Div. 7.6. Transportation Facility Standards

7.6.1. Purpose Authority, and Applicability ~~(8/1/25)~~

A. Purpose. The purpose of this Division is to control access to public roadways in a manner that maintains the safety, capacity, and function of the roadway, ensure adequate fire protection measures, and to provide standards for transportation facilities, including ~~that include~~ roads streets, alleys, access easements, driveways, bridges, or pathways.

B. Authority. Any additional standards listed herein as derived from the Fire Protection Resolution for New Subdivisions are authorized by Sections 18-5-201 and 18-5-301, Wyoming Statutes, 1977, as amended, and based on the International Fire Code and the International Wildland-Urban Interface Code as adopted by Teton County, and other nationally recognized fire protection standards, such as those standards promulgated by the National Fire Protection Association.

C. Applicability. The standards in Division 7.6 are applicable to any new Subdivision and the development or redevelopment of new Transportation Facilities on existing lots of records, including those created through an Exempt Land Division.

7.6.2. Access to Roads, Streets and Highways (1/1/15)

Direct vehicular access to collector and arterial roads shall be limited to ensure that the congestion created by turning movements is reduced to a minimum. All development shall meet the following standards:

A. Residential Uses

Lots of record for individual detached single-family units shall take direct access to or from local residential streets and may take direct access to a collector or arterial road only if no other access options exist, and only if the developer is unable to provide a street for access to a public or private local residential street, due to site limitations such as but not limited to topography and sight distances.

B. Other Residential Development

Other residential developments of higher density shall take direct access to collector or arterial streets to avoid infiltration of lower density neighborhoods where available.

C. Nonresidential Uses

All non-residential uses shall take primary access from a parking circulation aisle or drives designed to provide internal circulation within the development or for several lots of record.

1. Direct Primary Access to Local Street. Direct primary access to a local residential street is prohibited for nonresidential uses.

2. Direct Primary Access to Arterial or Collector Road. Nonresidential uses shall be permitted direct primary access to arterial or collector roads (except as provided in ~~7.6.2.D~~, 7.6.4.K.3)

~~D. Access Limited to Collector and Arterial Road~~

~~At least 300 feet shall separate access points on collector and arterial roads with posted speeds of less than 35 miles per hour (mph), and 600 feet from roads with posted speeds of 35 miles per hour (mph) or more.~~

D. Traffic Study Required if More than One Access Point

In instances where more than one access point is requested on any one collector or arterial road, a traffic study shall be required to demonstrate the minimum number needed. The minimum number is all that shall be permitted.

E. More than One Access Point/Designate "Right Turn Only," Wherever Possible

When more than one access point exists for a development, at least one exit shall contain a "right turn only" lane, when traffic patterns and the design layout allow it.

F. Additional Fire Access

The Fire Marshal may require more than one fire apparatus access road where the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors could limit access.

7.6.3. Streets, Alleys, and Easements (1/1/15)

[Section number reserved, standards only apply in Town]

7.6.4. Street, ~~and~~ Road, Driveway, and Bridge Standards

A. Purposes

These standards are enacted to protect and promote the public health, safety and welfare, to protect Teton County's priceless environmental quality and scenic beauty, and to maintain and promote the efficient, cost-effective and safe movement of persons and goods in Teton County. The requirements and procedures herein are intended to regulate and control the design and improvement of subdivisions, transportation routes, recreational pathways, and other development in the County in order to achieve the following purposes:

1. Conformance with Highway Improvement Plans. To ensure conformance and coordination of land subdivision and other

development with the highway improvement plans of the County and its municipalities, the State of Wyoming and federal land management agencies.

2. Establish Standards. To encourage well-planned land subdivision and other development by establishing adequate standards for design and improvement of roadways and other pedestrian and vehicular movement systems. However, standards for transportation facilities shall not be used to justify the maximum density or intensity of a development. The achievable density or intensity shall be determined by other standards in these LDR and then the appropriate road shall be designed to serve the achievable density or intensity.

3. Adequate Access. To ensure adequate access to all properties for fire, police and other vital services.

4. Cost/Benefit of Facilities. To ensure a fair and just distribution of the costs and benefits of roadways and other pedestrian and vehicular movement systems within the County.

5. Protect the Ecosystem. To locate and design transportation facilities that are sensitive to the environmental context in which they are located and which minimize impact to natural resources, wildlife and wildlife habitat.

B. Jurisdiction

The territorial jurisdiction of these standards and regulations shall include all of the unincorporated lands within Teton County, Wyoming other than National Park, National Forest, National Elk Refuge lands or other lands not under County jurisdiction for the purposes of zoning regulation.

C. Interpretation

1. The standards and regulations of this Section shall be interpreted and applied ~~applies~~ to create context sensitive designs for transportation facilities that will protect the natural and wildlife resources regulated by Div. 5.1, Div. 5.2, and Div. 5.3, and avoid natural hazards regulated by Div. 5.4. To accommodate context sensitive transportation facilities, these standards and regulations provide flexibility to the Teton County Engineer to grant exceptions to minimize environmental and wildlife impacts while providing for safe and functional movement of vehicles and nonmotorized travelers.

2. The Teton County Engineer may grant exceptions to the standards and regulations contained in this Section pursuant to Sec. 8.8.1. When the exceptions allow a transportation facility appropriately scaled to the transportation demand of a proposed development or accommodate a context sensitive design that protects the natural and wildlife resources that are regulated ~~regulations~~ by these regulations, provided the exceptions do not materially compromise public safety. In granting an exception the County Engineer must consider the following minimum criteria ~~criterion~~:

a. Potential land uses and traffic volumes to be served by the road at build-out; and

b. Compatibility with adjacent roadway sections; and

c. Effect on non-motorized facility users; and

d. Cumulative effect if an exception to more than one standard is requested; and

e. Effect of the exception on the safety of residents, motorists and non-motorists; and

f. Effect on level of service; and

g. Accident data; and

h. Protection of the natural and wildlife resources regulated pursuant to Div. 5.1., Div. 5.2., and Div. 5.3. and the natural hazards regulated by Div. 5.4; and

i. Potential mitigation measures (including but not limited to, vehicle turn-outs, warning signs, mirrors at curves, guard rails, mandatory plowing or maintenance contracts, etc.) to address excepted standards or regulations; and

j. Comparative cost of required standard or regulation versus exception request; and

k. Minimum requirements for fire protection and fire apparatus access.

3. Based on the Natural Resources Assessment, the County Engineer may require exceptions, and applications for development permits may request exceptions for the County Engineer's review. The County Engineer shall document all exception requests in an Exception Report, which shall include a description of the exception request and relevant standards and regulations, the County Engineer's determination, any required mitigation, and the basis for the Engineer's decision. All exception requests from an applicant shall be stamped by a registered Wyoming professional engineer and approved by the County Engineer. The County Engineer shall seek comment from the Teton County Road & Levee Manager, Fire ~~Chief~~ Marshal and Planning Director ~~Department~~ in determining whether to grant or deny the exception request. The County Engineer shall distribute all completed Exception Reports to the Teton County Road & Levee Manager, Fire ~~Chief~~ Marshal, the Planning and Building Services Director ~~Department~~, and the applicant.

4. The County Engineer's approval of an exception shall establish the standards to which a transportation facility shall be designed and constructed for the subject development.

5. These standards and regulations shall apply to all roads within Teton County's jurisdiction. No standard or regulation of this Section is intended to repeal, abrogate, annul, impair or interfere with any existing resolution of the County, provided that where any standard or regulation of this Section imposes more stringent regulations, requirements or limitations than are imposed by any other

resolution of Teton County or any Statute of the State of Wyoming, then the standards and regulations of this Section shall govern.

D. Functional Classification

1. All streets and roads in the unincorporated portions of Teton County shall be classified by functional type. Such classification shall establish a hierarchy, which separates roads by function and intensity of use in order to achieve safety and efficiency in road layout and design. In addition, a road of any classification may be designated by the Board of County Commissioners as a "Scenic Road" on the basis of its particular value to the county due to the scenic nature of its route, of the adjacent lands, or of views from the roadway. Such designation shall be by amendment of the Transportation Master Plan Map.

