

APPENDIX

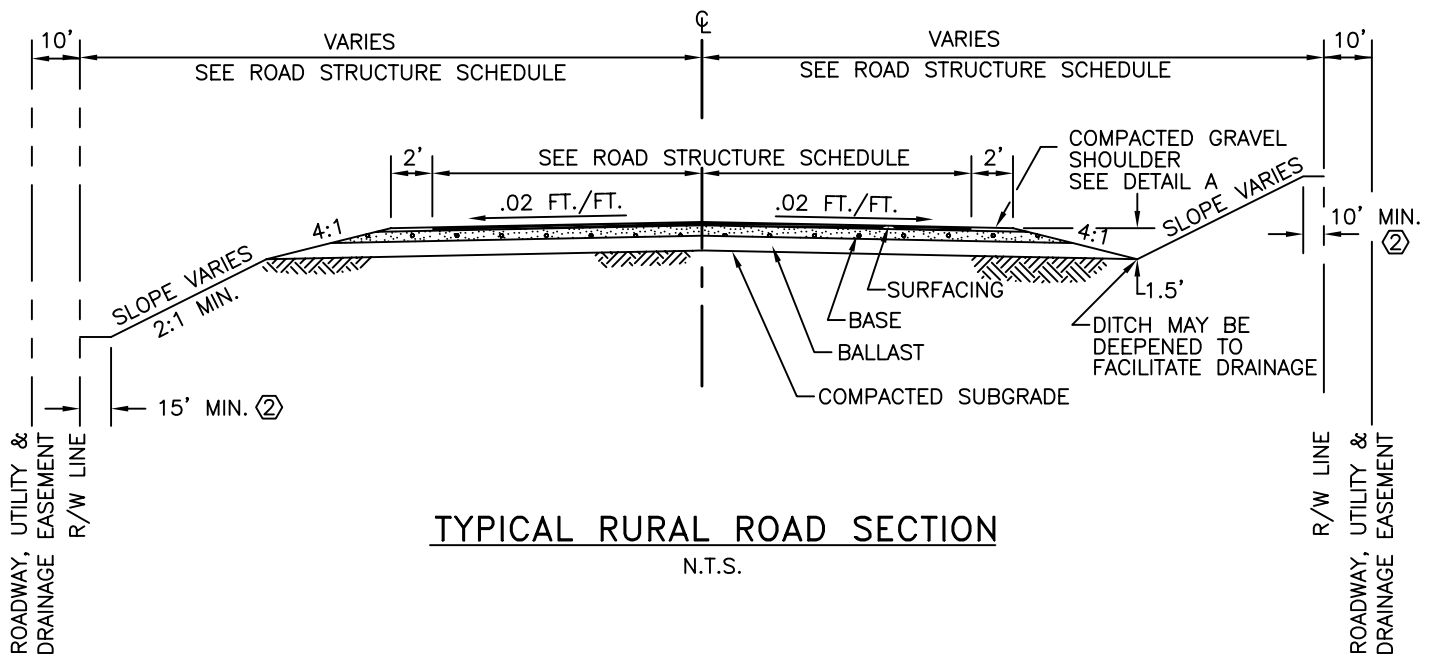
STANDARD DRAWINGS

SUPPLEMENTAL INFORMATION

STANDARD DRAWINGS

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| CLASS OF ROAD | BALLAST ^③ | BASE COURSE ^③ | PLANT MIX PAVEMENT ^③ | PAVEMENT WIDTH | RIGHT-OF-WAY WIDTH (FT) |
|-------------------|----------------------|--------------------------|---------------------------------|------------------------|-------------------------|
| ARTERIAL | 12" | 4" | 4" | 40' - 64' | 80 - 120 |
| COLLECTOR | 12" | 4" | 4" | 24' - 40' ^④ | 60 - 120 |
| LOCAL RESIDENTIAL | 12" | 4" | 2" | 22' - 28' ^④ | 60 |

NOTES:

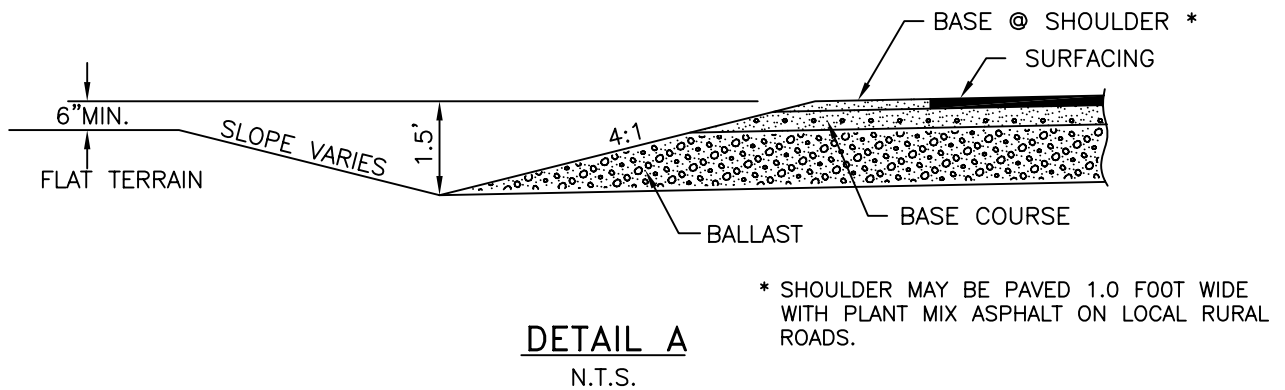
① ROAD STRUCTURE SECTIONS MAY VARY FOR POOR SOIL CONDITIONS. CHANGES TO THESE SECTION REQUIREMENTS WILL BE BASED ON A GEOTECHNICAL REPORT PREPARED BY A REGISTERED PROFESSIONAL ENGINEER. SEEDING OF ALL DENUDED AREAS WILL BE REQUIRED.

