge Supervisor, materials may be approved at the source of supply before delivery is started. If it is found after trial that sources of supply for previously approved materials do not

produce specified products, the Applicant shall furnish materials from other sources.

1.07 LOCAL MATERIAL SOURCES

(A). Possible sources of local materials may be designated on the plans. The quality of material in such deposits will be acceptable in general, but the Applicant shall determine for himself the amount of equipment and work required to produce a material meeting the specifications.

(B). When material deposits are not designated in the plans, the Applicant shall provide sources of material acceptable to the County Engineer and/or the Road & Bridge Supervisor.

(C). Any pits and quarries shall be authorized only in accordance with existing regulations in other applicable ordinances and if so permitted shall be excavated so that water will not collect and stand therein. Sites from which material has been removed shall, upon completion of the work, be left in a neat and presentable condition.

1.08 MATERIALS TESTING AND CONSTRUCTION INSPECTION.

(A). It shall be the responsibility of the Applicant to contact the County Engineer or County Inspector to act as a quality control inspector on behalf of Camas County.

(B). The Applicant shall have the engineer perform inspections on behalf of the Applicant. All costs of materials testing and inspection shall be at the expense of the Applicant. All test results shall be copied and given to the Camas County Road and Bridge Supervisor.

(C). The County Engineer and/or the Road & Bridge Supervisor are authorized to inspect all work done and all materials furnished. Such inspection may extend to all or any part of the work and to the preparation, fabrication or manufacture of the materials to be used. The County Inspector will not be authorized to issue instructions contrary to the plans and specifications, or to act as foreman for the contractor; however, he shall have authority to reject work or materials.

1.09 GUARANTEE: The Applicant and contractor shall, jointly, guarantee the quality and durability of all work for a period of two years from the time of acceptance by the County. The County may require the Applicant and/or contractor to post a performance bond for 150% of the estimated construction cost. The bond shall be effective throughout the specified guarantee period as required by the County.

SECTION TWO: STREET AND DRAINAGE CONSTRUCTION

2.01 SUBGRADE PREPARATION.

(A). All excavation, stripping, disposal, and compaction of subgrade necessary shall be done within the street right-of-way. The work shall include the removal and disposal of any minor structures or miscellaneous obstructions that are visible or are indicated on the plans which encroach upon or otherwise obstruct the work. The contractor at an approved disposal area shall dispose of all unsuitable material such as rocks and rubbish.

(B). All surface objects and all trees, stumps, roots and other protruding obstructions, not designated to remain, shall be cleared and/or grubbed, as required, except undisturbed stumps and roots and nonperishable solid objects which will be a minimum of three feet below subgrade or slope of embankments.

(C). Except in areas to be excavated, stump holes and other holes from which obstructions are removed shall be backfilled with suitable material and compacted in accordance with the following paragraph and Section 2.02.

(D). The top six (6) inches of subgrade shall be compacted to ninety-five percent (95%) of the maximum density as determined by AASHTO T-99 Method A or C, latest edition. Only subgrade material approved by the county engineer or his representative may be used.

(E). At all times, the top of the subgrade shall be kept in such condition that it will drain readily and effectively. In no case will vehicles be allowed to travel in a singe track. If ruts are formed, the subgrade shall be reshaped and recompacted to the required density. Storage or stockpiling of materials on the top of the subgrade will not be permitted. Until the subgrade has been checked and approved, no base, leveling course, or pavement shall be placed thereon. Inspection by Camas County shall be mandatory at this stage of construction.

2.02 EXCAVATION AND EMBANKMENT

This work shall consist of excavation, disposal or compaction of all material not being removed under some other items that is encountered within the limits of the work necessary for the construction of the roadway in accordance with the specifications and in reasonably close conformity with the lines, grades, thickness and typical cross sections shown on the plans.

2.02.01 Excavation

(A). The excavation for the roadway, intersections and entrances shall be finished to reasonably smooth and uniform surfaces. Excavation operations shall be conducted so that material outside of the limits of slopes

will not be disturbed. Prior to beginning excavation, grading, and embankment operations in any area, all necessary clearing and grubbing in that area shall have been performed in accordance with Section 2.01.

(B). Unless otherwise specified by County Engineer or Road and Bridge Supervisor, material classified as rock shall be excavated to a minimum depth of six inches below subgrade within the limits of the roadbed, and the excavation backfilled with material designated on the plans or approved by the County Engineer or Road and Bridge Supervisor.

(C). Where excavation to the finished graded section results in a subgrade or slopes of unsuitable soil, the County Engineer or Road and Bridge Supervisor may require the contractor to remove the unsuitable materials and backfill to the finished graded section with approved material.

(D). The County Engineer or Road and Bridge Supervisor may designate as unsuitable those soils that cannot be properly compacted in embankments. All unsuitable material shall be disposed of as directed.

(E). When the location of unstable soil is shown on the plans, the removal and replacement shall be as shown.

2.02.02 Embankment Construction:

(A). Embankment construction shall consist of constructing roadway embankments, including preparation of the areas upon which they are to be placed; the placing and compacting of approved material within roadway areas where unsuitable material has been removed; and the placing and compacting of embankment material in holes, pits and other depressions within the roadway area. Only approved materials shall be used in the construction of embankments and backfills.

(B). Where an embankment of less than four feet below subgrade is to be made, all sod and vegetable matter shall be removed from the surface upon which the embankment is to be placed. This area shall then be compacted to the same density required for the embankment. Wherever a compacted road surface containing granular materials lies

within three feet of the subgrade, such old road surface shall be scarified to a depth of at least six (6) inches. This material shall be compacted to the same density required for the embankment.