2. As defined in these regulations and the typical A.D.T. in Section 7.6.4.K.1., the functional class hierarchy applicable in Teton County shall consist of the following road types:

   a. Arterial

   b. Major Collector

   c. Minor Collector

   d. Major Local

   e. Minor Local
      i. A Minor Local Roadway is a vehicular access serving at least 5 or more residential units, including accessory residential units, or as otherwise classified by the County Engineer per the anticipated traffic values.

   f. Driveway Access ~~Easement~~
      i. A Driveway shall only serve four (4) or fewer residential units, including accessory residential units, or no more than two (2) non-residential lots.

E. Transportation Master Plan Map

The ~~Planning Director~~ County Engineer shall maintain an official map and supporting documents describing the location, functional class, right-of-way width and applicable standards of all existing and proposed roads, roadway corridors, equestrian trails, and pathways in the County. Such map and supporting documents are considered to be a part of these regulations. Any new location for a federal, state, county, or local road, scenic road, highway corridor, equestrian trail, or bikeway not indicated on the map as of the date of these regulations, except for proposed streets, equestrian trails, and pathways within approved subdivisions or other projects, or roads on federal or state lands, shall require adoption by the Board of County Commissioners pursuant to the requirements for amendments specified in these LDRs.

F. Jurisdiction and Maintenance Responsibilities

Nothing in the above Transportation Master Plan Map shall imply acceptance by Teton County for maintenance or other purposes of any road or street. Such acceptance shall be established only in accordance with Wyoming statutory procedures for adoption or vacation of County roads. Where a highway proposed for adoption as a County road does not meet the structural or right-of-way standards applicable to its classification, such adoption may or may not be conditional upon its improvement to meet those standards, at the discretion of the Board of County Commissioners.

1. Acceptance of Collectors. It shall, however, be the policy of Teton County to give primary consideration for acceptance and maintenance to those roads classed as major and minor collectors.

2. Acceptance for Specific Need/Benefit. Arterials and most major collectors are the responsibility of the Wyoming Department of Transportation. Roads on federal lands may or may not be the responsibility of the appropriate federal agency. Local roads are normally the responsibility of developers, private citizens, homeowners' associations or special districts. The County may, at its option
and by official action, accept or provide maintenance on such streets where a specific county need or benefit is shown.

G. General Standards

The following general standards shall govern the layout of transportation facilities: ~~roads and streets:~~

1. Compatible with Transportation Master Plan. Road, bicycle, equestrian, and pedestrian facilities and circulation patterns shall be compatible with the Teton County Transportation Master Plan.

2. Functional Class. Plans shall be designed and constructed in accordance with the standards of this Section.

3. Safety. Road layout and design shall provide for the safety of motorists, bicyclists, pedestrians, equestrians and residents of contiguous properties.

4. Rural Roadway Level of Service. Rural roadways shall be designed to function at level of Service D at buildout within any development, or at 20 years from construction for other roads.

5. Urban Roadway Level of Service. Urban roadways shall be designed to function at level of Service D at buildout within any development, or at 20 years from construction for other roads.

6. Minimize Length. Plans shall minimize the overall length of both County and non- County roads while adequately providing for necessary traffic movements.

7. Access for Emergency/Service Vehicles. All dwellings and other structures shall be accessible by emergency and service vehicles.

8. Separate Types of Traffic. Pedestrian, bicycle, equestrian and vehicular traffic shall be separated where desirable for safety.

9. Limit Through Traffic. Through traffic shall be limited on residential streets.

10. Minimize Environmental Impact. Transportation facilities shall be located and designed to minimize cuts, fills, excessive runoff concentrations or other environmental impacts and shall follow natural contours wherever possible. Proposed retaining walls shall comply with Section 5.1.7.

11. Avoid Natural Hazard Areas. Transportation facilities shall not be constructed in 10-year flood areas, on steep or naturally unstable slopes, in avalanche paths or in other hazardous areas except where no alternative is feasible.

12. Minimize Impact on Wildlife. Transportation facilities shall be designed to minimize impacts on wildlife, significant wildlife habitat or migration routes. Alternative alignments and/or designs may be required and analyzed for transportation facilities that would impact the wildlife resources regulated by Div. 5.2. Proposed retaining walls shall comply with Section 5.1.7.

13. Minimize Impact on Agriculture. Roads shall be designed to accommodate ranching activities and stock driveways.

14. Mass Transportation Facilities. Bus stops and shelters shall be located to take advantage of existing parking opportunities.

15. Context Sensitive Design. A proposed transportation facility that will impact the natural and wildlife resources regulated by Div. 5.1., Div. 5.2., scenic resources identified in Div. 5.3., or will involve natural hazards regulated by Div. 5.4., shall be located and designed to minimize impact to their natural context. Minimizing impacts and avoiding hazards that are described in 7.6.4 G.10. through G.13., shall be a priority in locating and designing the facility to create the least impact while serving the needs of the proposed development. The County Engineer's authority to grant exceptions to Street and Road Standards as permitted by Section 7.6.4.C, may be used to achieve context sensitive designs.

EXAMPLE: Context sensitive design may consider single lane road with pull outs versus two lanes, reduced lane widths or curve radii, steeper road grade for short distances, and retaining walls versus sloping hillside.

16. Coordinated Review. As part of the PRC process, an application for a transportation facility that will impact the natural or wildlife

resources regulated by Div. 5.1, the Mid- or High- Tiers of the NRO, or involve natural hazards regulated by Div. 5.4., shall receive a coordinated review by the Planning, Engineering and Fire Departments for the purpose of identifying a context sensitive location and design that create the least impact on the resources or hazards.

H. Subdivision Development Street Design

1. AASHTO. In order to ensure safety, efficiency, residential quality, lower housing costs, and environmental protection, and to avoid over design and the confusing network of undifferentiated street types commonly found in subdivisions, all development street systems shall be laid out in accordance with generally accepted standards of the American Association of State Highway and Transportation Officials (AASHTO.)

2. Arrangement. The arrangement of streets in new developments shall make provision for the continuation of the existing streets in adjoining areas (or their proper protection where adjoining land is not subdivided or developed) insofar as such may be deemed necessary by the County Commissioners.

3. No Unnecessary Hardship. The street arrangement shall be such as to cause no unnecessary hardship to owners of adjoining properties when they develop their land and seek to provide convenient access to it.

4. Platting. Any right-of- way for arterials, major collectors, and minor collectors shall not be included within private lots, but shall be platted as a separate entity.

5. Gated Communities. The Fire Marshal may require additional fire protection in accordance with the standards of this Section, and/or Section 7.7.2 where structures within a subdivision are accessed through security gates.

I. Traffic Impact Study

Proposed subdivisions or other developments which will generate more than 1,000 vehicle trips per day shall conduct a traffic impact study to determine any need
for additional acceleration, deceleration, traffic, or turning lanes, signalization, or other roadway improvements on roads affected by the development. The traffic impact study shall be reviewed by the Planning Director, the County Engineer, and the County Road & Levee Manager and will normally include current traffic counts, projected subdivision or development traffic generation, County traffic projections for roads affected by the subdivision or development, calculated capacity of existing and proposed roadways, calculation of intersection capacities

and warrants for signalization, turn lanes, channelization, etc., estimates of bicycle and pedestrian movements, and other similar elements as required by the Planning Director.

J. Design Traffic Volumes

Where average daily traffic (ADT) is referenced in this Section, traffic volumes for State and County roads shall be as described in information maintained by the Planning Director. For existing and proposed roads, ADT shall be calculated using rates derived from "Trip Generation" by the Institute of Transportation Engineers and "Trip Generation Intensity Factors" developed by the Arizona Department of Transportation and the Federal Highway Administration.

1. Best Available Information for Trip Generation. Where proposed uses are not included in these references or more recent information is available, traffic generation shall be determined by the County Engineer ~~Planning Director~~ based on the best available information.