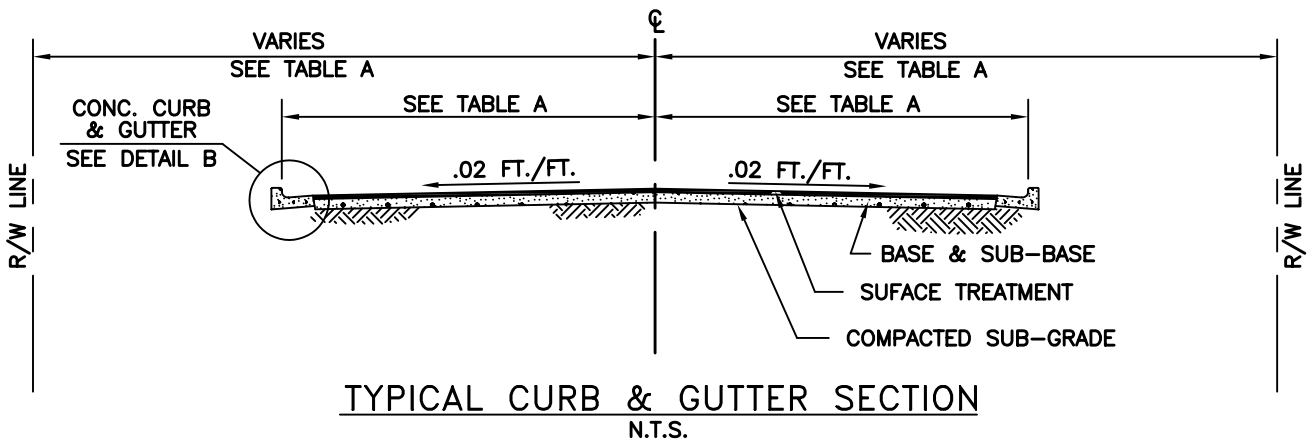
② IN CUT AND FILL SECTIONS, 10 FEET AT THE TOP OF CUT AND 15 FEET AT TOE OF FILL MAY SERVE AS ROADWAY, UTILITY & DRAINAGE EASEMENT WITH CONCURRENCE OF THE HIGHWAY DISTRICT.

③ DEPTHS ARE MINIMUM COMPACTED DEPTH REQUIREMENTS.

④ SEE SECTION 306.02 - ROADWAY CROSS SECTION.

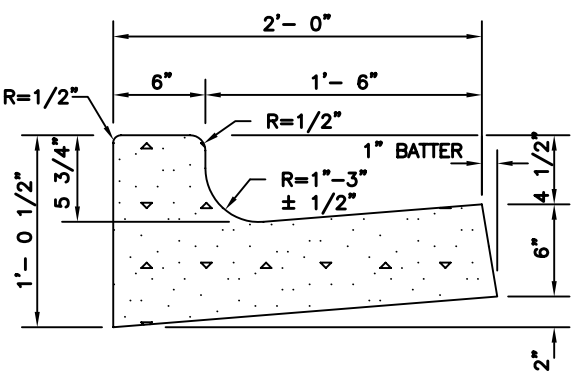
ROAD STRUCTURE SCHEDULE



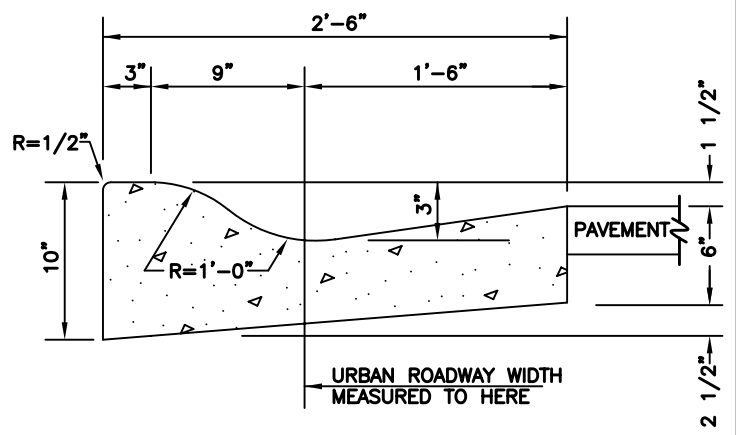


| CLASS OF ROAD | ROAD WIDTH FACE-FACE OF CURB | RIGHT-OF-WAY WIDTH (FT) | CURB TYPE |
|-------------------------|------------------------------|-------------------------|------------------|
| MINOR ARTERIAL | 64'- 0" | 80 - 120 | VERTICAL |
| COLLECTOR OR COMMERCIAL | 40'- 0" | 60 - 120 | VERTICAL |
| LOCAL RESIDENTIAL | 36'- 0" | 60 | VERTICAL OR ROLL |

TABLE A



VERTICAL CURB



ROLL CURB
(LOCAL ROADS ONLY)

DETAIL B
N.T.S.

CURB & GUTTER ROADWAY SECTION SHALL COMPLY WITH APPLICABLE CITY STANDARD WHEN LOCATED WITHIN AN AREA OF CITY IMPACT.