(C). Roadway embankment of earth material shall be placed in horizontal layers not exceeding eight inches (loose measurement) and shall be compacted as specified using compacting equipment before the next layer is placed. The County Engineer or Road and Bridge Supervisor may allow greater lift thickness providing proper density and uniformity is obtained. Effective spreading equipment shall be used on each lift to obtain uniform thickness prior to compacting. Water shall be added or removed, if necessary, in order to obtain the required density. Construction equipment shall be routed uniformly over the entire surface of each layer.

(D). When the excavated material consists predominantly of rock fragments of such size that the material cannot be placed in layers of the thickness prescribed without crushing, pulverizing or further breaking down the pieces resulting from excavation methods, such material may be placed in the embankment in layers not exceeding in thickness the approximate average size of the larger rocks, but not greater than three feet. Each layer shall be leveled and smoothed with suitable leveling equipment and by distribution of spoils and finer fragments of earth. Rock lifts shall not be constructed above an elevation two feet below the finished subgrade.

(E). The determination of in-place density shall be made in accordance with methods and procedures approved by the County Engineer. Inspection by Camas County shall be mandatory at this stage of construction.

2.02.03 Guarantee: The Applicant and contractor, jointly and severally, are responsible for all damage that may occur due to settlement of earth or rock fills, or structure backfill for a period of two years following completion of the earthwork operations. All repairs shall be as specified by the County. Completion of repairs as specified by the County will constitute satisfaction of the guarantee requirements. Such satisfaction will not negate the guarantee of work in other areas.

2.03 GRAVEL BASE COURSE

The Applicant shall furnish and place on the prepared subgrade one (1) or more courses of approved gravel in conformity with Camas County Standard Drawings and Standard Specifications, and to the lines and grades established. The gravel shall be compacted to ninety-five percent (95%) of the maximum density as determined by AASHTO T-99, latest edition.

2.03.01 Uncrushed Aggregate Subbase:

(A). Material shall consist of hard, durable particles or fragments of stone, gravel or other similar materials mixed or blended with sand, stone dust, or other similar binding or filler materials produced from approved sources to provide a uniform mixture complying with the requirements of these specifications as to graduation, soil constants, and capability of being compacted into a dense and well bonded base. All oversize stones, rocks, and boulders occurring in the pit or quarry material shall be screened out or removed and wasted; those acceptable quality may be crushed and become a part of the base material, provided the blend meets the specified gradations.

(B). That portion of the material retained on the No. 4 sieve shall have a percent of wear of not more than 50 at 500 revolutions as determined by AASHTO T-96 (Los Angeles Abrasion Test).

(C). The maximum compacted thickness of any one layer shall not exceed six inches. When vibrating or other approved types of special compacting equipment are used, the compacted depth of a single layer of the base course may be increased to eight inches upon approval.

(D). Immediately following spreading and final shaping, each layer of surfacing shall be compacted to at least 95% of the standard density before the next succeeding layer of surfacing or pavement is placed thereon.

(E). Vibrating compactors and/or rollers shall be adequate in design and number to provide compaction and

obtain the specified density for each layer while still moist. Mist spray of water shall be applied as needed to replace moisture lost by evaporation. The completed layer shall have a smooth, tight, uniform surface reasonably true to the line, grade, and crossing section.

(F). When, in the opinion of the engineer or the County Engineer or Road and Bridge Supervisor, the weather is such that satisfactory results cannot be obtained, the contractor shall suspend operations until the weather is favorable. No surfacing materials shall be placed in snow, or on a soft, muddy or frozen subgrade.

2.03.02 Crushed Aggregate Subbase

(A). When crushed stone is used the material shall consist of both fine and coarse fragments of crushed stone or crushed gravel, blended if required, with soil, sand, screenings or other similar approved materials. The completed mixture of aggregates shall compact into a dense and well-bonded base.

(B). The crushed gravel or stone shall consist of hard durable particles or fragments of stone, free from an excess of flat, elongated, soft or disintegrated pieces, dirt, or other objectionable matter, and shall have a percent of wear of not more than 50 at 500 revolutions as determined by AASHTO T-96 (Los Angeles Abrasion Test.) The Los Angeles Abrasion loss shall not exceed 40% and the sand equivalent shall not be less than 30%. Crushed glass may also be used upon approval of the County Engineer.

(C). Glass cullet may be utilized in gravel leveling course and sub-base course provided it is uniformly mixed throughout and meets the following schedule:

CULLET APPLICATIONS

Use	Maximum Cullet Content % Compaction	Maximum Debris Level	Minimum %
Base Course	15%	5%	95%
Sub-base	30%	5%	95%

The Modified Proctor Test, ASTM D 1557, shall determine the maximum dry density of cullet-aggregate mixtures.

(D). The method used in production shall be such that the percentage of fractured particles occurring in the finished product shall be as nearly constant and uniform as practicable. The crushing shall result in a product that at least 50 percent of the material passing a 2 inch sieve and retained on a No. 4 mesh sieve will have at least one fractured face. If necessary, to meet this requirement or to eliminate an excess of fine, uncrushed particles, gravel shall be screened before crushing

(E). Crushed slag that is air-cooled, blast-furnace slag consisting of angular fragments reasonably uniform in density and quality, and reasonably free from thin or elongated pieces, dirt or other objectionable matter, may be substituted provided it meets the same Los Angeles abrasion loss and sand equivalent specifications for crushed stone as specified above, and weighs not less than sixty (60) pounds per cubic foot.

