

ORDINANCE NO. 2005-04

AN ORDINANCE OF BOISE COUNTY, A POLITICAL SUBDIVISION OF THE STATE OF IDAHO, ESTABLISHING ROAD STANDARDS, ESTABLISHING APPLICABILITY, ESTABLISHING ROAD SERVICE CLASSES AND DEFINING TERMS, ADOPTING ROAD STANDARDS, ADOPTING ADDITIONAL ROAD STANDARDS AND CONDITIONS OF DESIGN AND CONSTRUCTION, SETTING FORTH A TABLE OF REQUIREMENTS AND SUPPLEMENTAL DRAWINGS, PROVIDING FOR VARIANCE PROCEDURE, PROVIDING SEVERABILITY, REPEALING CONFLICTING ORDINANCES, AND PROVIDING AN EFFECTIVE DATE.

SECTION 1. APPLICABILITY.

A. The provisions of this ordinance, except as hereinafter provided, shall apply to public roads, roads developed in conjunction with the platting of subdivisions, and private-common-use (PCU) roads within subdivisions approved after the effective date of this ordinance as defined in Boise County Subdivision Ordinance, which regulates subdivision development, and major revisions or additions to existing subdivisions shall be subject to the Design and Construction Standards adopted by this ordinance.

B. The provisions of this ordinance shall apply only to unincorporated areas in Boise County. Public (County) road construction and reconstruction will conform to these Standards to the greatest extent possible.

C. The provisions of this ordinance shall not apply to the repair, maintenance, widening, straightening and improving of any road existing at the time of the adoption of this ordinance, unless the existing road is used for access to a new development.

D. The provisions of this ordinance shall not apply to roads constructed and maintained to provide access to each part of an original tract which is divided as provided in the Boise County Subdivision Ordinance if the division of such original tract is not considered as a division or subdivision within the provisions of the Boise County Subdivision Ordinance.

E. The provisions of this ordinance shall not apply to any roads situated on lands owned by the State of Idaho or the United States except to the extent the State of Idaho or the United States grants written permission to apply the provisions of this ordinance.

SECTION 2. ROAD SERVICE CLASSES ESTABLISHED AND DEFINED.

Standards for design and construction depend on Service Classes of the subject roads. The service classes established by this Ordinance are: Public, PCU (Collector), PCU (Local), and PCU (Minor).

A. Public Roads (also, County Roads) are those vehicular travel ways with right-of way owned by Boise County or dedicated to public use and maintained by Boise County.

B. PCU (Collector) Roads are vehicular travel ways which are privately owned but serve to provide access to more than 50 lots.

C. PCU (Local) Roads are vehicular travel ways which are privately owned, but serve to provide access to 50 or fewer lots.

D. PCU (Minor) Roads are vehicular travel ways which are privately owned, but serve to provide access to 4 or fewer lots.

E. Road easement requirements shall be established by defining road service potential based upon lots that may be accessed within the current subdivision and adjacent properties.

SECTION 3. ROAD STANDARDS ADOPTED.

The minimum requirements for construction for each of the four road classes defined herein are set forth in Table 4, "TABLE OF GENERAL DESIGN REQUIREMENTS" (including footnotes thereto) which is incorporated into this Ordinance in Section 5. Said Table No. 4 is supplemented by drawings (labeled 1 through 5) entitled Typical Rural Subdivision Road Section (Dwg. 1, dated 8-23-05), Parking Turnouts (Dwg. 2, dated 2-6-96), Typical One-Lane Road Section (Dwg. 3, dated 11-30-95), Refuge Turnout Design (Dwg. 4, dated 11-30-95), and Turn-around Options (Dwg. 5, dated 2-1-96) which are hereby adopted as design standards for Boise County roads and made part of this Ordinance as if fully set forth herein. Said drawings are appended hereto and in combination with the provisions of Table 4 and the text of this Ordinance, serve as the design and construction standards for Boise County roads. No newly established public or private common use road shall be constructed except in substantial compliance with these standards. Reconstruction of or connection with existing public or private common use roads shall be accomplished consistent with these standards to the greatest extent feasible. Reconstruction shall be construed to mean widening from one to two lanes, changing grade or alignment. Repair and maintenance of any road existing at the time of adoption of this ordinance is encouraged and is not subject to the constraints of this ordinance.

SECTION 4. ADDITIONAL ROAD STANDARDS AND CONDITIONS.

Additional road standard requirements that either are generally applicable to all roads or apply in such specific conditions as may be specifically referenced herein are as follows:

A. Dead-ends/Turn-arounds. Dead-ends of Local and Minor roads shall be supplied with turn-arounds adequate for truck-and-single-trailer vehicle combinations and for fire trucks and other emergency vehicles of non-articulated, single-steering-axle type. Turn-arounds should be designed for the least practicable disturbance of existing terrain, and to support this purpose they may be circular type, tee type or loop type as illustrated in Drawing Number 5. Disturbance caused in installation shall be repaired or mitigated to prevent erosion, facilitate drainage, and minimize long-term maintenance obligations.