2. Trip Generation for Residential Uses. For residential uses the following trip generation factors are to be used per dwelling unit:

Trip Generation for Residential Uses	
Residential Uses	Trip Generation Factor
Single Family	9.5
Townhouse	7.2
Apartment	6.7
Condominiums are considered townhouse or apartment, depending on which type of design they most closely resemble.	

K. Minimum Design Standards

1. All roads under County jurisdiction shall conform to the standards described in the table below and this section based on the functional classification. ~~Also see the Fire Protection Resolution for additional design standards.~~

1. Minimum Planning and Design Standards For Access Roads

Functional Class	Arterials	Collectors		Local	
		Major	Minor	Major	Minor
Design Item					
Right-of-Way Width (Feet)	150	120	80	60	60
Typical A.D.T.	>5,000	2000-5000	500-2,000	200-500	20-200
Design Speed*[a] (MPH) (Max)					
Level Terrain	60	40	35	30	25
Rolling Terrain	50	30	30	25	20
Mountainous Terrain	40	25	25	25	15
Minimum Horizontal Curve Radius (Feet)	***[c]	***[c]	***[c]	140**[b]	100**[b]
~~**Intersection Separation (Feet)**~~	~~2,500~~	~~600~~	~~300~~	~~125~~	~~125~~
Minimum Width of Road Driving Surface (Total Feet, assumes 2 lanes/direction of travel) ~~**Width of Travel Lanes (Feet Per Lane)**~~	24 ~~12~~	24 ~~12~~	22 ~~11~~	20 ~~10~~	20 ~~10~~
Minimum Width of Shoulders (Paved) (Feet Each Side)	8	5	4	0	0
Bike Lanes Required to be Striped	YES	YES	YES	NO	NO
On-Street Parking Allowed	NO	NO	NO	NO	NO
Width of multi-use non-motorized ~~**Pedestrian Equestrian**~~ **Trail (Feet One Side)**	10	10	10	0	0
Surface Type	Paved	Paved	Paved	Gravel or Paved	Gravel or Paved

a. ~~*~~Minimum Design Speed. Except where specified otherwise in this Section, geo metric design features shall at a minimum be consistent with the design speeds listed in the table in 7.6.4.N. for the appropriate terrain type, except that, unless specified otherwise by the Board of County Commissioners, design speed for designated scenic roads may be reduced by 10 mph.

b. ** Additional ~~W~~widening on the inside of sharp curves with significant elevation change ~~shall be provided~~ may be required . Additional width equal to 400 divided by the curve radius in feet is recommended.

c. *** In accordance with AASHTO requirements.

~~**** Also see the Fire Protection Resolution for additional design standards.~~

2 Driveway Design. Driveways shall be provided when any portion of an exterior wall of the first story of a building is located more than 150 feet from a fire apparatus access road. Driveways under County jurisdiction shall meet the following requirements:

a. Driveway Width

i. When serving 1-2 dwelling units, including accessory residential units, or a single non-residential lot, the minimum width of drive surface of a private drive shall be not less than 12 feet.

ii. When serving 3-4 dwelling units, including accessory residential units, or two non-residential lots, the minimum width of drive surface of a private drive shall be not less than 16 feet.

b. Driveway Easement Width

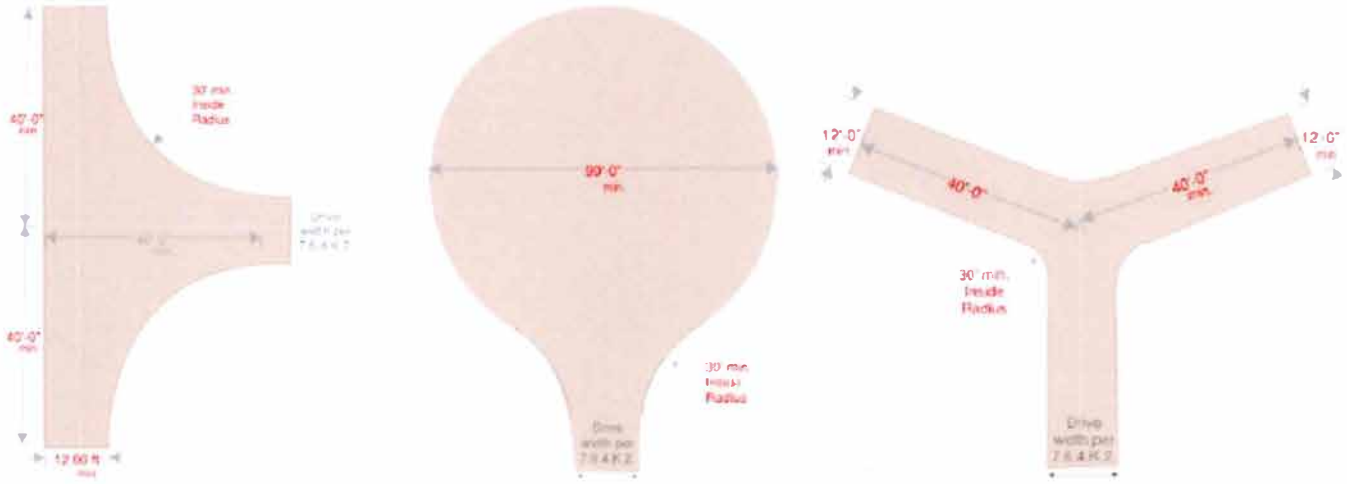
i. Driveway easements, when necessary for crossing private properties, that serve 1-2 dwelling units, including accessory residential units, or a single non-residential lot, shall have a minimum width of 20 feet.

ii. Driveway easements, when necessary for serving 3-4 dwelling units, including accessory residential units, or two non-residential lots, shall have a minimum width of 30 feet.

c. Turn Radius. The minimum turn radius shall be 50 feet on the center line.

d. Turnarounds. Driveways which are over 150 feet in length shall include turnarounds. Turnarounds may consist of cul-de-sacs with a minimum diameter of 90 feet, Hammerhead Tee, Wye, or Dog Leg each with legs not less than 40 feet measured to center line. The width of legs shall be not less than 12 feet.

i. Turnaround location and quantity shall be based on structure locations and access design and shall be approved by the Fire Marshal.



EXAMPLES: Hammerhead Tee *Cul-de-sac* *Wye/Dog Leg*

e. Turnouts. Driveways, which are both over 200 feet in length and less than 20 feet in width, shall include turnouts in addition to turnarounds. Driveway turnouts shall be an all-weather surface at least 10 feet wide and 30 feet long.

i. Turnout location, quantity, and spacing shall be based on topography, sight lines, and access design, and shall be approved by the Fire Marshal.

3. Intersection Separation.

a. Minimum separation. The following minimum separations between intersections of two or more vehicular access, including private roads and driveways, shall be met by any new access proposed for construction.

Functional Classification	Arterials	Collectors		Local		Driveway Approach
		Major	Minor	Major	Minor	
Minimum separation (feet)	2,500	600	300	125	125	125 (see b. below)

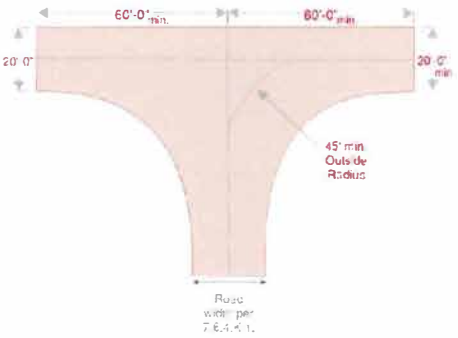
b. Driveway Separation. Where the above minimum intersection separation for driveways cannot be met due to site constraints, lot size, or existing conditions outside of a property owners' control, a lesser separation may be approved by the County Engineer.

i. Use Shared Access First. When multiple individual approaches are proposed or exist that do not meet the minimum intersection separation, the use of a shared access with neighboring properties, if present, is the preferred method for accessing new development.

ii. Limit to Number of Driveways. Where the intersection separation cannot be achieved, and shared access is not available, each lot of record will be limited to a single vehicular approach to the roadway.