(G). When using crushed stone, the contractor shall use crushed aggregate conforming to the following gradations:

PERCENTAGE BY WEIGHT PASSING SIEVES

Sieve Size	Percentage
2-inch	100
3/4-inch	70 - 85
1/2-inch	60 - 80
3/8-inch	55 - 75
No. 4	35 - 60
No. 10	25 - 45
No. 50	10 - 25
No. 200	2 - 10

The aggregate, as spread, shall be of uniform graduation with no segregation or pockets of fine or course materials.

(H). After conditioning and spreading, the aggregates shall be thoroughly compacted by rolling. The rolling shall continue until the stone is thoroughly set and until creeping of the stone ahead of the roller is no

longer visible. In areas inaccessible to rollers, the aggregated material shall be compacted with mechanical tampers.

(I). The Applicant has the option of substituting three-quarter (3/4) inch minus gravel meeting the requirements of Section 2.04 of these Standard Specifications. Inspection by Camas County shall be mandatory at this, as every, stage of construction.

2.03.03 Guarantee: The Applicant and contractor, jointly and severally, are responsible for all damage or failure that may occur from loss of base stability within a period of two years following completion of construction. Repair or replacement of the base shall be as specified by the County. Completion of repairs, as specified, will satisfy the requirements of the guarantee.

2.04 SELECT GRAVEL LEVELING COURSE

The Applicant shall furnish and place on the prepared base course a four (4) inch course of three-quarter (3/4) inch minus crushed gravel or rock in conformity with the plans and in accordance with the Camas County Standard Road and Street Drawings and these Standard Specifications to the lines and grades established. The gravel shall be compacted to ninety-five percent (95%) of the maximum density as determined by AASHTO T-99, latest edition, and shall meet the same Los Angeles abrasion and sand equivalent requirements as specified in Section 2.03 of these Standard Specifications.

2.04.01. Construction Methods:

(A). Immediately prior to the placing of the base course, the surface of underlying subgrade, subbase, or base course shall be bladed smooth and shaped to the cross section as shown on the plans before the base course is placed on the street. No base course shall be placed upon untested wet or muddy subgrade, or subbase course. At least one street of finished and accepted subgrade, subbase or base course shall be completed in advance of the placing of any base course.

(B). The material shall be mixed and placed in horizontal layers of not more than 6 inches loose thickness except as allowed by the Engineer. The depositing and spreading of the material on the prepared subgrade, or on a completed subbase or base course layer, shall commence at the point farthest from the point of loading, unless otherwise directed, and shall progress continuously without breaks. Hauling over the subgrade, or over any subbase course completed or in the process of construction will not be permitted at such times and in such manner as to be detrimental to the subgrade, subbase or base course. The material shall be deposited and spread in a uniform layer without segregation of size to such loose depth that when compacted, marking due allowance for any filler that is to be blended on the road, the layer will have the required thickness. Spreading shall be from spreader boxes, or moving vehicles equipped to distribute the material in a uniform layer. When more than one layer is required, the construction procedure described shall apply to each layer. Each layer shall be bladed smooth and thoroughly compacted as hereafter specified before the succeeding layer is placed.

(C). Binder, when required, may be added at the plant or on the roadway. If added on the roadway, the binder shall be spread uniformly across the roadway over the loosely spread base course layer in the amounts directed. It shall then be thoroughly blended and mixed into the surfacing material by approved methods and equipment. Where the depth of the course is four inches or less, the binder shall be processed into the entire depth. Where the depth of the course exceeds four inches, the binder shall be processed into not less than the upper four inches.

(D). After the base course material has been spread, it shall be thoroughly blade mixed to the full depth of the layer by alternately blading the entire layer to the center and back to the edges of the street.

(E). Prior to and during the mixing operation, if required, water shall be added to the material as directed by the Engineer, or in such amounts that the entire mass during mixing is wetted without material segregation or producing a washing effect on the base material or the subbase material. The water-spreading device shall be an approved type, providing uniform water distribution.

(F). Materials placed shall be compacted to the full width by rolling with approved tamping or power rollers. Any irregularities or depressions that develop under rolling shall be corrected by loosening the material in these places and adding or removing material, as the case may require, until the surface is smooth and uniform. Where the next course will be an asphalt base course, or asphalt surface course, the final rolling on the subbase course shall be made with an approved self-propelled steel wheeled roller.

(G). After the compaction, as hereafter specified, has been completed, the surface shall be bladed with a blade or motor grader. Blading and compacting shall be performed alternately as required or directed to maintain a smooth, even, uniformly compacted surface until the final inspection. Along curbs, headers, manholes, and similar structures and at all places not accessible to the roller, the subbase course material shall be tamped thoroughly with approved mechanical tampers or hand tampers to obtain a density conforming to the compaction requirements.

(H). The contractor shall use crushed aggregate conforming to the following gradations:

PERCENTAGE BY WEIGHT PASSING SIEVES

Sieve Size	Percentage
3/4-inch	100
1/2-inch	75 - 95
3/8-inch	65 - 85
No. 4	40 - 65
No. 10	25 - 50
No. 50	10 - 25
No. 200	2 - 10

The aggregate shall be conditioned, spread, and compacted in accordance with the requirements of Section 2.04 of these Standard Specifications. Inspection by Camas County shall be mandatory at this stage of construction.