B. Culvert Requirements. Culverts or bridges shall be installed at intersections and accesses, at driveway entrances, at all points where a natural drainage concentration pathway crosses any road, and at all points where high water table conditions create a requirement for supplemental drainage. Design flow for culverts shall be the 50-year maximum flow based on hydrologic analysis performed by or under supervision of a Professional Engineer registered in the State of Idaho. No culvert in forested regions, including driveway entrance culverts, shall be smaller than 18 inch diameter, and larger sizes shall be used where required. Culverts in non-forested regions shall be not less than 18 inches in diameter if on Public

roads or on approaches to Public roads. Culverts on PCU roads and driveway approaches to PCU roads in non-forested regions shall be not less than 12 inches in diameter. Culverts shall be provided at all driveway approaches that occur in roadway sections that are drained by constructed roadside ditches. Driveway entrances at locations where natural topographic relief allows road surface runoff to drain away from the roadside without requiring a ditch may be constructed without culverts. Culverts shall be adequate for AASHTO HS-20 loadings. Acceptable materials for culverts are reinforced concrete pipe, precast reinforced concrete box sections, galvanized steel pipe and plate, and aluminized steel pipe and plate. Culvert widths shall be such that the total roadway (travelway plus shoulders) is not narrowed as the road crosses the culvert and that the culvert extends a minimum of three feet past the toe of the roadway fill both upstream and downstream, except that a shorter culvert may be used provided that the fill is stabilized by headwalls and wingwalls and that the roadway (travelway plus shoulders) is not narrowed.

At the developer's option, the Table No. 1, TABLE FOR CULVERT SIZING may be used for culvert sizing in lieu of hydrologic calculations for determination of 50-year storm flow:

Table No. 1
TABLE FOR CULVERT SIZING
Required

Watershed Area (acres)	Culvert Diameter, Inches	Culvert Capacity (Cubic Ft. per Sec.)
Less than 15	12	2
16 to 72	18	6
73 to 130	24	12
131 to 270	30	20
271 to 460	36	32
461 to 720	42	46
721 to 1,025	48	65
1,026 to 1,450	54	89
1,451 to 1,870	60	112

Strongly consider having culverts larger than 60 inches designed, or consider alternative structures, such as bridges, mitered culverts arches, etc.

Watershed Area (acres)	Required Culvert Diameter, Inches	Culvert Capacity (Cubic Ft. per Sec.)
1,871 to 2,415	66	142
2,416 to 3,355	72	176
3,356 to 5,335	84	260
5,336 to 7,410	96	370
7,411 to 9,565	108	500
9,566 to 11,780	120	675

Culverts larger than 120 inches must be designed; consider alternative structures.

C. Bridge Requirements. Bridges are required at some stream crossings instead of culverts because of stream size or terrain factors. Bridges installed on roads subject to these standards shall be

designed for AASHTO HS-20 loadings and for one-foot stream clearance at 100-year flood peak flow. Structural materials allowed are prestressed concrete, conventionally reinforced concrete, galvanized steel, weathering steel, painted steel, and pressure-treated wood. Any bridge installed subject to these standards shall be designed by a Professional Engineer registered in Idaho. Bridge widths shall be such that the total roadway (travelway plus shoulders) is not narrowed as the road crosses the bridge.

D. Driveway Drainage and Grade. At the entrance of any driveway to any road subject to these Standards, there shall be a section of driveway not less than 20 feet long having a grade not steeper than 2% uphill or downhill, to afford drivers of vehicles entering the roadway adequate opportunity to look for traffic before proceeding. Driveway entrances to roads shall be constructed with waterbar humps or cross-drain swales to prevent surface water from entering the road surface from the driveway, in addition to culverts required in Section 4-B, foregoing. Waterbar humps, if used, shall be at least 0.3 foot high. Cross-swales, if used, shall be at least 0.3 foot lower than the road shoulder at the entrance. Driveways shall not be placed where drivers cannot safely observe traffic on the intersecting road such that entry or exit from the road way cannot be safely accomplished.

E. Intersection and Curve Grades. Road grades at intersections or junctions shall be no steeper than 2% for a minimum of 100 feet every direction from the centerline intersection point. Intersections with paved public roads or paved collector PCU roads shall have an asphalted surface for the full width of the roadway for a minimum of 50 feet from the pavement edge of the public road or collector PCU road. Maximum road grade on horizontal curves on Public and PCU (Collector) roads shall not exceed the values given in Table No. 2.

**Table No. 2
INTERSECTION AND CURVE GRADES**

Radius	Percent Grade Maximum
100 feet to 149 feet	8%
150 feet to 249 feet	9%
250 feet or more	10%

F. Parking Turnouts. Parking turnouts shall be provided wherever accesses are vulnerable to closure by plowed snow or snow accumulation greater than two feet in depth. Specific conditions requiring parking turnouts are listed in Table 4, TABLE OF GENERAL DESIGN REQUIREMENTS. Parking turnouts required on PCU (Collector) and PCU (Local) roads shall be located near driveway entrances. Parking turnouts containing a minimum of one space per lot shall be located at the entrances of all Minor roads. Parking turnouts may be either parallel type or perpendicular type, as shown in Drawing Number 2.