ASSOCIATED HIGHWAY DISTRICTS
KOOTENAI COUNTY, IDAHO

Dear Building Contractor and/or Owner:

Both Kootenai County Building & Planning and the Associated Highway Districts of Kootenai County have minimum requirements for access roadways and driveways to residential properties. Kootenai County's regulations are contained in Ordinance 305 "Minimum Requirements for Access Roadways/Driveways to Residential Properties". The Highway District's requirements are set forth in this letter. Failure to comply with these regulations has caused a multitude of problems for residents and the Highway District. This letter is provided to you as part of a continuing effort by the Highway District to improve the safety and integrity of roadways in the District.

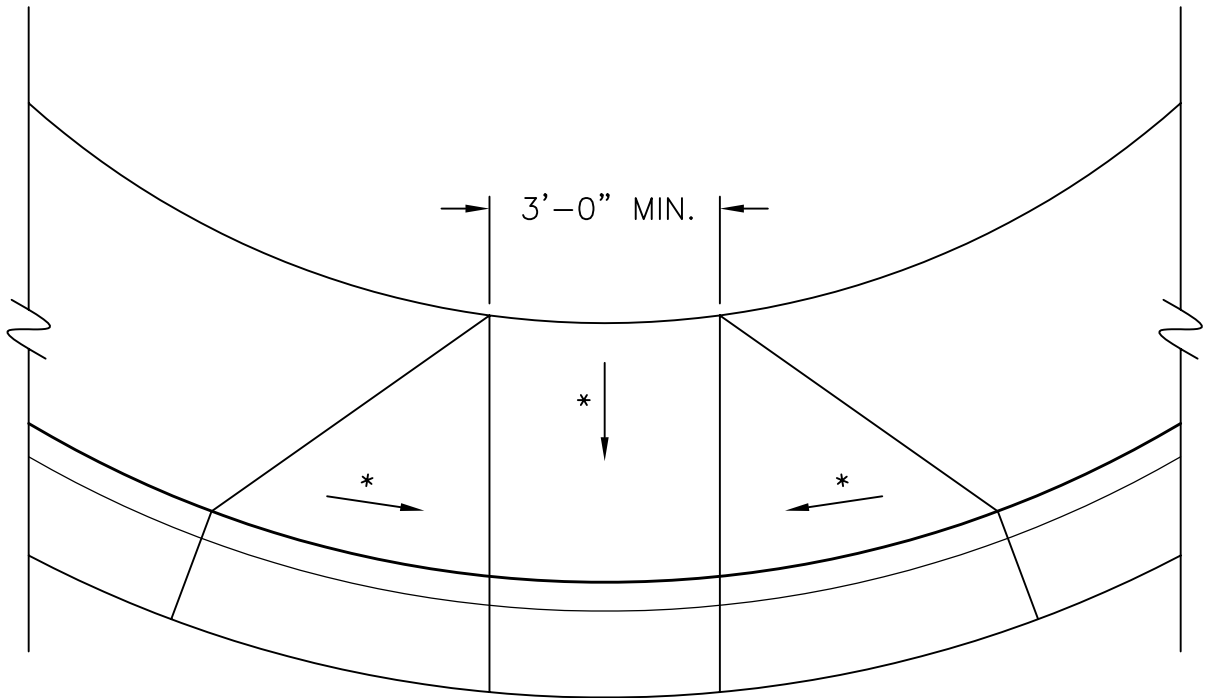
In an effort to avoid future problems, the Highway District will be performing a thorough review before signing off on Approach Permits for driveways. To perform this review, the District will require site information related to the driveway. This District's efforts will also be of value to the owner by improving the awareness of the relationship between the home site, driveway and approach to the roadway.

As a condition of obtaining Highway District approval for an approach permit, the Highway District will require submission of a site plan for the lot and driveway showing:

1. A 20 foot minimum curve radius on edge of the driveway from the edge of the roadway pavement.
2. A minus 2% driveway slope from the edge of the pavement to the center of the ditch line. This allows surface water from the driveway to drain off into the ditch and not sheet drain onto the roadway.
3. A positive 3% maximum driveway slope from the center of the ditch line to the right-of-way line where the driveway goes uphill from the roadway.
4. A minus 2% driveway slope from the edge of pavement for a distance of at least 20' where the driveway goes downhill from the roadway.
5. The proposed driveway slope from the right-of-way line to the garage or parking pad. The Highway District suggests meeting the requirements of Kootenai County Ordinance No. 305 which states "No private road or driveway shall have greater than 12% grade. Grades of 10% or greater shall not exceed one hundred (100) feet in length".
6. A sectional drawing of the driveway within the Highway District right-of-way showing driveway width, ditch section, maximum slopes for grading, maximum slope heights and erosion control measures to be used on the slopes. The driveway standard for the Highway District within the District's right-of-way is a width of at least 20 feet.
7. A site plan showing the location of the house and garage and/or parking pad with dimensions from side, front and rear lot lines.
8. The site plan shall show the proposed location of mailbox and any mailbox turnout area.

If you have any further questions, please don't hesitate to contact the appropriate Highway District:

| | |
|-----------------------------|----------|
| East Side Highway District | 765-4714 |
| Lakes Highway District | 772-7527 |
| Post Falls Highway District | 765-3717 |
| Worley Highway District | 664-0483 |