(I). Glass cullet may be utilized in the gravel leveling course and sub-base course provided it is

uniformly mixed throughout and meets the following schedule:

CULLET APPLICATIONS

Use	Maximum Cullet Content % Compaction	Maximum Debris Level	Minimum %
Base Course	15%	5%	95%
Sub-base	30%	5%	95%

The Modified Proctor Test, ASTM D 1557, shall determine the maximum dry density of cullet-aggregate mixtures.

2.04.01 Guarantee: The Applicant and contractor, jointly and severally, are responsible for all damage or failure that may occur from loss of base stability provided by the leveling course within a period of two years following completion of construction. Repair or replacement of the leveling course shall be as specified by the County. Materials and workmanship shall be as specified by the County. Completion of repairs, as specified, will satisfy the requirements of the guarantee.

2.05 3-INCH PLANT MIX PAVEMENT

2.05.01 General:

(A). The Applicant may, at the discretion of the Camas County Commissioners, furnish and apply an asphalt prime coat of MC-70 and a 3-inch thick compacted surface course composed of mineral aggregate and bituminous material, mixed in an approved central plant, constructed in one course on the prepared base in conformity with the approved construction plans and in accordance with the Camas County Standard Drawings and these Standard Road and Street Specifications to the lines and grades established.

(B). The prime coat shall be applied to the surface of the base gravel at a minimum rate of 0.30 gallons per square yard and at a temperature of 105 to 175 degrees Fahrenheit.

(C). Immediately before applying the prime coat, the surface to be primed shall be cleaned of all dirt and loose materials by means of blowers or power brooms, supplemented by hand brooming if necessary. The surface on which the asphalt material is to be applied shall be brought to a smooth and well compacted condition, true to grade and free from ruts, standing water, and inequalities. Application shall be made when the surface is dry or slightly damp and, unless otherwise permitted by the Engineer, when the air temperature in the shade is not less than 50 degrees Fahrenheit.

(D). Asphalt material shall be applied at the rate or rates directed by the Engineer, which will be within the ranges specified above and at a minimum temperature of 105 degrees F. and a maximum temperature of 175 degrees F. Any prescribed application to prevent the asphalt from flowing off the surface, and additional asphalt material may be applied where surface conditions indicate it to be necessary, if the Engineer so directs.

(E) The bituminous materials shall be applied to the base material at a pressure between 25 to 75 pounds per square inch.

(F). Before beginning application, building paper shall be spread over the surface, from the joint back for a sufficient distance for the sprayer bar to begin spraying and be operating at full force when the surface to be treated is reached. After the asphalt is applied the building paper shall be removed and destroyed. The spray bar shall be shut off instantaneously at each construction joint to assure a straight line and full application of asphalt prime up to the joint. If necessary to prevent dripping, a drip pan shall be inserted under the nozzle when the application is stopped. A hand spray shall be used to apply primer material necessary to touch up all spots unavoidably missed by the distributor.

(G). The surfaces of structures and trees adjacent to the area being treated shall be protected in such manner as to prevent their being spattered or marred. The Applicant shall be responsible for any damage to surfaces caused by the spraying operation. Asphalt material shall not be discharged into borrow pits or gutters.

(H). After the prime coat has been applied, it shall be left undisturbed for a period of not less than 24 hours. Any excess asphalt material remaining on the surface after 24 hours shall be blotted with aggregate before the surface is opened to any kind of traffic. Aggregate for blotter shall conform to the following gradation:

SIEVE SIZE	% PASSING
No. 4	40 - 100
No. 2000	0 - 16

(I). The Applicant shall maintain the surface until the surfacing has been placed. Maintenance shall include spreading any additional sand necessary to prevent adherence of asphalt material to the tires of vehicles using the surface, and patching any breaks in the surface with additional bituminous material. Any area of surface that has become fouled by traffic, or otherwise, shall be cleaned before the next course above is placed thereon. Prior to placing the surface course, all excess and/or loose sand used for blotter, shall be swept from the surface.

(J). The Applicant, at his own expense, shall arrange well in advance of the plant mix production to have two (2) sacks of samples tested for a job mix formula by an independent laboratory based upon the following in place job mix criteria:

a. Marshall Stability Minimum = 750
b. Flow, 1/100 inches = 8 - 16
c. Percent Voids = 3 - 6%
d. Percent Voids Filled = 70 - 85%
e. Immersion Compression Retained Strength = 75% min.

The job mix formula shall be designated in accordance with ASTM D 1559 Standard Method of test for Residence to Plastic Flow of Bituminous Material using the Marshall Method.

(K). The Applicant shall be responsible for providing information concerning the need for anti-stripping additive as determined by an independent laboratory using AASHTO test methods T 165 and T 182, latest editions.

(L). The job mix formula, along with the laboratory test results, shall be submitted to the county engineer ten (10) days prior to the production of plant mix pavement. The county engineer must approve the job mix in writing prior to pavement placement. All costs for sampling and testing of the plant mix pavement shall be at owner/developer or contractor expense.

(M). The Applicant shall compact the mix to a density of at least ninety-five percent (95%) of maximum density as based on the Marshall Method.

(N). The grade of asphalt cement to be used shall be AC-10 (Viscosity Graded). The asphalt cement used shall comply with and be in accordance with Subsection 702.01 of the 1990 State of Idaho Transportation Department, Division of Highways, Standard Specifications for Highway Construction, and the most recent supplemental specifications thereto. The Applicant will submit certifications to the county engineer certifying the conformance of the asphalt material.