G. Additional Width/ Horizontal Curves. Road travelways shall be widened at horizontal curves as given in Table No. 3.

**Table No. 3
ADDITIONAL WIDTH OF HORIZONTAL CURVES**

Radius	1-lane widening	2-lane widening
40 feet to 79 feet	5 feet	5 feet
80 feet to 99 feet	3 feet	3 feet
100 feet to 149 feet	2.5 feet	2.5 feet
150 feet to 249 feet	1.5 feet	1.5 feet
250 feet to 400 feet	1 foot	1 foot
More than 400 feet	Not required	Not required

Widened travelways shall be eased back to standard widths by transition flares with rates of change not greater than one foot of width change per ten feet of longitudinal travel.

H. Cut and Fill Slopes. Cut and fill slopes of roadway sections as completed shall conform to the following requirements:

1. Except where a Soils and Geology Report by a licensed Professional Engineer or Professional Geologist stipulates that materials on a specific site will be stable at steeper slopes shall be as follows:

a. For sections where the cut as measured from the uphill shoulder is less than or equal to 10 feet vertically, cut slope shall not be steeper than 1:1.

b. For sections where the cut as measured from the uphill shoulder is greater than 10 feet vertically, cut slope shall not be steeper than 1.5:1.

2. Where a Soils and Geology Report by a licensed Professional Engineer or Professional Geologist identifies native materials at road locations, cut slopes shall be as recommended by such report but not steeper than the following:

a. in Solid Rock requiring blasting, 0.5:1,

b. in Jointed Rock removable by ripping, 0.75:1,

c. in Naturally Cemented or Bonded Material, 1:1, or

d. in Loose Material, 1.5:1.

3. Fill slopes shall be not steeper than 1.5:1

I. Materials Requirements. Surface and base course gravels used on Public Roads shall be as hereinafter stipulated for PCU roads, except that materials from specific sources may be approved by the County Road Superintendent without laboratory testing based on the County Road Department's prior experience with material from such sources. Surface course gravels used on PCU roads shall be granular materials 3/4 inch or smaller and having a Hveem R-value not less than 80. Base course gravels used on PCU roads shall be granular materials 4 inches or smaller and having a Hveem R-value not less than 55. Base course requirement is waived if native material has a Hveem R-value 55 or greater. Surface course requirement is waived if native material is gradable and has a Hveem R-value 80 or greater, or if native material is sound rock that does not rut under traffic nor break during spring thaw. In lieu of determining R-value or experience history of imported base and surface aggregate materials, the pertinent gradation and placement requirements of the Idaho Standards for Public Works Construction, most recent edition, may be applied.

J. One-Lane Road Construction Criteria . A PCU Minor road may be designed according to the One-Lane Road Design Standards if it meets the following criteria:

1. The number of lots served is less than or equal to 4.

2. There is no possibility to extend the One-Lane Road. Impossibility to expand the use of the One-Lane Roads shall be demonstrated by terrain barriers, currently complete development of adjacent land or ownership of adjacent properties by Federal or State government agencies. If future development potential raises the number of lots served above the value stated in Criterion (I), an existing One-Lane Road shall be improved to the PCU Local design of Drawing Number 1, "Typical Rural Subdivision Road".

K. One Lane Road Design Standard. The typical one-lane road shall be designed and constructed as shown in the cross-section depicted in Drawing 3 appended hereto. Refuge turnouts shall be provided for all One-Lane Roads. The refuge turnouts shall be intervisible, provided as necessary so that the maximum distance between turnouts or sections of road widened to two-lane width is no more than 1,000 feet or the owner must demonstrate that there is adequate visibility (such as in a flat, straight road), and that there is a low hazard severity. The refuge turnouts shall be a minimum of 10 feet wide for a length of 100 feet and shall have a 50 ft. taper on each end as depicted in Drawing 4. At all blind curves on one-lane roads, defined for the purpose of this Item as either horizontal curves or crest vertical curves that have at any point a sight distance less than 400 feet, the road shall be widened to two-lane width as defined by Table 4. Full two-lane width as so defined shall extend from the point of curve to the point of tangent or from the point of vertical curve to the point of vertical tangent as may apply. Transition sections between one-lane width and two-lane width shall have a rate of road-width change not greater than one foot per ten feet of centerline length. One-Lane Roads shall have sight distances as listed in Table 4, TABLE OF GENERAL DESIGN REQUIREMENTS. Criteria for measuring stopping distance shall assume a height of eye of 3.50 ft. and a height of opposing vehicle of 4.25 ft.

L. Road Grades. Maximum vertical road grades shall not exceed 10%.

SECTION 5. TABLE OF GENERAL DESIGN REQUIREMENTS.

Table No. 4, TABLE OF GENERAL DESIGN REQUIREMENTS sets forth the minimum design and construction requirements established by this ordinance in accordance with the terms and conditions hereof.