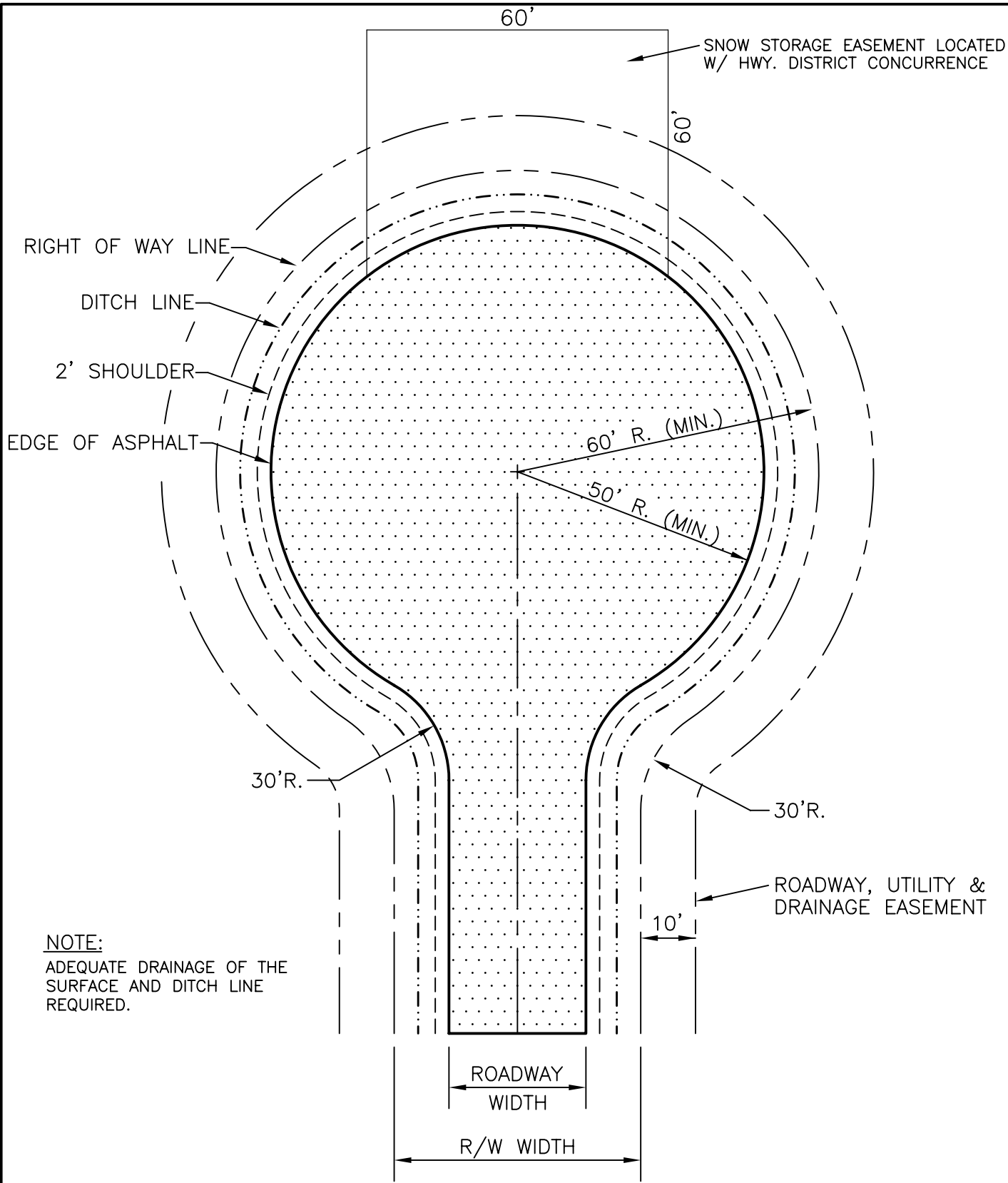


* MAXIMUM SLOPE 1:12

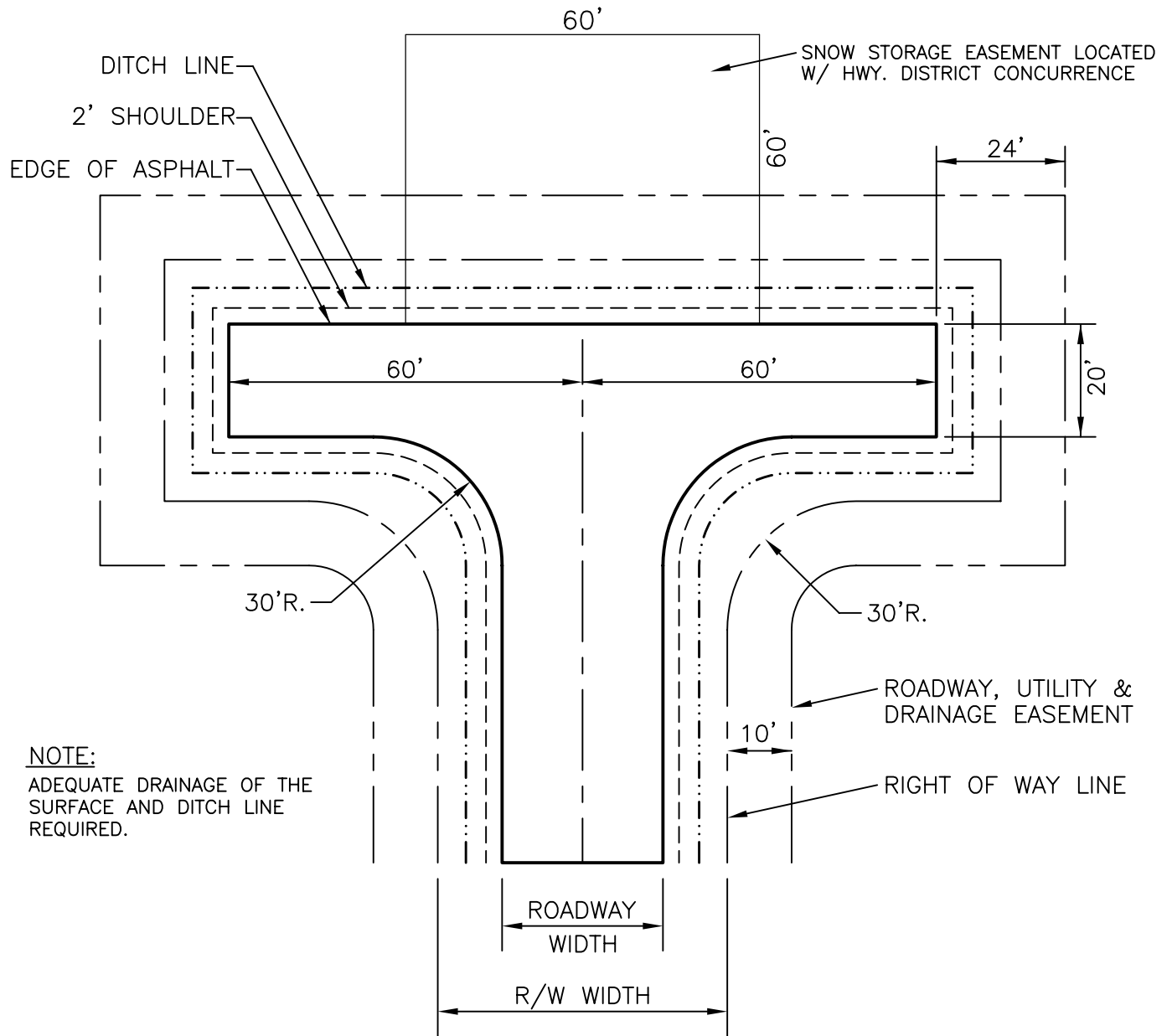
NOTE: PEDESTRIAN CURB DROP REQUIRED AT EACH CORNER WHERE CURBS ARE USED.

