

CHAPTER 17
DETAILED PERFORMANCE STANDARDS FOR THE DESIGN AND
CONSTRUCTION OF ROADS

Purpose: The purpose of this chapter is to provide standards for the construction or reconstruction of roads. These standards are for roads in low to medium density residential and light commercial areas. A large scale development study will be required for any development that generates sufficient traffic to necessitate additional construction requirements.

Large Scale Development: Any requirement of this chapter may be altered as a result of a large scale development study required by this ordinance.

17-1 Street Design

Right-of-Way and Surface Width: Road right-of-way and surface widths shall be as required by Table G.1.

TABLE G.1 – LOCAL ROAD STANDARDS

SLOPE	UNITS SERVED	MINIMUM RIGHT-OF-WAY WIDTH	MINIMUM SURFACE WIDTH	MAXIMUM CUL-DE-SAC LENGTH
0-8%	>16	60 Feet	24 Feet	660 Feet
0-8%	<16	60 Feet	24 Feet, 16 Feet One Way	880 Feet
8-15%	>16	50 Feet	24 Feet Two-Way, 16 Feet One Way	660 Feet
8-15%	<16	50 Feet	16 Feet with Pull Outs Every 400 Feet	880 Feet
>15%		50 Feet	14 Feet with Pull Outs Every 400 Feet	660 Feet

Notes: “Slope” refers to the slope on which the road is proposed, not to the grade of the road itself. Where one-way circulation systems are used, the developer shall install “one-way” and “do not enter” signs in the appropriate locations at U intersections.

Right-of-Way Treatment: The entire required right-of-way should not be cleared. Grading should be confined to the minimum area necessary for construction of a properly drained road surface. Where a road passes through brush vegetation that creates a wildfire hazard, the entire right-of-way shall be treated as a fuel reduction area where brush is thinned to a density where crowns do not overlay or touch and ladder fuels are removed. Construction trash shall be removed from the right-of-way along with other fuels.

Surface Construction: Road surfaces shall be laid over a properly compacted sub-grade and consist of: 1) a sub-base of a minimum six inches of coarse aggregate; and 2) a base of a minimum two inches of crushed coarse aggregate. Roads may be paved, but paving is not required by this ordinance.

Drainage: Road surfaces shall be crowned so as to slope away from the centerline at a grade of two percent. Shallow, parabolic drainage and snow storage areas shall be provided along all roads. These drainage ways shall be reseeded after construction.

Maximum Grade: The maximum grade of any road shall be eight percent except at intersections.

Cul-De-Sac: A cul-de-sac may be used, with the maximum length permitted by Table G-1 and a width of 60 feet. Other dead-end streets shall be prohibited, except where temporarily permitted by a subdivision phasing plan, or to provide for future connections between developments. A temporary cul-de-sac shall be provided whenever a temporary dead-end street serves four or more lots.

Minimum Centerline Radius of Curves: The minimum centerline radius of curves shall be 100 feet.

17-2 Intersection Design

Clear Sight Distance: Clear vision triangles shall be provided as follows:

1. At intersections: The clear vision triangle includes the area defined by extending a line between two points, one on each lot line paralleling the road, each of which is thirty (30) feet from the lot corner at the intersection; and
2. At other points of access: The clear vision triangle includes the area defined by extending a line between two points, one on the lot line paralleling the road and one on the outer edge of the driveway, each of which is 15 feet from the point where the driveway crosses the lot line.
3. No solid fence or wall, planter, hedge, shrub, or other visual obstruction more than three feet in height above the grade of the adjoining roads shall be permitted within a clear vision triangle.
4. No parking shall be permitted in a clear vision triangle.
5. Trees shall be permitted in clear vision triangles, but only if all branches are removed to a height of, at least, seven (7) feet above grade.

Grade at Intersection: The maximum grade at and within fifty (50) feet along both approaches to any intersection shall be three (3) percent.

Alignment of Intersection: All intersections shall be at a ninety (90) angle, with both approaches running at ninety (90) degrees for at least fifty (50) feet before the intersection.

Minimum Centerline Offset of Intersections: The minimum centerline offset of intersections shall be one hundred twenty five (125) feet except for intersections with arterial, where it shall be two hundred (200) feet.

Signs: The developer shall install stop signs at all intersections with arterial streets. The developer shall also install all other signs required for safe traffic and pedestrian movement in the subdivision.

17-3 Additional Standards

Culverts and Bridges: All culverts and bridges shall be designed by a professional engineer. Bridges and culverts are subject to the stream corridor and floodplain requirements of this ordinance.

1. All bridges and culverts on natural watercourses shall be designed to pass a one hundred (100) year flood without damage to the bridge OT (overtopping) or its approaches, without diverting floodwater on neighboring properties, and without increasing the level of the base flood downstream.
2. The developer may be required to install a bridge rather than a culvert on any natural watercourse where such action is required, on the advice of the Idaho Fish and Game Department, to protect the fishery.
3. Culverts shall be designed to pass the runoff from the ten (10) year, six (6) hour storm.
4. All culverts and bridges shall be designed to support a minimum gross vehicle load of forty thousand (40,000) pounds.
5. There shall be a minimum fifty (50) foot, ninety (90) degree approach to all bridges.