Table No. 4
TABLE OF GENERAL DESIGN REQUIREMENTS

	Public Roads	Collector PCU Roads	Local PCU Roads	Minor PCU Roads (one-lane)
Maximum Lots Served	No Limit	No Limit	50	4
Maximum Length	No Limit	No Limit	5,000' if dead-end 16,000' if loop*	2,000
Future Extension ?	Yes	Yes	No	No
Total Width	30'	30'	24'	14'
Travelway	24'	24'	20'	10'
Shoulder	3'	3'	2'	2'
Single Access ?	Note ¹	No	Yes	Yes
Maximum Grade	10%	10%	10%	10%
Minimum Curve Radius	150'	100'	80'	60'
Design Speed	50 MPH	35 MPH	20 MPH	15 MPH
Refuge Turnout Spacing	N/A	N/A	N/A	1,000' or sight dist.
Parking Turnout Spaces	N/A	1 Each Lot (Individual) ²	1 Each Lot (Individual) ²	1 Each Lot at Road Approach
Sight Distance	Curve 400' Crest 200' Junction 250'	Curve 250' Crest 125' Junction 150'	Curve 200' Crest 100' Junction 125'	Curve 300' Crest 150' Junction 100'

Notes to TABLE OF GENERAL DESIGN REQUIREMENTS:

¹ Special Cases Only

² Parking turnout may be waived if driveway approach is 6% grade or less for at least the first 50' from road.

³ "No" applies only if future extension is impossible due to terrain barrier or adjacent Federal or State ownership.

⁴ "Single access" means any road that can be blocked to traffic by a single obstacle, whether looped or not.

* Local road may be returned to a second entrance to the same Public or PCU (Collector) road to be credited as looped for greater allowed length. Neither any Local road nor any Minor road shall in any case be connected to join two different roads of higher traffic capacity (i.e., PCU (collector) roads, Public roads, or highways maintained by other jurisdictions).

SECTION 6. SEVERABILITY.

The provisions of this Ordinance shall be deemed severable. Should any provision of this Ordinance be declared invalid by a court of competent jurisdiction, the remainder shall continue in full force and effect and shall be interpreted in a manner to effectuate the intent of the Ordinance as a whole.

SECTION 7. RELATIONSHIP TO OTHER ORDINANCES - REPEAL OF CONFLICTING ORDINANCES.

Should any zoning, subdivision, or other ordinance adopted pursuant to authority granted by Idaho Code Title 67, Chapter 65 or Title 50, Chapter 13, existing as of the effective date of this ordinance or adopted during the effective duration of this ordinance, conflict with the terms of this ordinance, such conflicting provisions of said other ordinances are hereby repealed and/or invalidated to the extent of such conflict. A subsequently adopted ordinance may supersede the provisions of this ordinance if it expressly states that such is its intent.

SECTION 8. VARIANCE AUTHORIZED - STANDARD.

A. Variance from the express standards established by this Ordinance may be allowed in circumstances where unique site characteristics cause practical difficulties and unnecessary hardships in complying with said standards and when variance from those standards can be accomplished without jeopardizing the public safety or compromising the purpose of this Ordinance.

B. A request for variance shall accompany the application to establish a road as required by this Ordinance. Said application shall be completed by the owner or the owner's agent and shall set forth with particularity the specific variance sought, the specific physical conditions which prompt the request for the variance, and the engineering alternatives which have been considered in order to attempt compliance with this Ordinance.

C. A notice of any request for variance shall be provided by first class mail to adjoining property owners providing at least ten (10) days advance notice of the meeting at which the request for variance will be heard. Such notice will explain the nature of the variance sought and the specific legal standard which would be varied thereby. Variance applicants shall pay the application fee established by the Board of Commissioners by resolution and shall submit such documentation as deemed necessary by the administrator or the Commission. The Commission may determine that the request does not constitute a variance as defined by this ordinance and decline to hear it, refunding the fees paid by the applicant. After hearing from the applicant, any interested parties, and conducting such other independent investigation as the commission itself deems appropriate, the Commission shall act upon the request for variance and may approve any such variance only if it can find affirmatively:

1. That the variance is necessitated by unique site characteristics which make compliance with the Ordinance impractical and/or unnecessarily difficult.

2. That the requested variance will not adversely affect the public health, safety and welfare or otherwise substantially impair the property interests of adjoining property owners.

3. That the variance requested cannot be accomplished through implementation of any feasible engineering alternative. Mere cost differential is not evidence of infeasibility.

D. The decision of the Commission shall be in writing and shall set forth the reasons therefor.

E. Any such variance request, inclusive of applications rejected as inappropriate, shall be subject to appeal to the Board of County Commissioners upon providing notice and a statement of the grounds therefor within 28 days of the decision of the Commission, and payment of such application fee as the Board of Commissioners may establish by resolution.

F. The Board of Commissioners may determine that the request does not constitute a variance as defined by this ordinance and decline to hear it, refunding the fees paid by the applicant. If the Board determines that the request constitutes a valid appeal, it may act upon the record compiled before the Commission, remand the matter to the Commission for further proceedings, or it may conduct its own public hearing. Any decision of the Board shall be in writing and shall set forth the reasons therefor. A request for reconsideration may be filed at any time by an affected party in order to correct a perceived error in the proceedings. Such requests may be decided with or without hearing. No grounds for appeal, other than those stated, shall be considered in any appeal proceeding.

SECTION 9. EFFECTIVE DATE.

This ordinance shall be effective upon its passage and publication according to law.

APPROVED as an ordinance of Boise County, Idaho, on the 26th day of September, 2005.