STANDARD PEDESTRIAN CURB DROP

ASSOCIATED HIGHWAY DISTRICTS
KOOTENAI COUNTY, IDAHO



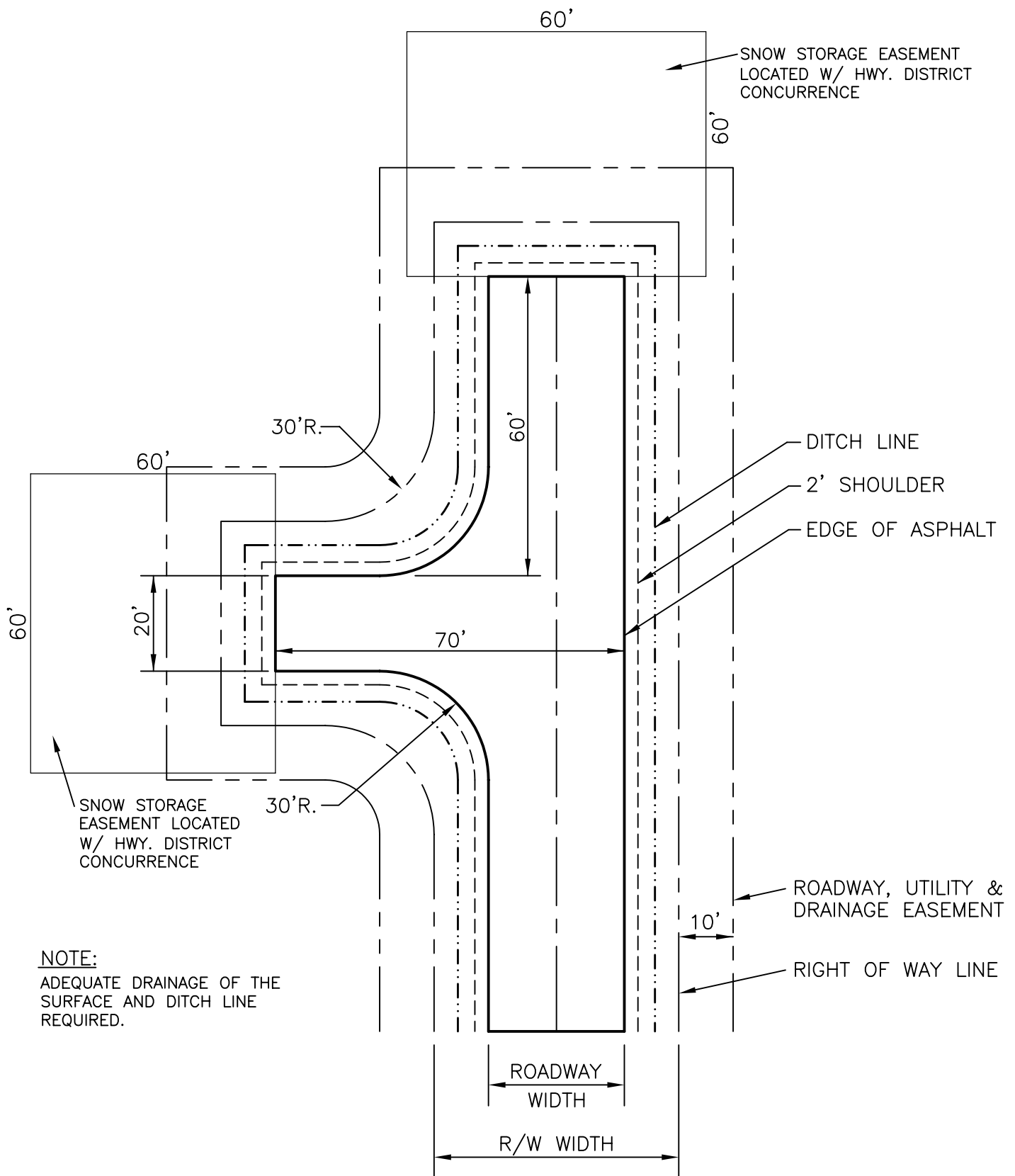
STANDARD CUL-DE-SAC LAYOUT
N.T.S.