(O). The material aggregate shall meet the following gradation requirements unless otherwise accepted by the county engineer:

PERCENTAGE BY WEIGHT PASSING SIEVES

Sieve Size	Percentage
3/4-inch	100
1/2-inch	75-95
3/8-inch	65-85
No. 4	40-65
No. 10	25-50
No. 50	10-25
No. 200	2-10

The above gradations represent the extreme limits that shall determine the suitability of aggregate for use. The final gradation shall be determined from the job mix formula, and approved by the county engineer, and shall not

vary from the low limits on the screen to the high limits on the adjacent screen, or vice versa.

2.05.01.01:

(A). If the project involves laying an asphalt roof on top of an existing asphalt mat to be overlaid, the following tack coat shall be required, and the construction methods followed before the new asphalt mat is applied.

(B). The asphalt tack coat shall consist of a light application diluted, slow-breaking SS-1, SS1h, CSS-1 or CSS-1h asphalt emulsion to ensure bond between the surface being paved and the overlying course. Immediately before applying the tack coat, the surface to be tacked shall be cleaned of all dirt and loose materials by means of blowers or power brooms, supplemented by hand brooming if necessary.

(C). Application shall be made when the surface is dry, or slightly damp and, unless otherwise permitted by the Engineer, when the air temperature in the shade is not less than 50 degrees F.

(D). The asphalt emulsion, SS-1, SS1h, CSS-1 or Css-1h shall be diluted with water at the rate of one-part emulsion to one-part water. The diluted emulsion shall be applied by means of a pressure distributor at the rate of 0.1 gallon per square yard, and at the temperature directed by the Engineer.

(E). Before beginning application, building paper shall be spread over the surface, from the joint back, for a sufficient distance for the spray bar to begin spraying and be operating at full force when the surface to be treated is reached. After the asphalt is applied, the building paper shall be removed and destroyed. The spray bar shall be shut off instantaneously at each construction joint to assure a straight line and the full application of asphalt prime up to the joint. If necessary, to prevent dripping, a drip pan shall be inserted under the nozzle when the application is stopped. A hand spray shall be used to apply primer material necessary to touch up all spots unavoidably missed by the distributor.

(F). After the tack coat has been applied, it shall be left undisturbed until the asphalt emulsion has

"broken", generally within 30 minutes of application. After the emulsion has broken, the next pavement course shall be placed.

(G). Operations shall be scheduled so that all tack coat placed shall be covered with the asphalt-paving course in the same day.

2.05.02 Spreading and Finishing:

(A). The mixture shall be laid upon an approved surface. Pavers shall be used to distribute the mixture either over the entire width or over such partial width as may be practicable. When the width of a surface course of pavement is such that two lays of the paving machine are required and traffic is not being carried through the work, the pavement shall be placed in equal lengths each day so that no cold longitudinal joint will result. If traffic is being carried through the work, a cold joint will be permitted.

(B). When the width of a surface course of pavement is such that three lays or more of the paving machine are required, two of the lays shall be placed in equal lengths each day so that only one cold longitudinal joint will result. The cold joint shall be either at the centerline or not more than two feet from the center of a travel lane.

(C). A cold joint is defined as a joint between lays not constructed in the same day.

2.05.03 Edge of Mat: The shoulder at the edge of the mat shall be graded level with the top of the mat for at least two (2) feet from the edge of the mat. The edge of the asphalt mat shall be rolled round with the use of a rubber-tired roller.

2.05.04 Joints: Placing of the paving mixture shall be as continuous as possible. Rollers shall not pass over the unprotected end of a freshly laid mixture unless authorized by the engineer. Cutting back on the previous run to expose the full depth of the course shall form transverse joints. A brush load of SS-1 emulsified asphalt shall be used on contact surfaces of transverse joints and cold longitudinal joints just before additional mixture is placed against the previously rolled material.

2.05.05 Rolling:

(A). Unless otherwise directed, the initial or breakdown rolling shall consist of one complete coverage of the paving mixture performed with a two-axle tandem roller. The initial or breakdown rolling shall be followed by three complete coverages with a pneumatic-tire roller while the temperature of the mixture is at or above 140 degrees Fahrenheit. The final rolling shall be performed in such a manner that cracking, shoving, or displacement will be avoided. Final rolling shall be completed the same day the pavement is placed.

(B). Unless otherwise directed, rolling shall begin at the sides and proceed longitudinally parallel to the road centerline, each trip overlapping one-half the roller width. When paving in echelon or abutting a previously placed lane, the longitudinal joint should be rolled first followed by the regular rolling procedure. On super-elevated curves, the rolling shall begin at the low side and progress to the high side by overlapping of longitudinal trips parallel to the centerline.

(C) Any displacement occurring as a result of the reversing of the direction of a roller or from other causes shall be corrected at once by the use of rakes and addition of fresh mixture when required. Care shall be exercised in rolling not to displace the line and grade of the edges of the pavement.

(D). To prevent adhesion of the mixture to the rollers, the wheels shall be kept properly moistened with water or water mixed with very small quantities of detergent or other approved material. Excess liquid will not be permitted.

(E). Along forms, curbs, headers, walls, and other places not accessible to the rollers, the mixture shall be thoroughly compacted with hot hand tampers, smoothing iron, or with mechanical tampers. On depressed areas a trench roller may be used, or cleated compression strips may be used under the roller to transmit compression to the depressed area.

2.05.06 Hauling Equipment: Trucks used for hauling plant mix materials shall have tight, clean, smooth

metal beds. When necessary, each truck shall have a cover of canvas or other suitable material of such size as to protect the mixture from the weather. When necessary so that the mixture will be delivered on the road at the specified temperature, truck beds shall be insulated and covers shall be securely fastened.