L. Cul-De-Sac or Dead-End Streets

Example: Dead End Street Hammerhead "T" Turnaround



1. Cul-de-sac streets shall be designed to permit future access to other land ownerships where practical and be designed and located with safety considerations in mind.
2. All cul-de-sacs shall have a terminus consisting of a minimum outside radius of 45 feet, or a Hammerhead "T", Wye, or "Dog Leg" layout having 60 foot long legs. The width of legs shall be not less than 20 feet.
3. In steep or mountainous terrain, where excessive grading would result from a full-sized cul-de-sac, the Hammerhead "T" or "Dog Leg" legs may be reduced to 45' in length with the approval of the Teton County Engineer and Fire Marshal.

M. Half-Streets

Half-streets along a development boundary or within any part of a development shall not be permitted. The full right-of-way and pavement width of all classes of streets shall always be provided, except where an arterial or collector road is shown on the Highway Master Plan Map along a property boundary. In such case, minimum half- street right-of-way shall be 60 feet or one-half the required right-of-way, whichever is greater.

N. ~~Road~~ Vehicular Access Design Standards

All roads and streets, and driveways where specified, in Teton County shall be designed and constructed in accordance with the following policies and standards ~~contained in this Division~~. Where standards are not specified, the current standards of the American Association of State Highway and Transportation Officials (AASHTO) shall be followed.

1. Urban Road Design. Roads located within Complete Neighborhood character districts of the Comprehensive Plan ~~urban areas as defined in this Section shall be designed and constructed with~~ may be required to include ~~the appropriate~~ urban elements, such as sidewalks, bus stops, and curb extensions, ~~in accordance with a comprehensive set of standards acceptable~~ as determined appropriate by ~~to~~ the Planning Director or Board of County Commissioners. Those within 1 mile of the Town of Jackson, ~~and within 1.5 miles of the Jackson sewer line~~ shall conform with standards specified by the Town of Jackson if directed by the Town Planning Director.

2. Grades. Maximum grades for any design speed shall be those described in the table below. ~~Also see the Fire Protection Resolution for additional standards pertaining to grade of roads.~~

Maximum Grades (%)								
	Type of Design Speed (mph)							
Terrain	15	20	25	30	35	40	50	60
Flat*	7	7	7	7	7	7	6	5
Rolling**	10	10	9	9	8	8	7	--
Mountainous***	10	10	9	9	8	8	--	--

* Flat terrain refers to those lands within 10 year flood plains, and with slopes of less than 10%.

** Rolling terrain refers to those lands with slopes from 10 to 15%.

*** Mountainous terrain refers to those lands on steep or naturally unstable hillsides, and lands with slopes in excess of 15%.

For Major and Minor Local Roads, grades may be increased to 150% of the values shown above for a distance not to exceed 500 feet.

   a. Where sustained grades exceed 10% for roads or driveways, special fire protection may be required by the Fire Marshal as listed below. For the purpose of this section, a sustained grade of 10% may include sections not to exceed 15% for not more than 200 feet, provided those sections in excess of 10% are not on curves with radii of less than 100 feet. This section shall not apply to access to agricultural buildings or detached garages with no living space.
      i. Protection of all occupancies by an automatic sprinkler system installed in accordance with the most recently adopted International Fire Code; or
      ii. Other forms of special fire protection, given sufficient documentation is presented to substantiate an equivalent level of protection is proposed and approved by the Fire Marshal.

3. Alignment. Switchback roads in mountainous terrain may be constructed with radii certified, by a registered Wyoming Civil Engineer, as meeting the minimum requirements of the projected traffic on the road.

4. Super-Elevation. Super-elevation shall not exceed 0.08 ft. per foot.

5. Surface Types. The surface shall be an all-weather type capable of supporting the imposed loads of fire apparatus. For each functional road class, the surface types specified in the table above in 7.6.4.K.1, shall be the minimum requirements. Pavement structure shall be designed by a registered Wyoming Civil Engineer based upon expected traffic loads and existing soil conditions.

6. Traffic Control Devices. Signs, pavement and other markings, and traffic signal controls shall be required in accordance with the "Manual on Uniform Traffic Control Devices for Streets and Highways" (MUTCD- FHWA).

7. Structures. Bridges, culverts, walls, tunnels, and other structures shall be designed and certified by a registered Wyoming Civil Engineer as meeting the minimum requirements for the intended use, traffic load, and soil conditions. The burden of proof of the adequacy of such standards shall rest with the applicant for any development or subdivision permit.
   a. Bridge Permits, per Sec. 8.3.6., are required for any vehicular bridges, or bridges in or over the floodplain.
   b. Bridges shall be engineered to support the imposed loads of the largest fire apparatus which may use it and shall meet the minimum design requirements of the AASHTO Standard Specification for Highway Bridges, Standard LRFD-93.
   c. All bridges shall have a sign/plaque installed at the bridge entrance(s) displaying the vehicle weight limit. The sign must be legible and clearly visible to drivers/vehicles as they access the bridge.
   d. The minimum drive surface of a bridge shall be not less than 14 feet.
   e. ~~Local Minor Bridges. Roads of Local Minor Category (ADT of 20-200) or less require bridges designed to HS-20 criteria.~~
   e. Single Lane Bridges. Single lane bridges may be constructed on roads having a total projected ADT ≤ 250 for all development, including adjacent undeveloped land, that may reasonably be expected to be accessed by the bridge; and as long as the design is safe, considering such factors as sight distance and approach gradient. ~~and as long as a clear 14 foot travel way is provided as required by the Jackson/Teton County Fire Department.~~

8. Drainage. Culverts or bridges of adequate strength shall be installed whenever natural drainages are crossed or no less often than 750 feet to transfer water to the downhill side of a road section. They shall be sized to pass the floodwaters of a storm having a two year frequency. The minimum culvert size is 18 inches. Crossings of natural drainages shall be designed and constructed to provide for the natural passage of fish when deemed appropriate by the Planning Director or County Engineer.

   a. Maintain Irrigation Flow. All stream and/or ditch crossings must be designed and constructed so as to not restrict irrigation flow to any degree.

   b. Conformance with LDRs. All drainage, erosion control and grading items shall be conducted in accordance with these LDRs.

9. Access Approaches. Approaches to County roads shall have a roadbed width of not less than 20 feet and a minimum radius at the shoulders of 15 feet. They shall have the same type of pavement as the County road being accessed from the right-of-way line to the shoulder of the County road. Appropriate culvert pipe shall be placed under the approach as directed by the County Road & Levee Manager. In all other respects approaches shall conform with the applicable standards of the current version of the Wyoming Department of Transportation's "Rules and Regulations for Access Driveways to Wyoming State Highways".

10. Street Name Signs. Street name signs shall be installed at all intersections within, and entrances into, any development. Name signs at these locations shall be placed at least 7 feet above the ground, with the street names parallel to their respective streets. The letters shall be clearly readable and at least 4 inches in height for street names, and 2 inches in height for compass and street abbreviations. Street signs for each street shall be readable from both sides.

11. Road Location within Easement. Roadways shall be designed so that the road is constructed at least 8 feet from the edge of the easement.

12. Security Gates: The installation of security gates across a fire apparatus access (including driveways) shall receive an approved permit by the Fire Marshal. Where security gates are installed, they shall have an approved means of emergency operation. The security gates and the emergency operation shall be maintained operational at all times.

13. Fire Lanes. A fire lane is a road or other passageway developed to allow the passage of fire apparatus. A fire lane is not necessarily intended for vehicular traffic other than fire apparatus. Fire lanes may be required in close proximity to structures where access may be difficult due to traffic congestion, size of the building, proximity of other structures, etc. Fire lanes required by the Fire Department shall meet the following requirements in addition to the currently adopted International Fire Code:

    a. Fire lanes shall be not less than 20 feet in width.

    b. Fire lanes shall be posted with signs approved by the Fire Marshal that prohibit parking within the required width of the lane.

    c. The minimum distance from the closest edge of the fire lane to the structure shall be approved by the Fire Marshal based on the structure's square footage, height, and proximity to exposures.