NOTE:
ADEQUATE DRAINAGE OF THE SURFACE AND DITCH LINE REQUIRED.

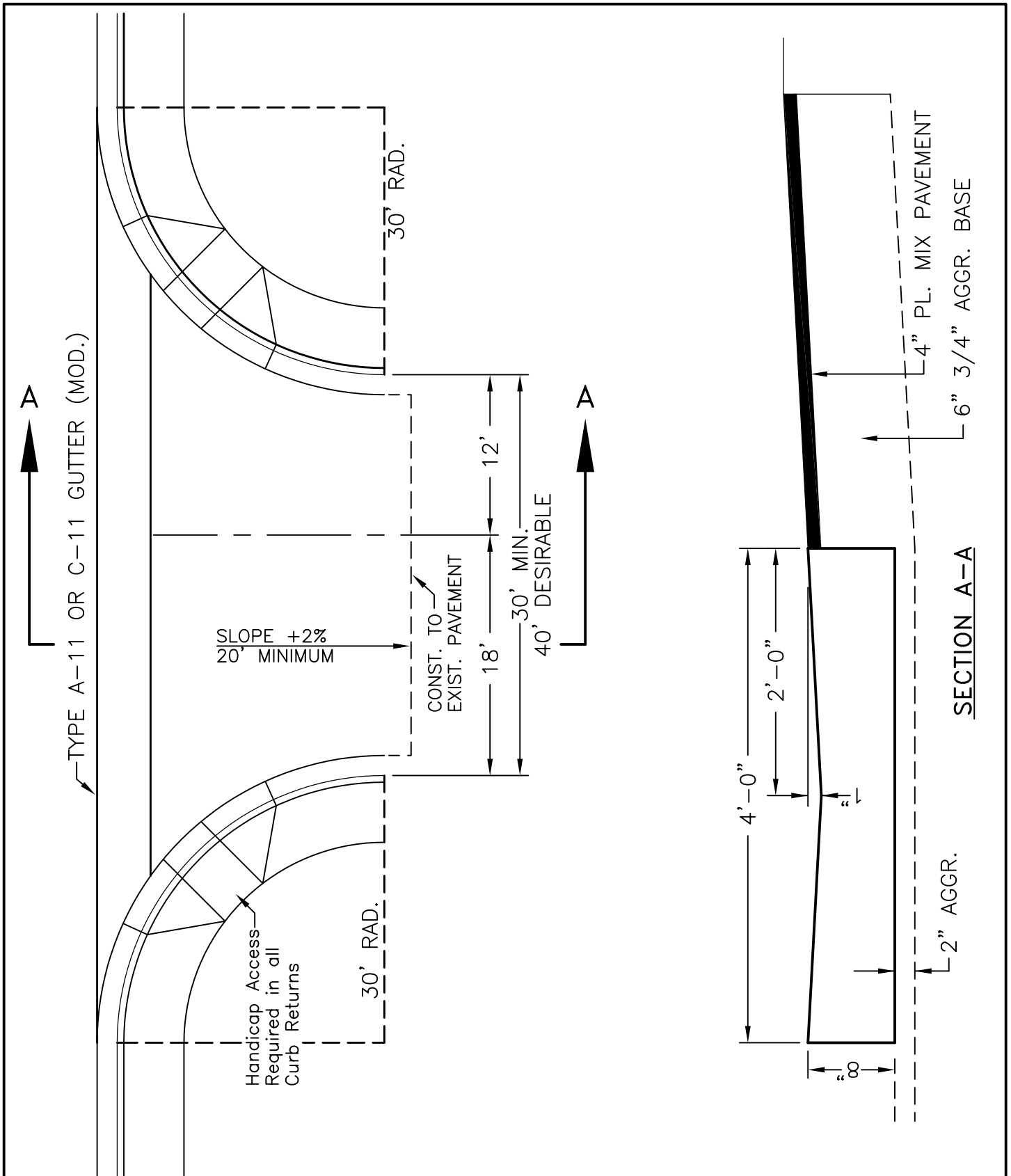
STANDARD HAMMERHEAD TURNAROUND LAYOUT
N.T.S.

ASSOCIATED HIGHWAY DISTRICTS
KOOTENAI COUNTY, IDAHO



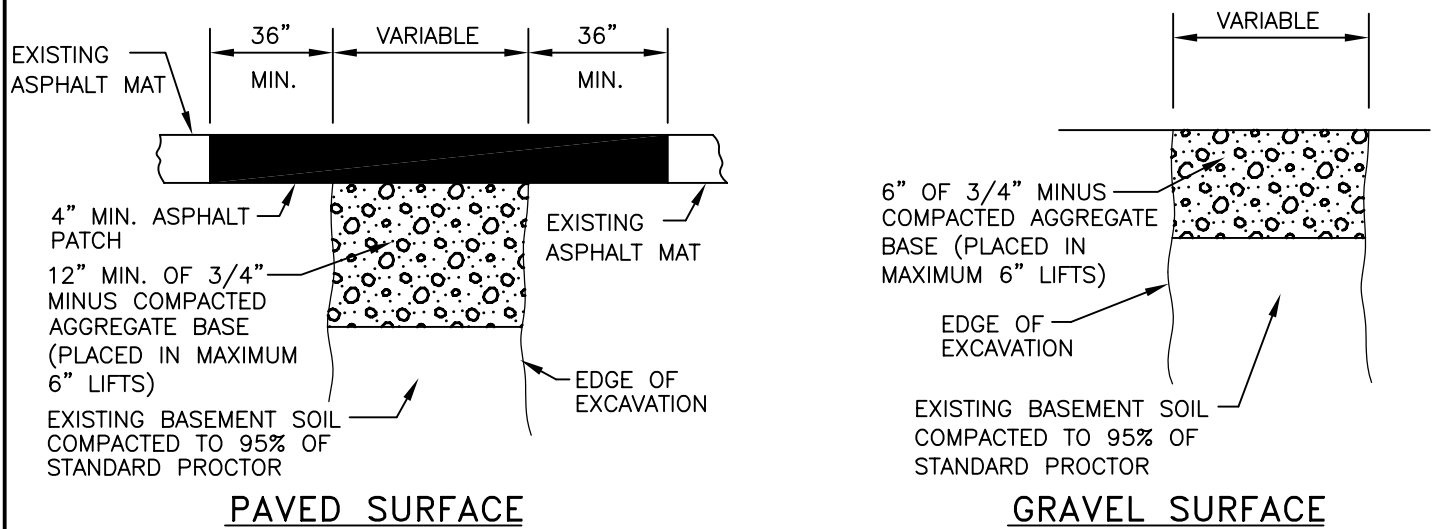
STANDARD HAMMERHEAD TURNAROUND LAYOUT
N.T.S.