2.05.07 Pavers:

(A). Pavers shall be self-propelled units, provided with an activated screed or strike-off assembly, heated if necessary, and capable of spreading and finishing courses of plant mix material in lane widths applicable to the specified typical section and thickness shown on the plans.

(B). The paver shall be equipped with receiving hopper having sufficient capacity for a uniform spreading operation. The hopper shall be equipped with a distribution system to place the mixture uniformly in from of the screed.

(C). The screed shall be equipped with automatic controls that will make adjustment in both transverse and longitudinal directions. The sensing device shall be adaptable to picking up grade information from a string line, rail, ski, or adjacent strip of pavement. In the event of failure of the automatic controls, the contractor will be permitted to finish the day's run using manual controls, but he will not be permitted to resume operations until the controls are repaired.

(D). When laying mixtures, the paver shall be operated at forward speeds consistent with satisfactory laying of the mixture.

(E). The minimum ambient temperature for laying plant mix pavement shall be 35 degrees Fahrenheit and rising. The lay down mix temperature shall be 260 to 300 degrees Fahrenheit.

(F). The surface shall be tested by a ten (10) foot straightedge applied both parallel and at right angels to the centerline of the road. The variation of the surface from the testing edge of the straightedge between any two (2) contacts with the surface shall not exceed one-quarter (1/4) inch.

(G). Test for conformity shall be made immediately after initial compaction and removing or adding materials as may be necessary shall correct variations. Rolling shall then be continued as specified. After final rolling, the smoothness of the course shall be checked again and any irregularity of the surface exceeding the above limits and any area defective in texture, compression, or composition shall be corrected, including removal and replacement of unsatisfactory material at the contractor's expense, as directed by the engineer or county inspector.

(H). Provision may be made with Camas County for application of a chip and seal coat over the asphalt mat at such time as the Board deems proper. This provision shall include a performance bond for 150% of the estimated cost of the work or payment to the county to enable the county to do the work.

(I). Inspection by Camas County shall be mandatory at this and every stage of construction.

2.05.08 Guarantee: The Applicant and contractor, jointly and severally, are responsible for any damage or failure, progressive or fatal, of the plant mix surfacing for a period of two (2) years following completion of construction. This shall include any deformation of the roadway cross-section or profile. Replacement or repair of the unsatisfactory areas shall be as specified by the County. The completion of the repairs, as specified, will satisfy the requirements of the guarantee.

2.06 SEAL COAT

2.06.01 Scope: This work is the application of a seal coat of asphalt and a cover coat of crushed aggregate chips to a primed and leveled leveling course or to a plant mix pavement course.

2.06.02 Materials: The seal coat material shall be CRS-2 emulsion, SS-1 asphalt emulsion conforming to the current ASTM or AASHTO specifications as stated in the "Specifications for Asphalt Cements and Liquid Asphalts" published by the Asphalt Institute. The cover coat shall crushed grade washed aggregate and have the following gradation:

Sieve Designation	% Passing by Weight
1/2 inch	100%
3/8 inch	95 - 100%
No. 4	10 - 30%
No. 8	0 - 15%
No. 200	0 - 2%

2.06.03 Workmanship:

(A). The materials shall be placed at 0.30 gallons per square yard for emulsions or 0.25 gallons per square yard for cutback asphalts. The work shall be performed during dry weather with temperatures of at least 60 degrees Fahrenheit. The equipment shall be capable of applying the material with a pressure range of 25 to 75 psi. The temperature range for the asphaltic materials shall be:

(1). SS-1 emulsion, 75 degrees - 130 degrees, and

(2). CRS-2 emulsion 110 - 160 degrees for spraying. At no time shall the emulsion be allowed to overheat, freeze, or be mishandled in such a manner as to allow the emulsions to separate before or during the spraying application.

(B). The cover coat shall be applied at a rate of 25 pounds per square yard. The cover coat materials shall be uniformly spread and shall be uniformly rolled until no more aggregate can be worked into the surface.

(C). A minimum of one pneumatic-tire roller shall be used. The pneumatic-tire roller shall be self-propelled and the gross load adjustable to apply 200 to 350 pounds per inch of rolling width as directed. Tire pressure or contact pressure may be specified for pneumatic-tire rollers. The roller shall not be operated at speed in excess of 8 miles per hour for the first coverage, nor in excess of 16 miles per hour for subsequent coverages.

(D). One self-propelled aggregate spreader of approved design supported by at least 4 wheels equipped with pneumatic-tires on 2 axles shall be used. The

aggregate spreader shall be equipped with means of applying the larger cover coat material to the surface ahead of the smaller cover coat material and with positive controls so that the required amount of material will be deposited uniformly over the full width of the asphalt.

(E). Approaches shall be sealed before sealing the adjacent roadway. Asphalt shall not be spread until the surface has been cleaned as required, and the selection to be sealed has been approved. Asphalt shall be applied by means of a pressure distributor in a uniform, continuous spread over the section to be treated and within the temperature range specified. The quantity of asphalt to be used per square yard shall be as directed. If the texture of the surface is such that asphalt penetrates too rapidly, a preliminary application of from 0.05 to 0.10 gallon per square yard of surface may be required in addition to that required in (1) above.