14. Vertical Clearance: The unobstructed height for any fire apparatus access (including driveways) shall be not less than 13 feet 6 inches.

O. Plans and Specifications, Alternatives

1. In addition to any County requirements for materials to accompany applications for development permits, subdivision permits or similar County approvals, plans and specifications for pathways or for roads other than private drives, prepared by a registered Wyoming Civil Engineer, shall be submitted to the Planning Director for review prior to construction. The technical specifications shall be those specified in this Division. If no applicable standards are established by this Division, the plans and specifications shall be designed and certified by a registered Wyoming Civil Engineer as meeting the minimum requirement of the intended use. The burden of proof of the adequacy of such standards shall rest with the applicant and final determination shall be by the Board of County Commissioners.

2. Plans shall include typical cross-sections, plan and profile sheets, cross-section sheets indicating sections appropriately spaced in consideration of the gradient of the roadway, pavement design, calculations, and drainage plans.

3. Potential alternative locations, alignments, or designs, or the demonstration of the absence of such alternatives, shall be submitted by the applicant for transportation facilities proposed to impact the natural or wildlife resources regulated by Div 5.1, the Mid- to High-Tiers of the NRO, or involve natural hazards regulated by Div. 5.4. Alternatives also may be identified by staff or other PRC reviewers. For purposes of a comprehensive discussion of potential alternatives, if the essential access provisions of Section 5.1.1.D.3 or 5.1.1.B.3 are engaged, a neighborhood meeting as described in Section 8.2.3, Neighborhood Meeting, may be required by the Planning Director or County Engineer.

P. Inspections

For subdivisions or other developments, the following inspections shall be required by County officials during construction:

1. Plan Inspection. A field review of the proposed roadway or bikeway when completed plans are available, prior to construction (review of development permit for construction).

2. Staking Inspection. A field review of slope staking, at least every 200 feet, prior to clearing and/or grading.

3. Grading and Drainage Inspection. A field review of grading operation and drainage installation prior to placement of any sub-base material. Check measurements shall be made of

cross-section dimensions and drainage structures and soil compaction may be checked.

4. Pavement Inspection. A field review of pavement placement. Shall include check measurements of depths and widths.

5. Final Construction Inspection. A field review when all items are completed.

Q. Maintenance

Most state and federal highways are maintained by the Wyoming Department of Transportation. Other roads within National Parks and Forests are maintained by the appropriate federal agency in accord with their adopted standards and practice. Roads accepted as County roads may be maintained by the County. Otherwise, maintenance of subdivision or other roads shall be the responsibility of private individuals, homeowners' associations, improvement districts or similar entities.

7.6.5. Easements and Right-of-Way Dedication (1/1/15)

A. Road and Pathway Rights-of-Way

In any project requiring a permit, required rights-of-way for any arterial, major collector, or Pathway shown on the Transportation Master Plan Map and supporting documents, insofar as they may lie on or adjacent to the site of the proposed subdivision or development shall be dedicated to Teton County or to the State of Wyoming, as appropriate, for use as County or State roads, highways or pathways, based on the amount of demand created by the proposed development. Easement requirements beyond that demand must be acquired by the appropriate agency. Width of the required rights-of-way shall be as described in the table in Sec. 7.6.4., and on the Transportation Master Plan Map and other supporting documents. This requirement shall include dedication of any required additional rights-of-way for existing State or County roads lying within or adjacent to the site.

1. Required Dedication. Where the site of a subdivision or other development is contiguous to or contains an existing or proposed arterial indicated on the Transportation Master Plan Map, the Board of County Commissioners may require dedication of additional right-of-way, to provide for access streets, bus stop or shelter locations, planting screens, walls, berms or other elements which may be necessary for adequate protection of residential properties or to afford separation of local and through traffic. The extent of participation in the easement by the developer or landowner will be determined by the demands created by proposed development.

2. Form of Dedication. Dedication of rights-of-way for County roads or pathways shall be in fee simple by a separate general warranty deed or quitclaim deed (when approved by the Board), by dedication

on a recorded subdivision plat, or by a recorded easement, as required by the Board of County Commissioners.

3. Dedication for State Highways. Dedication of rights-of-way for State highways shall be in a form determined by the Wyoming Department of Transportation. In lieu of dedication to the State of Wyoming for such highways, the Board of County Commissioners may approve the dedication of such required rights-of-way to Teton County, in conformance with the requirements above for dedication of County roads, for future transfer to the State of Wyoming as required.

4. Timing of Dedication. Dedication of any required rights-of-way shall be completed prior to Subdivision Plat signature for any subdivision, or to issuance of the permit for any other project. However, for any permit for the master plan of a Planned Unit Development for which subdivision plats have not yet been approved or where the Board of County Commissioners determines that immediate dedication of right-of-way is not required or would disrupt continuation of agricultural activities, the required right-of-way may be set aside in a formal reservation for future dedication, including an accurate survey description of the required lands, to be recorded with the Clerk of Teton County. Where such a reservation has been recorded, it shall be binding on all future owners of the underlying property and shall so state. Such reserved right-of-way shall be dedicated to the County or State as described above upon application for Subdivision Plat signature for any subdivision including or adjacent to the right-of-way, upon the approval of any permit for construction activity on the site (other than such activity undertaken for agricultural or flood control purposes), upon its change of use from agricultural to any other use, or upon a finding by the Board of County Commissioners that the reserved right-of-way is required by the County or State for road or bikeway construction purposes.

B. Nonroad Transportation Easements

Easements provided in any subdivision or other development shall be in accordance with the following:

1. Emergency Access Easements. Emergency access easements shall be provided on all private streets or roads and other emergency vehicle lanes. Adequacy of such areas shall be determined by the Teton County Sheriff and the Fire Marshal ~~Jackson/Teton County Fire Department~~.

2. Cut and Fill Easements. Cut and fill easements shall be provided when street or road cuts and fills are not within a street or road right-of-way.

3. Sidewalk or Walkway Easements. Sidewalk or walkway easements may be required to be provided when pedestrian facilities are not within a dedicated street right-of-way. Minimum easement width shall be 6 feet, though wider easements are encouraged to allow for landscaping, walkway curvature and an enhanced visual experience for pedestrians.

4. Pathway Easements. Pathway easements shall be provided when such facilities, when required, are not proposed to be located within a dedicated road right-of-way. Minimum easement width shall be 12 feet, though wider easements are encouraged in order to enhance the recreational experience of the user and facilitate maintenance. The amount of participation by the developer or landowner in the easement will be determined by the demand created by the proposed development.

5. Cattle Drive Easements. Where movement of cattle is necessary, particularly from summer range on National Forest and National Park property to private holdings in Teton County, and motor vehicle traffic levels are such that cattle movement cannot be done safely on road rights-of-way or will seriously disrupt motor vehicle traffic, cattle path easements shall be provided. Except where the Board of Commissioners has determined that such an easement shall be obtained or maintained by the County, such easements will be to private individuals or corporations and be maintained by them. Width shall be as determined by the fee simple landowner and the holder of the easement.

6. Other Easements. Other easements shall be provided as required by the Board to the extent that the proposed development creates a demand for such easements.

C. Easement Location

Easements shall be properly located or monumented in accordance with applicable Wyoming Statutes.

D. Construction Responsibility

Except as required otherwise by this Division, all improvements located in, on, over or under an easement shall be constructed by the appropriate entity responsible for the improvements ~~agency~~. The underlying fee simple property owner shall not interrupt or in any way interfere with the lawful construction of improvements within the easement.