ASSOCIATED HIGHWAY DISTRICTS
KOOTENAI COUNTY, IDAHO



CURB RETURN APPROACH FOR TRUCK TRAFFIC
 REF.: LHTAC FIG.IV,C FROM "MANUAL FOR USE OF PUBLIC RIGHT-OF-WAY STANDARD APPROACH POLICY"

ASSOCIATED HIGHWAY DISTRICTS
 KOOTENAI COUNTY, IDAHO



NOTES:

1. FULL DEPTH CONTROLLED DENSITY FILL (CDF) 1 SACK MIX MAY BE REQUIRED FULL DEPTH OF THE TRENCH
2. BACKFILL AT SUBGRADE SHALL NOT SHOW VISIBLE DEFLECTION UNDER 4,000 LB. WHEEL LOAD.
3. WHERE 50% OR MORE OF THE SURFACE AREA OF PAVEMENT HAS BEEN REMOVED OR DAMAGED, FULL WIDTH RESTORATION SHALL BE REQUIRED. ANY STRIP OF REMAINING PAVEMENT LESS THAN TWO FEET IN WIDTH ALONG CURB AND GUTTER OR PAVEMENT EDGE SHALL BE REMOVED AND REPLACED.
4. WHERE STREET SURFACING HAS BEEN IN SERVICE FIVE YEARS OR LESS, THE CONTRACTOR MUST BORE CROSSINGS. STREET CUTS PARALLEL TO CENTERLINE MUST BE APPROVED BY THE HIGHWAY DISTRICT AND WILL REQUIRE RESURFACING USING A PAVING MACHINE. CROSSINGS OF MAJOR COLLECTOR STREETS AND ARTERIALS MAY REQUIRE BORING AT THE DIRECTION OF THE HIGHWAY DISTRICT.
5. STREET SURFACING SHALL BE TACKED TO A NEAT STRAIGHT LINE WITH THE EDGES FREE OF DUST, MOISTURE OR LOOSE MATERIAL.
6. ALL COLD JOINT SURFACES SHALL BE TACKED WITH EMULSION WHICH SHALL HAVE "BROKEN" PRIOR TO PATCHING.
7. MATERIALS AND CONSTRUCTION OF STRUCTURAL REPAIR SHALL CONFORM TO HIGHWAY DISTRICT SPECIFICATIONS.
8. COMPLETED PATCH SHALL NOT DEVIATE FROM EXISTING SURFACE MORE THAT 0.03 FT. /10 FT. IN PROFILE OR 0.05 FT. / 10 FT. IN CROSS-SECTION WHEN MEASURED WITH A 10 FT. STRAIGHT EDGE.
9. COMPLETED PATCH SHALL NOT POND WATER.
10. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF STREET REPAIR FOR TWO YEARS AFTER INSTALLATION.
11. ALL MATERIAL TO BE COMPACTED TO AT LEAST 95% OF OPTIMUM DENSITY PER APPROPRIATE AASHTO STANDARD PROCTOR TEST RESULT.
12. CONTRACTOR SHALL PROVIDE A MINIMUM OF TWO TESTS ON THE TRENCH BACKFILL LAYERS AND ONE TEST ON THE 3/4" MINUS AGGREGATE BASE.

ROAD CUTS AND SURFACE REPAIRS

ASSOCIATED HIGHWAY DISTRICTS
KOOTENAI COUNTY, IDAHO

SD-7A

OPEN-CUT POLICY & CHIP SEALING REQUIREMENTS
FOR THE
KOOTENAI COUNTY ASSOCIATED HIGHWAY DISTRICTS

This policy applies to any person or firm wishing to Open-Cut a road within the jurisdiction of the Kootenai County Associated Highway Districts.

The Highway Districts will require any person or firm wishing to open-cut a road within this Highway District to be charged a fee of \$500.00 plus \$2.40/square yard. This fee is to be charged to insure that the proper overlap on all joints is done. When one (1) lane is removed and replaced to centerline, the full road width will be sealed in order to seal all joints, repair any damage to the other lane, and the status of the full width of the road will be maintained.

Payment will be required when application is made to the Highway District for a permit to perform the open-cut.

The chip seal on the open-cut roadway will be done the following year during the Highway District's regular chip seal season.

