

POLICY IV.G ROAD STANDARDS

A. GENERAL REQUIREMENTS

1. The City of Bonners Ferry Road Standards shall be those of the following standards, most recent version except as otherwise identified in this policy:
 - a) Boundary County Road Standards Manual (September 2020 Edition)
 - b) Idaho Standards for Public Works Construction
 - c) Manual on Uniform Traffic Control Devices (MUTCD)
 - d) Idaho Catalog of Storm Water Best Management Practices (IDEQ)

B. EXCEPTIONS

1. The City engineer may, under unusual circumstances, consider engineered street designs which do not follow City standards.
2. Driveway Approaches:
 - a) Driveway approach configurations will be considered on a case-by-case basis.
 - b) Minimum approach width for a primary residential driveway is 24'.
3. The minimum culvert size is 12".
4. The minimum street and Right-of-Way radius: for a 20 mph zone is 150' measured to the centerline of the street and Right-of-Way. The proposed radius of all new streets and Right-of-Ways shall be subject to the review and discretion of the City based on the Boundary County Road Standards. Streets and Right-of-Way intersections must connect at no less than 80-degrees unless otherwise approved by the City.
5. All new streets shall have a minimum compacted ballast depth of 12".
6. Street sub-base ballast material shall be ISPWC 2" Crushed Aggregate Type II. Street base material shall be ISPWC 3/4" Crushed Aggregate Type I.

C. NEW STREETS AND STREETS IMPROVED FOR DEVELOPMENT

1. Dedication: All right-of-way for arterial and collector streets as shown on the Comprehensive Plan shall be dedicated to the City in all cases. Private streets are discouraged.
2. All streets, sidewalks, curbs, gutters, approaches and storm water drainage systems shall be approved by the City prior to construction and shall be constructed and

inspected in accordance with the current edition of the “Idaho Standards for Public Works Construction”, or in conformance to specific standards created by the City.

3. All newly constructed streets, parking areas and alleys shall be hard surfaced with concrete or “hot mix” asphalt paving. Chip sealing (of streets only) will only be allowed if determined by the City engineer that chip sealing will be in the best interest of the City with respect to design and continuity with adjacent streets.
4. Stub Streets: Where adjoining areas are not subdivided, the arrangement of streets shall be such that said streets and Right-of-Ways extend to the boundary line of adjacent tracts to make provisions for future expansion. The adjacent tracts must have the proper alignment and width available for future Right-of-Way dedication. Fire truck turnarounds may be required on dead end streets as determined by the Fire Chief.
5. Sidewalks and Pedestrian Walkways: Sidewalks and/or pedestrian walkways shall be constructed by the developing entity within public Right-of-Ways under the following conditions:
 - A. Where the City has a planned pedestrian route.
 - B. For all commercial, multi-family, industrial, and medical developments.
 - C. Along highway and arterials.

Sidewalks and walkways be to be a minimum of 6 feet wide (including curb) and placed in the right-of-way where approved by the City. The City will determine which type of pedestrian access is appropriate based on the preliminary site plan and the surrounding area and adjacent pedestrian systems.

6. Relation to Topography: Streets shall be designed and engineered in proper relation to the surrounding topography to eliminate erosion potential and create buildable lots, safe streets, drainage ditches and acceptable road grades and side slopes.
7. Alleys: Alleys shall be provided in multi-family developments, multiple dwelling or commercial subdivisions, unless other provisions are made, to provide service access and off-street loading. Alleys cannot be used for parking. Dead-end alleys shall be prohibited in all cases.
8. Half Streets: Half streets shall be prohibited. Whenever a tract to be subdivided borders on an existing half or partial street, the remaining portion of the street and Right-of-Way shall be dedicated and constructed within such tract to City standards.
9. Street Right-of-Way Widths: Street right-of-way widths, measured from property line to property line, shall conform to the adopted Transportation Plan or Comprehensive Plan and the rules of the Idaho Transportation Department and highway district or department having jurisdiction. Minimum right-of-way standards are as follows:

<u>Highway and Street Types</u>	<u>R/W Widths</u>	<u>Typical Surface Width</u>
Arterial	60-80 feet	32-40 feet
Collector Street	60 feet	30 feet
Local Access	60 feet	28 feet
Alley	20 feet	12 feet

10. Street Grades: Street grades shall not exceed percent (6%) unless approved by the City based on site conditions.
11. STREET NAMES: The naming of streets and issuing of addresses shall conform to the current City ordinances and policies.
12. All new developments (other than single-family residential) shall provide a scale preliminary site plan with survey accurate linework showing all proposed streets, Right-of-Ways, accesses, alleys, parking areas, easements and improvements. Final designs will not be considered until the preliminary site plan is approved.
13. Vehicle travel ways, alleys and parking areas inside all developments (other than single-family residential) shall have a minimum 8” thickness of compacted ballast, 4” thickness of compacted base material and shall follow the same design, construction and inspection procedures specified for new streets.
14. All new City streets required for any development shall be dedicated, engineered, funded and constructed by the developer to City standards along with all associated utilities, easements and stormwater plans.
15. No public Right-of-Way shall pass through an undivided lot. All such lots must be divided to either side of the Right-of-Way prior to development.
16. Erosion control measures shall be maintained during any public or private construction project covered under the City of Bonners Ferry Road Standards Policy. Owners and contractors shall follow IDEQ requirements and the recommendations in the Idaho Catalog of Storm Water Best Management Practices.
17. Engineered Record Drawings and inspection reports for all construction which pertains to the City of Bonners Ferry Road Standards Policy shall be provided to the City within 60 days of final completion or at a time negotiated with the City.