BOISE COUNTY COMMISSIONERS

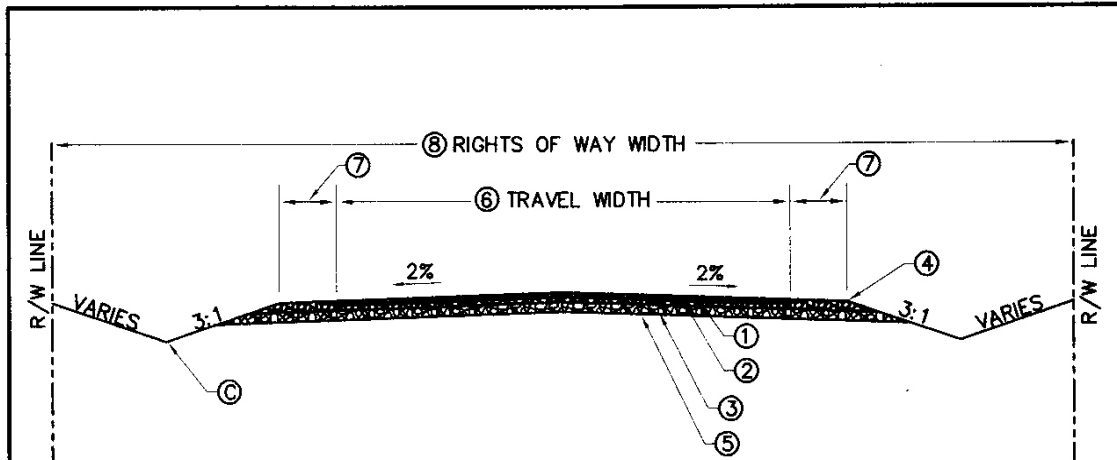
Roger B. Jackson, Chairman

Fred H. Lawson, Chairman

Paul A. Stutzman, Commissioner

Attest:

Rora A. Canody, Clerk



TYPICAL RURAL ROAD SECTION

LEGEND:

- ① HOT PLANT MIX ASPHALT CONCRETE SURFACE COURSE.
- ② CRUSHED AGGREGATE BASE OR LEVELING COURSE.
- ③ CRUSHED OR UNCRUSHED AGGREGATE BASE COURSE.
- ④ CRUSHED AGGREGATE SHOULDERS.
- ⑤ SUBGRADE.

NOTES:

- Ⓐ ALL CONSTRUCTION SHALL BE PER ISPMC SPECIFICATIONS.
- Ⓑ MINIMUM ASPHALT AND AGGREGATE BASE THICKNESS SET BY LOCAL POLICY AND TYPE OF USE. ACTUAL THICKNESS SHALL BE DESIGNED BY ENGINEER BASED ON TRAFFIC INDEX AND "R" VALUE OF SUBGRADE SOILS.
- Ⓒ BORROW DITCHES SHALL HAVE A MINIMUM 3:1 FORE SLOPE WITH 4:1 SLOPE RECOMMENDED. THE BACK SLOPE OF BORROW DITCH SHALL BE A MINIMUM 1:1 BACK SLOPE WITH 4:1 BACK SLOPE RECOMMENDED. THE FLOW LINE OF THE DITCH SHALL BE MINIMUM 150 mm BELOW THE LOWEST AGGREGATE BASE COURSE TO ENCOURAGE DRAINAGE. PIPING DITCH UNDER DRIVEWAYS REQUIRED WITH APPROVED LENGTH AND TYPE.
- Ⓓ RIGHTS OF WAY WIDTHS SHALL BE INCREASED TO ENCOMPASS THE CUT AND/OR FILL SLOPES ASSOCIATED WITH THE ROADWAY.