E. Maintenance Responsibility

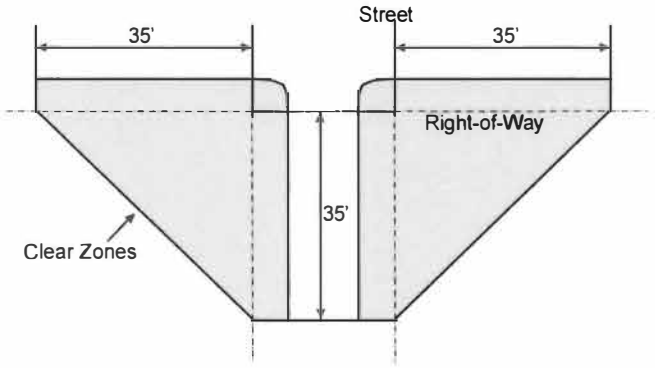
Other than County, State or Federal road easements, all easements shall be maintained by the underlying fee simple property owner and all improvements located in, on, over or under easements shall be maintained by the applicable or designated agency.

1. No Interference. Other improvements provided by the fee simple property owner shall not interrupt or in any way interfere with the designated and continued use and maintenance of the easements and improvements located thereon.

2. County Maintenance. Except for designated County roads, Teton County shall not be responsible for maintenance of easements and/or improvements thereon, unless otherwise approved by the Board of County Commissioners.

7.6.6. Clear View of Intersecting Streets (1/1/15)

No signs or other obstructions shall be permitted to be located in road rights-of-way and in the clear zones as indicated below, except required essential traffic control signs.



Div. 7.7. Required Utilities

7.7.1. Purpose (1/1/15)

The design, layout and construction of utilities shall conform with the standards of this Division. The standards for design, construction, specifications, and inspection of improvements, as prescribed in this Division, shall be in addition to the standards established by other County Departments.

7.7.2. ~~Potable~~ Water Supply ~~(1/1/15)~~ (8/1/25)

A. Potable Water Supply. ~~Public Water Supply Reasonably Accessible~~

1. Public Water Supply Reasonably Available. Where an approved public water supply is reasonably accessible or procurable, the applicant shall make application to the appropriate authority to connect to such water supply. If approval is granted, the applicant shall connect to the system and install water lines to make the water supply available to each lot of record within the development at its property line.

2. Water Supply Not Accessible. Where an approved public water supply is not reasonably accessible or procurable, the applicant shall, at the discretion of the Board of County Commissioners, either:

   a. Install Central Water Supply System. Install a central water supply system and water lines to the lot line of each lot of record from wells or other approved sources in accord with the State Department of Environmental Quality, and with the approval of the County and the State Engineer, or

   b. Evidence Water Supply Available to Each Lot of Record. Submit evidence satisfactory to the County Engineer that an adequate water supply meeting all State and County requirements is otherwise available to each lot of record in the proposed development, such as by an individual well.

B. Fire Fighting Water Supply or Fire Hydrants

1. Applicability. A year-round source for firefighting purposes shall be provided by the developer for new commercial subdivisions and new residential subdivisions with 3 or more residential lots. ~~shall provide a fire fighting water supply or fire hydrants within the development. Such hydrants shall be of the type, size, and number and installed in such locations specified by the County Fire Protection Resolution.~~

2. Authority. All systems shall be subject to review and approval by the Fire Marshal prior to installation and shall meet the required Wyoming Department of Environmental Quality standards.

3. Water Source Options.

a) Subdivisions with 3 to 10 residential lots shall provide a water source in the form of;

i. A central main system with hydrants; or

ii. One (1) fire well with pump, hydrant and reliable power source; or

iii. Storage tank with hydrant; or

iv. Another type suitable for year-round use, approved by the Fire Marshal.

b) Subdivisions with 11 to 29 residential lots shall provide a water source in the form of:

i. A central main system with hydrants; or

ii. At least two (2) fire wells with pump, hydrant and reliable power source.

iii. Except where average densities are 1 dwelling unit to >3 acres the following water sources are also permitted

a. Storage tank with hydrant; or

b. Another type suitable for year-round use, approved by the Fire Marshal.

c) Subdivisions of 30 or more residential lots shall provide a water source in the form of a central system with hydrants.

i. Except where average densities are 1 unit to >3 acres the following water sources are also permitted

1. Fire wells with pumps, hydrants and reliable power source; or

2. Storage tanks with hydrants; or

3. Another type suitable for year-round use approved by the Fire Marshal

ii. Where fire wells or storage tanks are used, a minimum of two sources shall be provided for the first 30 lots and one additional source per each 15 lots over 30, or fraction thereof.

d) Special Provisions: In all residential subdivisions, except those with commercial areas, regardless of densities, the water source requirements may be reduced provided all structures within the subdivision are protected by an approved automatic sprinkler system. When water source requirements are reduced by use of sprinkler provisions, the minimum number and type of sources shall be determined based upon road system design, topography, exposure protection requirements, densities, travel distance to established water sources, etc., and shall be subject to Fire Marshal approval. In no circumstance may the water source requirements be reduced to less than 500 gallons per minute.

e) Commercial subdivisions or residential subdivisions with commercial areas shall provide a firefighting water supply based upon the type of businesses present, type of construction, size of the buildings, proximity to exposures, fire flow requirements, access, etc. Each system will be reviewed to the specific hazard and may necessitate upgrading existing systems to provide adequate supply when changes of use occur.

f) Open water ponds shall not be permitted as a type of new firefighting water supply in any circumstance.

4. Water Source System Designs. All required water supply systems shall be subject to Fire Department permit approval and shall meet the design requirements of nationally recognized standards and shall be installed to meet said standards with the following as minimum requirements:

a. Central Mains with Hydrants.

i. A central hydrant system shall be capable of providing a minimum of 1000 gallons per minute (gpm) for not less than 2 hours at a residual pressure of 20 pounds per square inch (psi). Systems may provide 500 gpm for not less than two hours at a residual pressure of 20 psi when installed in subdivisions where all residential occupancies are protected by approved automatic residential sprinkler systems.

ii. System mains shall be not less than 6 inches for looped lines, 8 inches for dead end lines, subject to engineered hydraulic analysis. Hydrants shall be serviced by a branch line not less than 6 inches in diameter with a gate valve located on the branch line. Main size may be down-sized accordingly based on system demand when all residential occupancies are protected by approved automatic residential sprinkler systems.

iii. Hydrants shall be dry barrel type with two 2 1/2-inch outlets and one 4 1/2-inch outlet, all with National Standard Thread.

iv. Hydrants shall be located adjacent to roadways, preferably on corners, with the 41/2-inch outlet facing the road. Hydrants shall be placed no further than 10 feet from the edge of the roadway surface.

v. Hydrants shall be spaced not more than 500 feet apart.

1. Except that where subdivision densities are 1 dwelling unit to >3 acres, hydrants may be spaced up to 1,000 feet apart.

b. Fire Wells.

i. Fire wells shall be capable of supplying a minimum of 500 gallons per minute (gpm) for not less than 2 hours at a residual pressure of not less than 20 psi. Fire pumps shall be automatic on-demand and shall be provided with a reliable power source, which may include utility power, on-site emergency generator, engine driven pumps, or other approved system.

ii. One hydrant shall be provided with a minimum of two 2 1/2-inch male outlets with National Standard Thread.

c. Storage Tank with Hydrant. Storage tanks shall be sized to provide the minimum required fire flow for not less than 2 hours. Tanks may be underground, surface, or elevated where allowed, and may consist of one or multiple tanks. One hydrant shall be provided with a minimum of one 4 1/2-inch NST male thread outlet for underground tanks or two 2 1/2-inch outlets for surface or elevated tanks, each with National Standard Thread.

5. Developer Responsibility to Provide Binding Documentation. It shall be the responsibility of the developer to construct the adequate water supply and provide the system design information to Teton County to allow for the review and approval by the Fire Marshal.

a. When a developer proposes to down-grade the water supply system by use of sprinkler systems throughout the subdivision, and this method is approved by the Fire Marshal, adequate documentation shall be provided by the developer to ensure minimum requirements will be met in the future. The form of such documentation shall include notes on a subdivision plat, or an equivalent deed restriction that is recorded in the Teton County Clerks records.

7.7.3. Sanitary Sewer Systems (1/1/15)

A. Public Sanitary Sewer System Available

Where a public sanitary sewer system is located within 500 feet, and legal access is obtainable, the applicant shall connect to such sanitary sewer system and provide adequate connection lines to the property line of each lot of record.