(F). A strip of building paper at least 3 feet in width and with a length equal to that of the spray bar of the distributor plus 1 foot shall be used at the beginning of each spread. If the cut off is not positive, the use of paper may be required at the end of each spread. The paper shall be removed and disposed of in a satisfactory manner. The distributor shall be moving forward at proper application speed at the time the spray bar is opened. Any skipped areas or deficiencies shall be corrected. Junctions of spreads shall be carefully made to assure a smooth riding surface. The distribution of asphalt shall not vary by more that 15 percent transversely from the average, nor more than 10 percent longitudinally from the specified rate of application as determined by Idaho T-80. At the option of Camas County, distributors may be prequalified each season.

(G). The length of spread of asphalt shall not be in excess of that which trucks loaded with cover coat material can immediately cover.

(H). The spread of asphalt shall not be more than 6 inches wider than the width covered by the cover coat material from the spreading device. Under no circumstances shall operations proceed in such manner that the asphalt will be allowed to chill, set up, dry, or otherwise impair retention of the cover coat material. The distributor, when

not spreading, shall be parked so that the spray bar or mechanism will not drip on the surface.

(I). Immediately following the application of the asphalt, cover coat material shall be spread in quantities as designated. Spreading shall be accomplished in such a manner that the tires of the trucks or aggregate spreader at no time contact the uncovered asphalt.

(J). The cover coat material shall be moistened with water to eliminate or reduce the dust coating of the aggregate.

(K). Immediately after the cover coat material is spread, deficient areas shall be covered by additional material. Rolling shall begin immediately behind the spreader and shall be continued until 4 complete coverages are obtained. Rolling shall be completed the same day the seal coat is applied. Any roller speed that displaces or turns cover coat material shall be reduced.

(L). After the application of the seal coat, the surface shall be maintained for a period of 4 days or as directed. Maintenance of the surface shall include the distribution of approved reject material over the surface as directed to absorb any free asphalt. The maintenance shall be conducted so as not to displace imbedded material. Excess material shall be swept from the entire surface by means of rotary brooms. In curb and gutter sections, excess material shall be picked up and disposed of as directed.

(M). The brooms shall be in good condition and capable of sweeping a path at least 70 inches wide without loosening or displacing embedded materials. The surface shall be swept when ordered.

(N). Where brooming operations could create dust to the extent that it would violate air pollution regulations or create a safety hazard, the surface of the roadway to be swept shall be lightly sprayed with enough water to prevent dust from becoming airborne.

(O). Blotter material shall be used only upon approval of the engineer.

2.06.04 Time of Application: Seal coating shall be done during the construction season following completion

of the road surface unless otherwise determined by County Engineer, County Commissioners, or Road and Bridge Supervisor.

2.06.05 Progress and Control: The engineer shall inspect the surface after each application, and upon approval, subsequent courses shall be applied.

2.07 ROAD CROSS SECTIONS:

Engineers' Drawings: Engineer's drawings, dated the 1st day of February, 2009, are part of this ordinance:

Construction to comply with Camas County Road Standard Drawings or Idaho Standards for Public Works (ISPWC) as approved by Camas County Engineer and/or Road & Bridge Supervisor.

Sheet 1 -- Camas County Gravel Road Standards
Sheet 2 -- CC Asphalt Road Standards
Sheet 3 -- CC Underground Utility Location Standards
Sheet 4 -- CC Rural Driveway Approach
Sheet 5 -- CC Typical Hammerhead Detail
Sheet 6 -- CC Road Crossing Standards (Trench Detail)
Sheet 7 -- Private Road Standard

SECTION THREE: ROAD CUTTING AND PATCHING

SECTION 3.01: This section covers road and street cuts for installation and repairing of utilities. Road cutting will only be permitted where "boring" or "pushing" methods have been shown to be unfeasible. The materials and workmanship, unless otherwise specified, shall conform to the applicable portions of these Camas County Standard Road and Street Specifications, 1996 edition, and/or as amended.

3.01.01 Additional Requirements:

(A). The Applicant shall take all precautionary measures for protection of all utilities. Included shall be coordination of efforts with utility owners prior, during, and following the actual excavation, boring, and pushing.

(B). All cable or other installations shall be placed a minimum of eight (8) feet horizontally from the shoulder of the road (inner edge of borrow pit) at a minimum depth of 36 inches. As an alternative, cable may be placed below the lowest point of the borrow pit at a minimum depth of 36 inches. Cable shall be diverted three (3) feet around the culverts.

(C). Pedestal boxes shall be placed a minimum of 12 feet from the shoulder of the road, or at existing fence lines, whichever is greater.

(D). One lane of traffic must be maintained at all times so that traffic can flow. Adequate safety measures shall be provided to protect the public.

(E). Paving must be cut with paving breaker and not pulled up with a backhoe.

(F). The Road and Bridge Supervisor shall be notified at least 48 hours in advance of beginning any work within the County road right-of-way.

(G). Backfilling to be done in not more than one-foot layers. A compactor must be used on each layer. Routing of machinery over the trench is not an acceptable compaction method. Mechanical compaction may be deleted where, in the opinion of the County, adequate compaction can be obtained by water settling only. Compaction of each layer shall be 100 percent of maximum density.

(H). On paved roads, three inches of Plant mix Asphalt Concrete must be installed with crown to be one inch higher than existing surrounding paving to compensate for additional settling that takes place from traffic pounding. Installation shall conform to Camas County Standard Road and Street Specifications.

(I). Road shoulders must be blended back in to conform to existing shoulders.

(J). Exposed water or sewer lines shall not be covered up until inspected and approved by a representative of the water or sewer departments having jurisdiction there over. Backfill for pipe base and pipe zone shall conform to Camas County Road and Street Specifications.