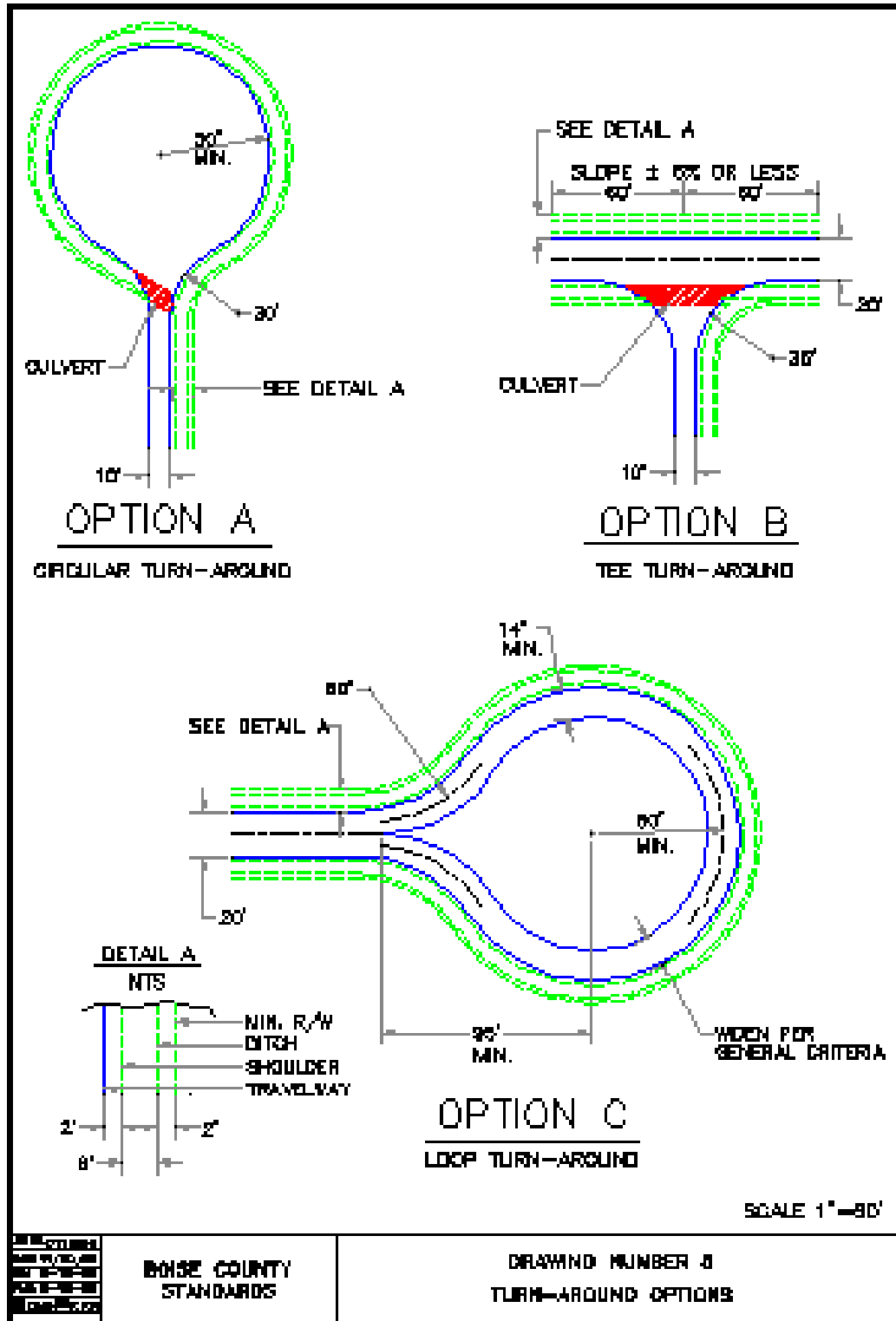
CLASS OF ROAD	① ASPHALT SURFACE	② GRANULAR SURFACE OR LEVELING COURSE	③ GRANULAR BASE	④ GRANULAR SHOULDER
PUBLIC RURAL	2½"	4"	12"	4"
COLLECTOR PCU	2½"	4"	12"	4"
LOCAL PCU	NOT REQUIRED	4" < 5% GRADE 6" > 5% GRADE	UNSTABLE AREAS	4"
MINOR PCU	NOT REQUIRED	4"	UNSTABLE AREAS	4"
	⑥ ROAD WIDTH	⑦ SHOULDER WIDTH	⑧ RIGHT OF WAY	
PUBLIC RURAL	24'-0"	3'-0"	60'-0"	
COLLECTOR PCU	24'-0"	3'-0"	60'-0"	
LOCAL PCU	20'-0"	2'-0"	60'-0"	
MINOR PCU	10'-0"	2'-0"	60'-0"	

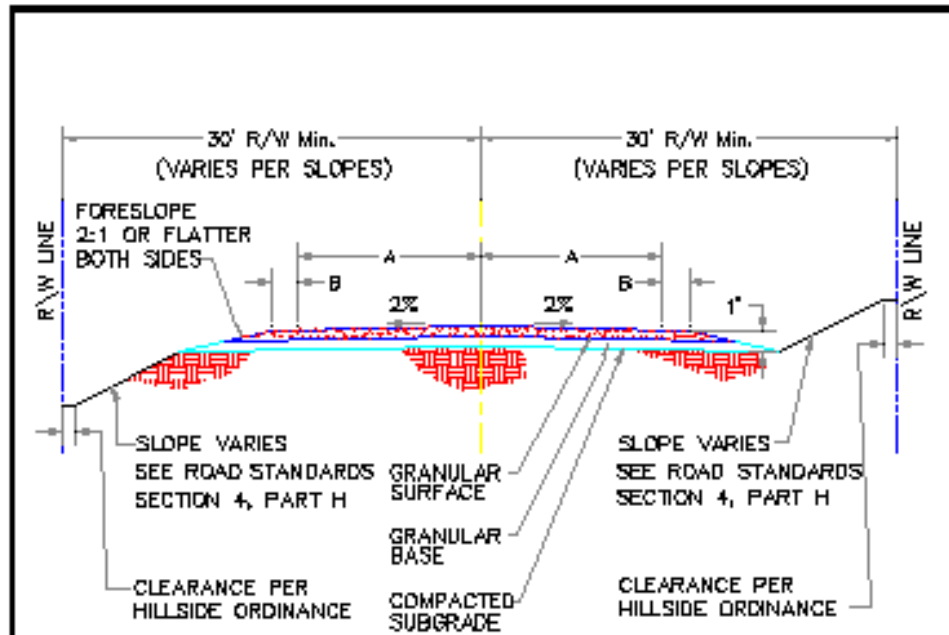
NOT TO SCALE

JOB NO: BC012205
 DATE: 08/23/05
 REV:
 PLOT: 08/23/05
 DN J.L.J / GK J.D.B

**BOISE COUNTY
STANDARDS**

**DRAWING NUMBER 1
TYPICAL RURAL SUBDIVISION
ROAD SECTION**





CLASS OF ROAD	GRANULAR BASE	GRANULAR SURFACE	LANE WIDTH A	SHOULDER WIDTH B	ROADWAY WIDTH 2A+2B
PUBLIC RURAL	12 in.	4 in.	12 ft.	3 ft.	30 ft.
COLLECTOR PCU	12 in.	4 in.	12 ft.	3 ft.	30 ft.
LOCAL PCU	UNSTABLE AREAS	4 in. < 5% 6 in. > 3%	10 ft.	2 ft.	24 ft.
WINDY PCU	UNSTABLE AREAS	4 in.	1-LANE 10 ft.	2 ft.	14 ft.