B. Public Sanitary Sewer Not Reasonably Available

Where a public sanitary sewer is not located within 500 feet, the applicant shall install sewage disposal facilities, or lot owners shall install individual septic tanks and sewage disposal systems for each lot of record, which shall be approved by the County Sanitarian. The applicant shall furnish to the satisfaction of the County Sanitarian or State Department of Environmental Quality a report of percolation, groundwater and soils tests; these tests shall be performed in sufficient numbers and completed on the land by a licensed engineer or land surveyor indicating that a sufficient number of soils tests with results have been made in separate test holes spaced uniformly over proposed absorption field sites, and that the results of such tests indicate that percolation rates and high groundwater levels are adequate to permit the installation of the proposed type of soil absorption system without creating sanitation or pollution problems. The use of individual sewage disposal systems shall be subject to review, inspection of construction and approval of construction by the County Sanitarian. See the Teton County Small Wastewater Facilities Resolution for permit requirements and design standards.

7.7.4. Irrigation Ditch Systems and Design (1/1/15)

A. Surface Water Rights

If there are surface water rights appurtenant to the lands to be subdivided, the developer shall provide evidence that the requirements of Section 18-5-306(a)(12), Wyoming Statutes, 1977, as amended will be complied with.

B. Irrigation Water

If irrigation water is to be made available in a development, it shall be the responsibility of the developer to install an approved delivery system. Such a system shall meet minimum delivery requirements for the development and shall encompass the control of wastewater, drainage water and surface water resulting from irrigation, and protect and deliver the water rights of others using the same water source. The irrigation delivery system shall be approved by the State Engineer. The irrigation system/ditches also shall be approved by the County Sanitarian as to how it
affects the operation of individual sewage disposal systems on lots of record in the immediate and adjacent areas of the development.

C. Restriction of Methods

The County may restrict the methods of irrigation to be employed in order to prevent an artificial and detrimental rise of the groundwater table under the subdivided land or adjacent lands.

D. Setbacks

1. Intent. Setbacks from irrigation ditches shall provide for the maintenance of ditches while also protecting water quality and promoting agriculturally related scenic resources and wildlife habitat.

2. General. Physical Development, including architectural projections, shall be set back a minimum of 15 feet from the top of bank of all open irrigation ditches and the centerline of all piped irrigation ditches; notwithstanding, adequate access for maintenance of the ditch shall be provided to the organized or un-organized ditch company, or any water rights owner on the ditch.

3. Exceptions. The following types of physical development are exempt from the 15 foot irrigation ditch setback. Notwithstanding, the requirements of all State Statutes applicable to irrigation ditches shall be satisfied.

   a. Maintenance of the Ditch. Maintenance of the ditch by the organized or un-organized ditch company, or any water rights owner on the ditch.

   b. Private Lateral. Development along a lateral that has no downstream users and terminates on the property being developed.

   c. Pipeline in Existing Easement. Development along a piped ditch, when the piped ditch is within a maintenance easement existing as of September 24, 2007. Notwithstanding, the physical development shall not occur within that easement.

   d. Essential Access. Ditch crossings for essential access are permitted provided that they do not obstruct the maintenance of the ditch, or historic flow of the ditch.

   e. Agriculture. Non-structural, agricultural development may encroach into the ditch setback.

f. At Grade Paths and Roads. An at grade path or road may encroach upon demonstration to the satisfaction of the Planning Director that:

i. it will not obstruct maintenance of the ditch;

ii. it will not adversely impact the water quality in the irrigation ditch or irrigation system within which the irrigation ditch is a part;

iii. it will not cause any change in the hydrology of neighboring lands; and

iv. it will not cause safety problems for those persons using the proposed path or road.

4. Note on Development Plan/Subdivision Plat. Required setbacks from ditches shall be noted on the Development Plan and/or Subdivision Plat.

E. Irrigation Ditch Alteration

The following standards apply for any alteration of an irrigation ditch. This includes moving the irrigation ditch, enclosing the irrigation ditch, or causing any other change in the characteristics of the irrigation ditch. Notwithstanding, ditch alteration for agricultural purposes and alteration of a lateral that has no downstream water rights and terminates on the property of the alteration shall be exempt from the requirements of this Subsection.

1. Consultation with Water Commissioner. An applicant proposing to alter a ditch shall provide evidence that the proposed alteration has been presented to the local Water Commissioner for the district in which the alteration is proposed.

2. Grading Permit Required. A Grading and Erosion Control Permit prepared pursuant to Div. 5.7. is required for all ditch alterations. The permit application shall be prepared by a professional engineer registered in the State of Wyoming or by both a land surveyor and a landscape architect registered in the State of Wyoming.

3. Restriction of Methods. The County may restrict the methods of irrigation to be employed in order to prevent an artificial and detrimental rise of the groundwater table under the lands of the alteration or adjacent lands.

4. Setback from Edge of Ditches. The top of bank of all altered open ditches and the centerline of all altered piped ditches shall be set back a minimum of 15 feet from all property lines and conform to all other setback standards.

7.7.5. Other Utilities (1/4/21)

A. Buried Utilities Required

All utilities shall be installed underground. ~~except that, outside of the mapped Wildland-Urban Interface an existing above-ground fuel tank may be replaced above-ground.~~ Any relocation of existing utilities shall be buried.

B. Easements

Where utilities are not provided within a dedicated road right-of-way, easements of not less than 30 feet shall be provided for accommodating water lines, sanitary sewers and stormwater drainage. Minimum width of easements for power lines, telephone lines, and other utilities shall be 15 feet.

C. Levees

1. Sprinkler Systems Prohibited. Installation of sprinkler systems or other pressurized lines within the County easement for levees operated and maintained by the County or the United States Army Corps of Engineers shall be prohibited.

2. Permitting of Modifications to Levee Structure. Modification of levee structures, such as culverts, fences, gates, wildlife crossings/paths, plantings, or other features which require alteration of levees operated and maintained by the United States Army Corps of Engineers (USACE) must be permitted through the Walla Walla District, USACE, prior to any construction, pursuant to 33 U.S.C. 408. Modification of non-federal levees operated and maintained by the County, must be approved by the County Public Works Department with input from the USACE.

8.3.6. Bridge Permit (8/1/25)

A. Purpose

The purpose of a bridge permit review is to ensure that the proposed bridge complies with these LDRs and engineering standards.

B. Applicability

Physical development that requires a bridge permit is identified in Div. 7.6. Pedestrian bridges do not require bridge permits unless they are located in or over a floodplain.

C. Findings for Approval

A bridge permit shall be approved upon finding the application:

1. Complies with the standards of Div. 7.6.;
2. Complies with all other relevant standards of these LDRs and all other County Resolutions; and
3. Is in substantial conformance with all standards or conditions of any prior applicable permits or approvals.

D. Permit Conditions

All bridge permits shall require the permittee to:

1. Notify the County Engineer 48 hours prior to commencing construction of any part of the bridge;
2. Notify the County Engineer a minimum of 48 hours in advance of completion, to schedule the required final inspection;
3. Obtain permission in writing from the County Engineer prior to modifying the bridge plan;
4. All bridges shall have a sign/plaque installed at the bridge entrance(s) displaying the vehicle weight limit. The sign must be legible and clearly visible to drivers/vehicles as they access the bridge;
5. Allow the County Engineer to enter the site for the purpose of inspecting compliance with the bridge permit or for performing any work necessary to bring the site into compliance with the bridge permit; and
6. Keep a copy of the approved bridge plans on the site.

E. Expiration

A bridge permit shall expire one year after the date of approval except under one of the following circumstances:

1. The bridge permit is associated with a building permit or other construction authorization, in which case it shall be valid as long as the building permit or other construction authorization is valid; or
2. An alternate expiration is set through the approval of the bridge permit.