3.01.02 Quality Control.

(A). The Applicant shall notify the Road and Bridge Supervisor a minimum of 48 hours prior to beginning any work covered by this section. The Planning Department shall be notified, prior to backfilling operations to allow inspection of all utilities, bedding, joints, etc.

(B). Compaction tests shall be performed at location. Testing frequency shall be established prior to beginning work, but will normally be required on at least two layers of the backfilled material. A failing test will necessitate excavation, recompaction, and retesting. Copies of all tests shall be submitted to the County Engineer and Road and Bridge Supervisor.

(C). Testing may be accomplished by the sand, balloon, or nuclear methods.

(D). The asphalt surfacing shall be from an acceptable commercial source and shall be placed and compacted at a temperature above 184 degrees Fahrenheit.

(E). All testing shall be at the expense of the developer or contractor and payments for required testing shall be made directly to the testing agency. The County Engineer shall approve sampling and testing methods in advance. Copies of all tests reports shall be submitted to the County Engineer and Road and Bridge Supervisor.

3.01.03 Time Limitations.

(A). The Applicant or utility company shall have one week to complete a crossing. No construction of crossing shall be allowed on county roads from October 31 to May 1, except under extreme emergencies.

(B). One week prior to commencement of construction, maps showing the exact location of the project must be submitted to the County. These maps must be equal to or better than the Camas County Rural Addressing maps and will be part of the Right-of-Way Permit application.

SECTION FOUR: STREET AND DRIVEWAY GRADES AND WIDTHS

4.01. Public Streets.

(A). The right-of-way of all public streets shall not be less than a minimum of sixty (60) feet in width for other road classifications.

(B). All such streets shall have grades not exceeding seven (7%) percent grade, except with recommended approval of County Engineer the grade may be increased to no more than ten (10%) percent on straight sections

(C). The width of improved streets shall be as set forth in Section 2.07.

4.02. Private Streets. Private streets shall be planned and constructed according to the standards approved by the Camas County Commissioners at the subdivision approval process.

(A). Each plat reflecting proposed private roads shall contain the following statement:

"The purchaser and/or owner of this lot or parcel understands and agrees that private road construction, maintenance, and snow removal shall be the obligation of the owner, his successors in interest, or homeowners' association, and that Camas County is no way obligated to accept, maintain or improve these roads until the roads are brought up to county standards, dedicated, and accepted by the county, and that each owner shall notify in writing any successor in interest of these facts."

4.03 A. Each private road shall be regularly maintained in a manner suitable for safe, convenient, and

dependable ingress and egress for all properties served at all times, and shall at all times, be in a condition that meets the minimum standards of this ordinance.

B. Owners or developers of property to be serviced by a private road shall execute a road maintenance agreement that will be applicable to each property served by that road which document shall be binding upon future owners of the property and shall be deemed an obligation running with the land. Said agreement shall be recorded with the County Recorder.

C. A road maintenance agreement shall provide, as a minimum, that each property served by the road shall be responsible for paying its share of maintenance and improvement costs of the road; the method of determining each property's share and of assessing such costs to each property; and the responsibility of each property served by the road to pay its share of any costs that might be involved in improving the private road to County Road Commission standards, in the event conversion to a public road is contemplated or required. Maintenance of private roads shall include, but not be limited to, filling chuck holes, regradeing, repaving, resurfacing and the removal of snow.

4.04. Driveways. All driveways shall be constructed to a width and in a manner that provides adequate access for fire apparatus and other emergency vehicles as determined by the County Fire Official under the County ordinances, rules and regulations then in effect. A driveway shall mean a non-dedicated way across private property providing access to not more than one residential dwelling or lot and including permitted accessory uses. At the entrance of any driveway to any road subject to these Standards, there shall be a section of driveway not less than 20 feet long having a grade not steeper than 2% uphill or downhill to afford drivers of vehicles entering the roadway adequate opportunity to look for traffic before proceeding. Driveway entrances to roads shall be constructed with water bar humps or cross-drain swales to prevent surface water from entering the road surface from the driveway. This requirement shall be in addition to any culvert requirement as defined in foregoing sections of these Standards.

4.05. Private roads, not open to the public, shall not be allowed where there is a contemplated need for public access to adjacent lands.

SECTION FIVE: BRIDGES AND ROAD ACCESS

5.01 BRIDGES. Any bridge that services more than four (4) building sites is considered a street and is subject to the same standards as a public street. Furthermore, any bridge that services more than four (4) building sites shall be approved, and stamped by an engineer licensed in the State of Idaho, and the Road and Bridge Supervisor shall inspect its construction.

5.02 ROAD ACCESS. No platted subdivision of more than four (4) lots (also known as a major subdivision) shall be developed without access to a public street or private road built to such construction standards as set by the county. Should such county street or road not currently meet county standards, it shall be the responsibility of the property owner whose property is being developed to improve the street or road to county standards prior to building permits being issued.

SECTION SIX: RE-VEGETATION STANDARDS

6.01. As part of each application for permit, the Applicant shall submit a revegetation plan, appropriate in scope and scale, for the work for which the permit is sought. Native or native-compatible vegetation shall be preserved to the greatest extent possible. Low combustion plant species and drought resistant plant species shall be used where possible. The method for control and prevention of noxious weeds shall be submitted. Disturbed areas shall be revegetated immediately after completion of the improvements under the permit. Components of the revegetation plan shall include the techniques that will be used to insure the establishment of the proposed vegetation.