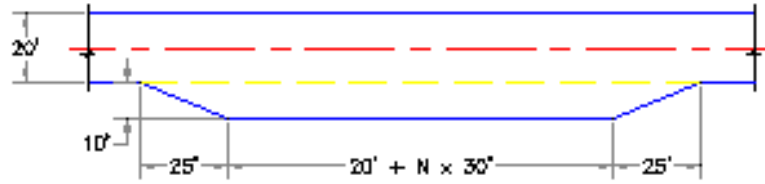
:ROAD STRUCTURE SECTIONS MAY VARY FOR LOCAL SOIL CONDITIONS. CHANGES TO THESE SECTION REQUIREMENTS WILL BE BASED ON A GEOTECHNICAL REPORT PREPARED BY A REGISTERED PROFESSIONAL ENGINEER.

SCALE 1"=10'

11/20/03
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 11/20/03

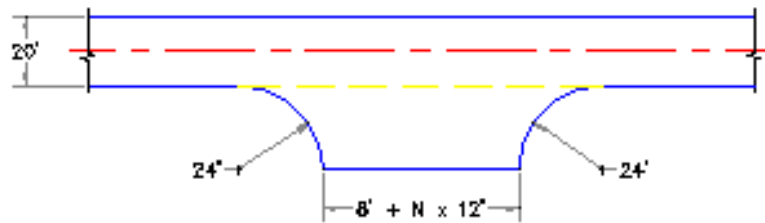
BOISE COUNTY
STANDARDS

DRAWING NUMBER 1
TYPICAL RURAL SUBDIVISION
ROAD SECTION



OPTION A
PARALLEL TURNOUT

NOTE: N = THE NUMBER OF PARKING SPACES.



OPTION B
PERPENDICULAR TURNOUT

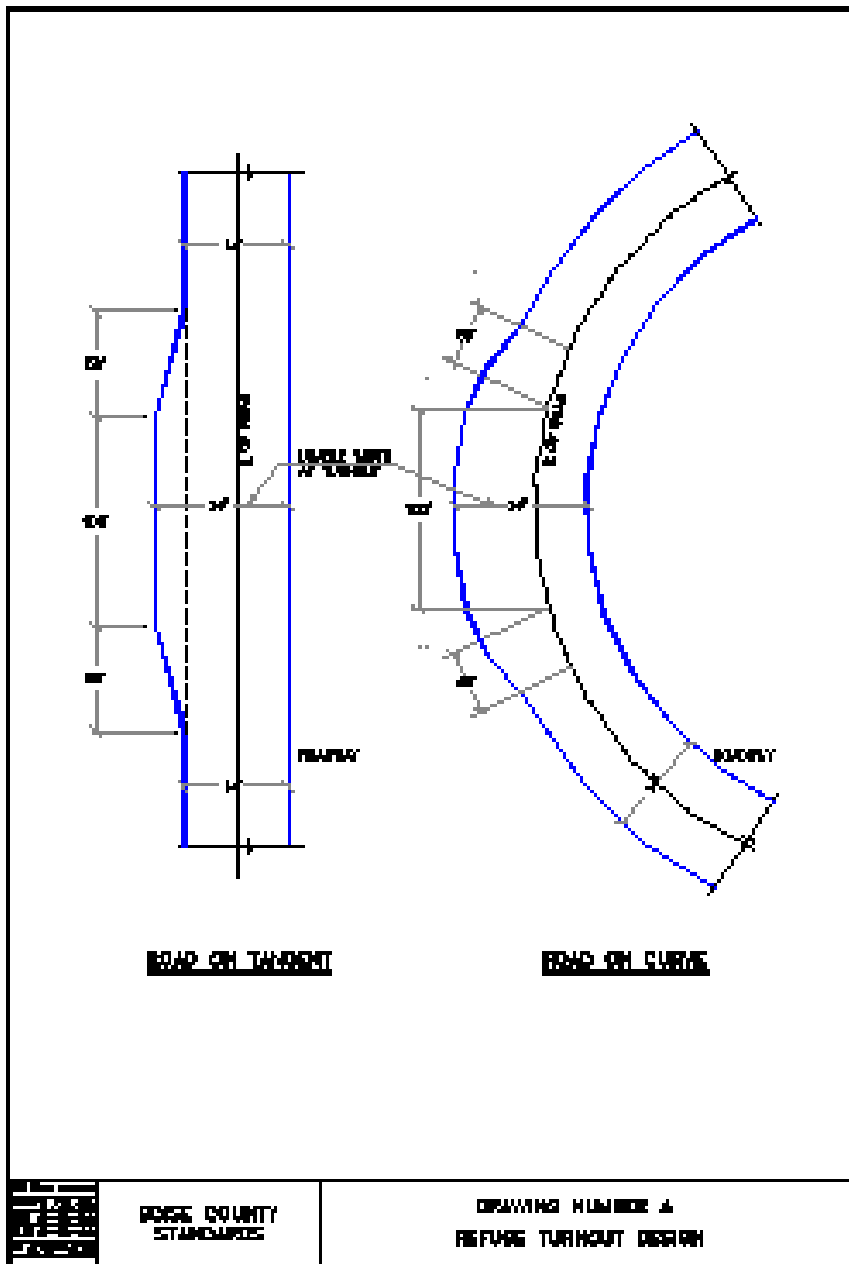
NOTE: N = THE NUMBER OF PARKING SPACES.