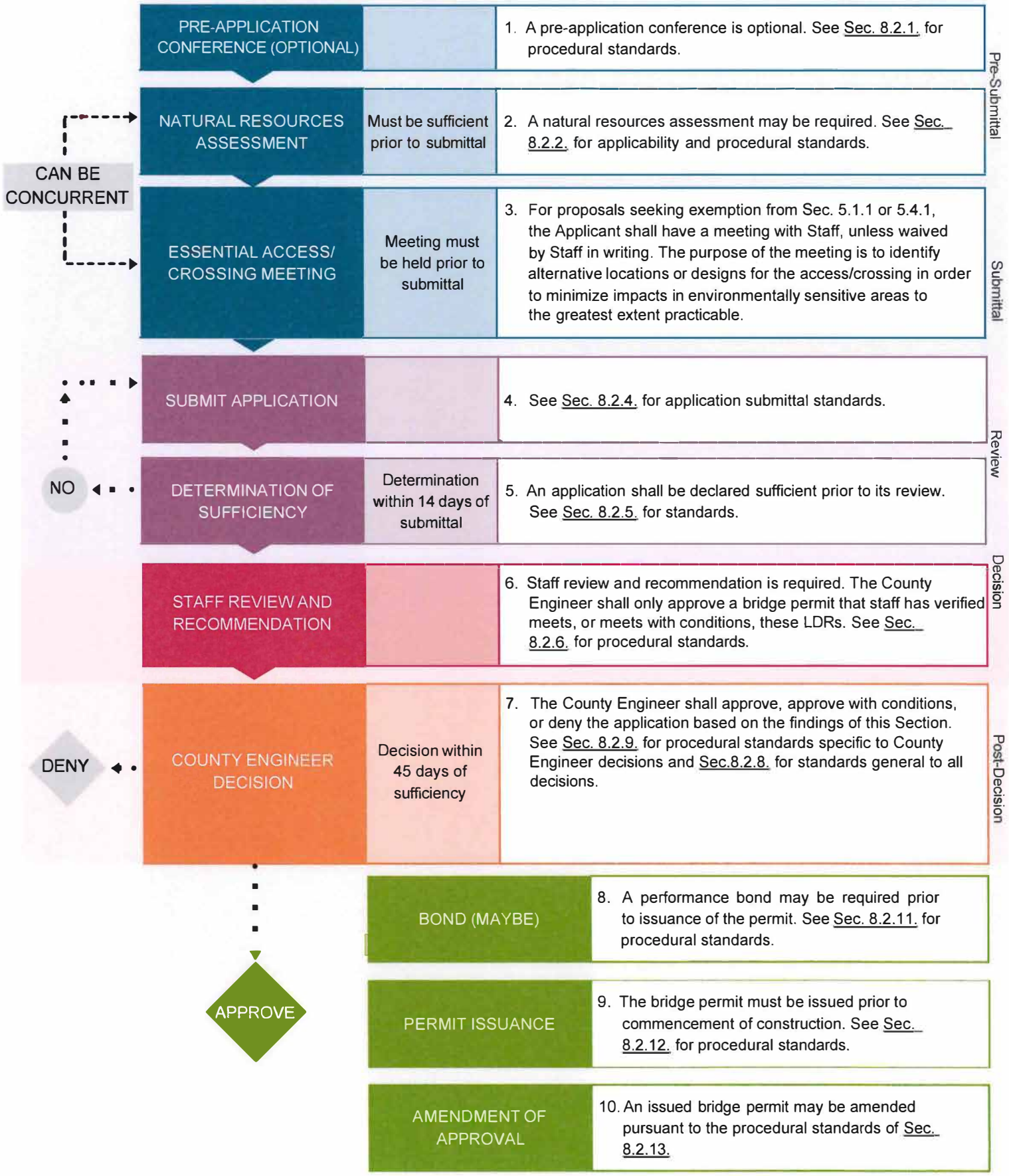
F. Inspection

The professional engineer responsible for the approved bridge design, or their representative, shall inspect the bridge at key points of construction and certify compliance with the design prior to the Teton County Engineering Department final inspection and/or release of financial surety or performance bond.

G. Review Process

All steps and deadlines in the following chart are required unless noted otherwise. An applicant must complete each step before moving to the step below.

Bridge Permit



Drainageway. A drainageway is a watercourse identified by the presence of an intermittent flow, or a swale whose drainage area is a minimum of 5 acres.

Drive-In Facility. See 6.1.11.H.

Driveway. Driveway means a private fire apparatus access way serving ~~2 or fewer single-family units or deeded lots.~~ four (4) or fewer dwelling units, including accessory residential units, or no more than two (2) non-residential lots.

Dude Ranch. See 6.1.3.E.

Dwelling Unit. A dwelling unit is a unit used residentially and is also known as a residential unit. See Sec. 6.1.4. for a definition of residential use.

E (1/23/23)

Earth Sheltered Design. Earth sheltered design means a building whose mass is built fully or partly below the land surface, or which sits above natural grade but has been covered with earth so that at least 50% of the perimeter of the building is concealed from view.

Easement. Easement means a less than fee interest in land, which provides a person other than the owner of the land certain rights over that land, or any designated part of that land, for the purposes specified.

Education. See 6.1.8.C.

Eligible Support Structure. An existing tower or base station as defined herein.

Emergency Work. Work which must be performed immediately to save lives or to protect improved property, public health and safety, or to avert or lessen the threat of a major disaster.

Employee generating development. Employee generating development is a new building or use not currently in existence, as further defined by Sec. 6.3.2.A. It is a term describing development that requires provision of affordable workforce housing pursuant to Div. 6.3., unless exempt in that Division.

Employee Housing. 1) A unit subject to an Employee Housing restriction as defined in the Housing Department Rules and Regulations, such units were required by Division 6.3 as it existed prior to July 18, 2018. 2) A unit occupied by an employee of a business on the site.

Equipment Cabinet. Any structure above the base flood elevation including cabinets, shelters, pedestals, and other similar structures and used exclusively to contain radio or other equipment necessary for the transmission or reception of wireless communications signals.

Equipment Compound. The fenced-in area surrounding the ground-based wireless communications facility including the areas inside or under a tower's framework and ancillary structures such as equipment necessary to operate the antenna on the structure that is above the base flood elevation including cabinets, shelters, pedestals, and other similar structures.

I (8/1/25)

Illuminating Engineering Society (IES). Illuminating Engineering Society or IES means an industry-supported, nonprofit learned society headquartered at 120 Wall Street, New York City, New York, recognized as an authoritative body on the science and application of lighting that publishes the promites recommended practices for a variety of specific lighting applications.

Impervious surface. Impervious surfaces mean a surface which does not absorb water.

> **EXAMPLE:** Examples of impervious surfaces include, but not are not limited to: buildings (including roofed areas but excluding eaves that over-hang a pervious surface), structures, parking areas, loading areas, driveways, roads, sidewalks, and any areas of concrete, asphalt, or significantly compacted material which prevents water absorption.

Industrial Use. See Sec. 6.1.9.

Industry, Heavy. See 6.1.9.C.

Industry, Light. See 6.1.9.B.

Incidental Use. See 6.1.2.B.2.

Infrastructure. Infrastructure means public facilities necessary to serve development, including, but not limited to roads, potable water supply facilities, sewage disposal facilities, drainage facilities, electric facilities, natural gas facilities, telephone facilities and cable television facilities.

Initial lumens. The number of lumens of light emitted by a luminaire when the lamp is new, not accounting for any depreciation due to the age of the lamp or environmental conditions that may be detrimental to its performance.

Institutional Use. See Sec. 6.1.8.

Internally illuminated. Internally illuminated refers to any sign or display, whether on- or off- premise, consisting of (1) translucent surfaces whose message is designed to be made visible by means of lamps or other light sources concealed within such surfaces; or (2) a sign whose content is made visible by means of luminous elements under active electronic control and therefore subject to alteration in order to vary the color, content and/or brightness of the message displayed.

Intersection. An intersection is a point where two or more vehicular accesses converge, or when a single approach begins or ends at another roadway.

Irrigation Ditch. An irrigation ditch is a man-made ditch constructed for the purpose of land irrigation. Irrigation ditches shall not include naturally formed drainageways.

J (1/1/15)

Junkyard. See 6.1.9.E.