TRANSVERSE ROAD BORE
REQUIREMENTS

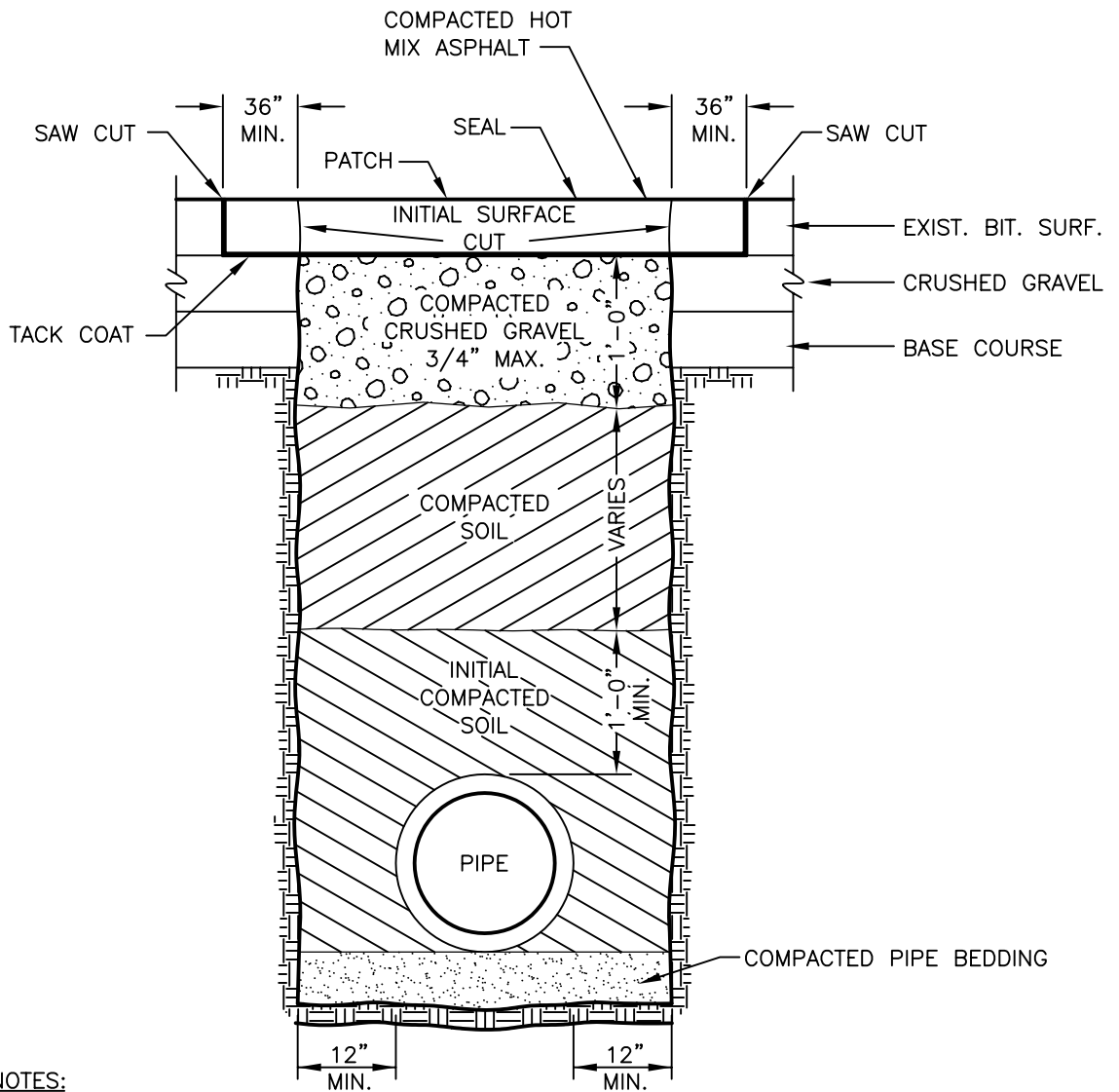
All roads with one or more of the following criteria shall be bored, no open cuts shall be allowed unless a bore pit of reasonable size cannot be dug or reveals material that is unsuitable for boring, the bore fails to cross the road after 3 attempts or the pipe size is too big for a reasonable bore.

1. The road has a functional classification of a minor collector or above.
2. The pavement is less than 5 years old.
3. The road has been chip sealed within the last 3 years.
4. The road is being used as a detour route.

An open cut may be allowed at the Road Supervisors discretion when one or more of the following circumstances is met.

1. The road is classified as a local road.
2. The road is gravel.
3. The road is scheduled for reconstruction within 1 year.
4. The road has an ADT of 100 or less.
5. It is in the best interest of the public or the Highway District.

MAIN CONTRACTOR IS RESPONSIBLE FOR PLACING BASE ROCK



NOTES:

1. ALL LOOSE AND FOREIGN MATERIALS SHALL BE REMOVED FROM THE FACE OF THE EXISTING BITUMINOUS SURFACE-CUT.
2. ANY FRACTURED BITUMINOUS SURFACE BEYOND THE FACE OF THE SURFACE-CUT SHALL BE REMOVED.
3. THE FACE OF THE BITUMINOUS SURFACE-CUT MUST BE PRIMED BEFORE APPLYING PATCH.
4. PATCH SHALL NOT OVERLAP THE EXISTING BITUMINOUS SURFACE.
5. THE PATCH THICKNESS SHALL BE 4" OR EQUAL TO THE EXISTING ASPHALT THICKNESS WHICHEVER IS GREATER.
6. PATCH SURFACE SHALL BE OF COMPACTED HOT MIX ASPHALT.
7. PATCH TO BE CHIP-SEALED.

PAVEMENT REPAIR

ASSOCIATED HIGHWAY DISTRICTS
KOOTENAI COUNTY, IDAHO