SCALE 1"=40'

11/15/93
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BOISE COUNTY
STANDARDS

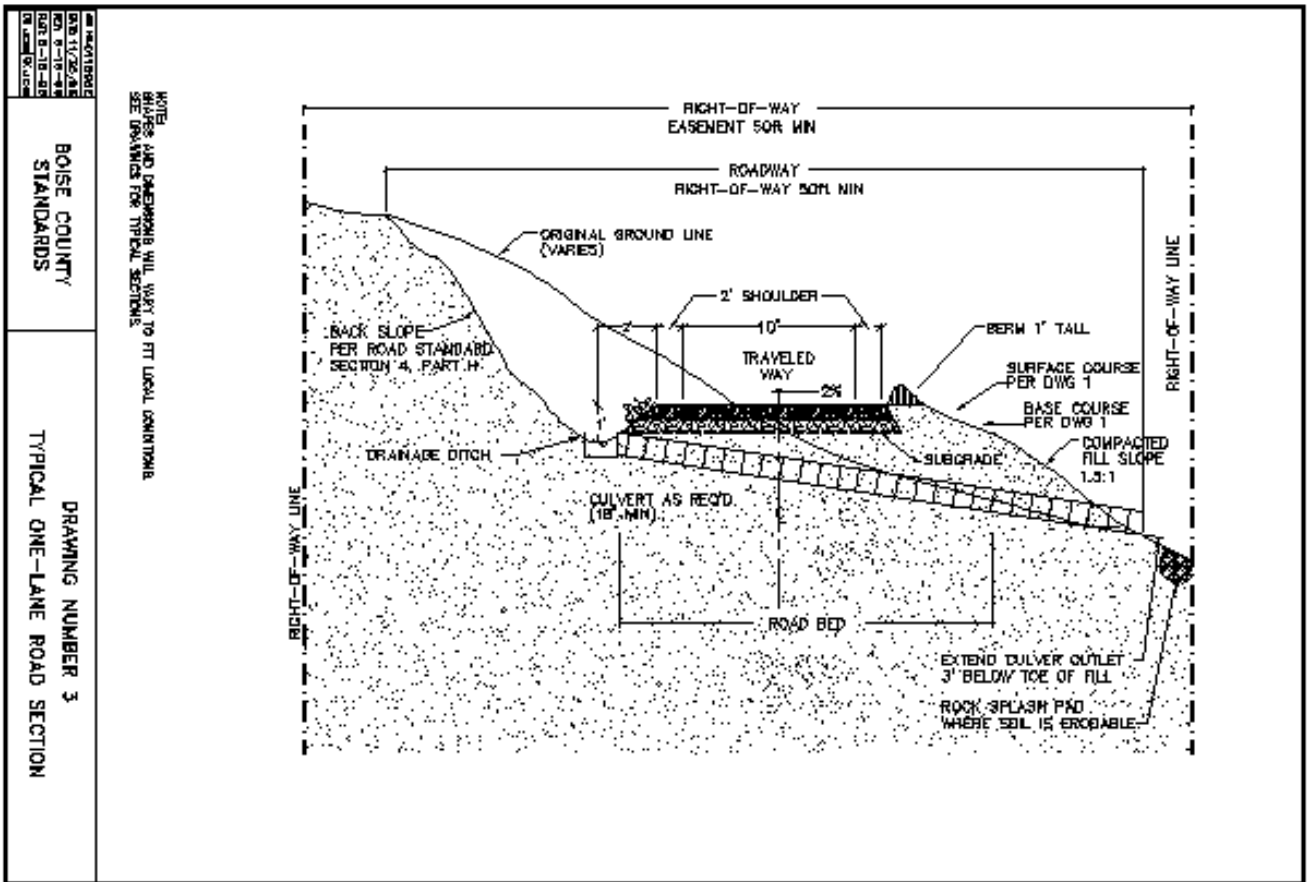
DRAWING NUMBER 2
PARKING TURNOUTS



1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100
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BOISE COUNTY
STANDARDS

DRAWING NUMBER 4
REFUGE TURNOUT DESIGN



NOTE:
 MATERIALS AND DIMENSIONS WILL VARY TO FIT LOCAL CONDITIONS.
 SEE DIMENSIONS FOR TYPICAL SECTIONS.

BOISE COUNTY
 STANDARDS

DRAWING NUMBER 3
 TYPICAL ONE-LANE ROAD SECTION