

I. Grade and Alignment

1. The maximum permissible grade is eight (8) per cent except for short distances where necessitated by terrain, not to exceed one quarter ($\frac{1}{4}$) mile.
2. Alignment between control points should be to as high a standard as is commensurate with the topography, terrain, the design traffic, and the reasonably obtainable right-of-way. Sudden changes between curves or widely different radii or between long tangents and sharp curves should be avoided. Where crest vertical curves and horizontal curves occur at the same location, there should be above minimum sight distance design to assure that the horizontal curve is visible as drivers approach.

K. Unspecified Details: Information concerning requirements can be obtained from the County Road and Bridge Department.

L. Acceptance

1. The roadbuilder and/or interested parties shall request in writing to the county road and bridge department that the road be inspected for compliance with stated requirements.
2. The County reserves the right to designate those roads to be maintained at County expense.

M. Permit Required

1. A permit must be obtained prior to building an approach to any county road.
2. Applications are available at the County Zoning Office.

PART II -- PRIVATE ROADS IN SUBDIVISIONS Requirements and Procedures

Private road standards in subdivisions are the same as county road standards with the following modifications:

A. Maximum grade shall be ten (10) per cent except for short distances not to exceed one quarter ($\frac{1}{4}$) mile.

B. Width of Surfacing, Shoulder and Roadway

1. Highways serving less than 10 residences may have total surfacing width of 20 feet with two (2) foot shoulders on each side of road bed.
2. Highways serving 10 to 40 residences may have total surfacing width of 22 feet with two foot shoulders on each side of road bed.