

extended by Ord.  
96-8

ORDINANCE NO. 96-1

AN EMERGENCY ORDINANCE OF BOISE COUNTY, A POLITICAL SUBDIVISION OF THE STATE OF IDAHO, STATING AUTHORITY AND PURPOSES, ESTABLISHING MAXIMUM ALLOWABLE SUBDIVISION ROAD GRADES, ESTABLISHING STANDARDS FOR ONE-LANE SUBDIVISION ROADS, REPEALING PROVISIONS WHICH CONFLICT, PROVIDING SEVERABILITY, AND PROVIDING AN EFFECTIVE DATE AND DURATION.

BE IT ORDAINED by the Board of Commissioners of Boise County, Idaho as follows:

**Section 1. STATEMENT OF AUTHORITY AND PURPOSES.**

The Board of Commissioners of Boise County finds that the lack of maximum road grade standards and single-lane road standards presents an imminent threat to the well-being of residents who might live within or travel roads located within subdivisions served by roads with grades too steep for safe travel, particularly in inclement weather conditions.

In order to prevent harm which cannot be subsequently remedied, The Board of Commissioners has determined that it is both important and necessary that appropriate road standards be established on an emergency basis until an interim or regular ordinance concerning such matters can be enacted.

This ordinance is enacted pursuant to the authority granted by Idaho Code §67-6523. It shall remain in full force and effect for one hundred twenty (120) days from the date of its initial enactment unless expressly repealed or superseded. This ordinance shall be applicable to any act of subdivision which takes place subsequent to its date of enactment until subsequently repealed or until it expires by operation of law.

**Section 2. MAXIMUM ALLOWABLE SUBDIVISION ROAD GRADES.**

From the effective date of this ordinance, all common use public or private subdivision roads shall not exceed the grades allowed by this ordinance:

- 1) The maximum grade for road construction according to the appropriate Boise County Road Construction Standard shall be 10%.
- 2) To construct a road or section of a road with grades above 10% the following standards shall be adhered to:
  - a) Road Grade > 10% : A gravel road surface shall be a crushed 3/4 in. minus gravel with a minimum of 75% fractures (Min. depth - 4", 6" on grades in excess of 12%).

- b) Road Grade > 10%, but < 12% :
- 1) Critical Length of grade shall not exceed 300 feet.
  - 2) Intermediate grade between the 12% critical lengths shall not exceed 7% with a critical length of 200 feet.
  - 3) Sight distance along grade shall be a minimum of 200 feet.
  - 4) May require drainage channel protection and/or erosion control measures depending of soil type as determined by Boise County Engineer.
  - 5) Subject to evaluation of aspect and service level of road to determine appropriateness of road design for the purpose it serves. Steep grade, substantial service demand, and north aspect may preclude use of road design which exceeds 10% in any location.
- c) Road Grade > 12%, but < 14% :
- 1) Critical Length of grade shall not exceed 200 feet.
  - 2) Intermediate grade between the 14% critical lengths shall not exceed 7% with a critical length of 250 feet.
  - 3) Sight distance along grade shall be a minimum of 200 feet.
  - 4) May require drainage channel protection and/or erosion control measures depending on soil type as determined by Boise County Engineer.
  - 5) Subject to evaluation of aspect and service level of road to determine appropriateness of road design for the purpose it serves. Steep grade, substantial service demand, and north aspect may preclude use of road design which exceeds 10% in any location.

### **Section 3. ONE-LANE ROAD CONSTRUCTION CRITERIA**

**A.** A road may be designed according to the One-Lane Road Design Standards if it meets the following criteria:

- 1) The average daily traffic (ADT) is less than or equal to 70. The ADT shall be calculated by the following equation:

$$ADT = 7 X (\text{Number of single-family lots served by road})$$

- 2) There must be no opportunity to expand the number of lots accessed by the one-lane road in the future. Inability to expand the use of the one-lane roads shall be evaluated by analyzing topographical features, land use and ownership of adjacent properties to determine the ultimate feasibility of adjacent property development. If future possible development raises the projected possible ADT above the value stated in Criteria 1 of this section, the existing one-lane road shall be improved to the Exhibit 2 - Typical Rural Subdivision Road Section Standard set forth in Section 2 of this ordinance and the Boise County Subdivision Ordinance.

**B. ONE-LANE ROAD DESIGN STANDARD**

TYPICAL ONE-LANE ROAD SECTION - See Boise County Standard: Typical One-Lane Road Section.

DESIGN STANDARD

- 1) Turnouts shall be provided for all One-Lane Roads. The turnouts shall be intervisible, provided on all blind curves, and supplemented as necessary so that the maximum distance between turnouts is no more than 1,000 feet. The turnouts shall be a minimum of 10 feet wide for a length of 50 feet and shall have a 25 ft. taper on each end. Figure V-10 shows a typical One-Lane Road turnout design.
- 2) Minimum turning path for One-Lane Road shall be according to Boise County Standard: One-Lane Road Minimum Turning Path.
- 3) One-Lane Roads shall have enough sight distance available for one vehicle to reach a turnout or for both vehicles to stop before colliding. 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. Suggested stopping sight distances for two-directional one-lane roads are given in the table below.

DESIGN SPEED (mph)	10	20	30
Stopping Sight Distance (ft)	100	250	400
K* Value for:			
Crest Vertical Curve	3	20	52
Sag Vertical Curve	4	20	40

\* K value is a coefficient by which the algebraic difference in grade may be multiplied to determine the length in feet of the vertical curve, which will provide minimum sight distance.

**MINIMUM STOPPING DISTANCE**

**Section 4. 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 5. 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 emergency 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.

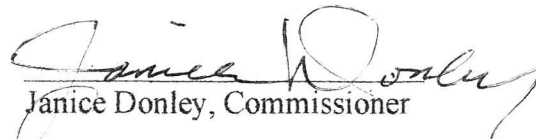
**Section 6. EFFECTIVE DATE.**

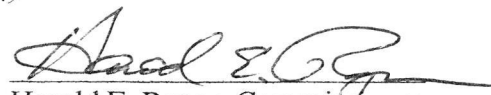
This ordinance shall be effective for 120 days from the date of its enactment, December 4, 1995.

APPROVED as an ordinance of Boise County, Idaho, on the 4th day of December, 1995.

BOISE COUNTY COMMISSIONERS

  
John Dyer, Chairman

  
Janice Donley, Commissioner

  
Harold E. Raper, Commissioner

Attest:

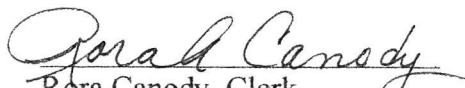
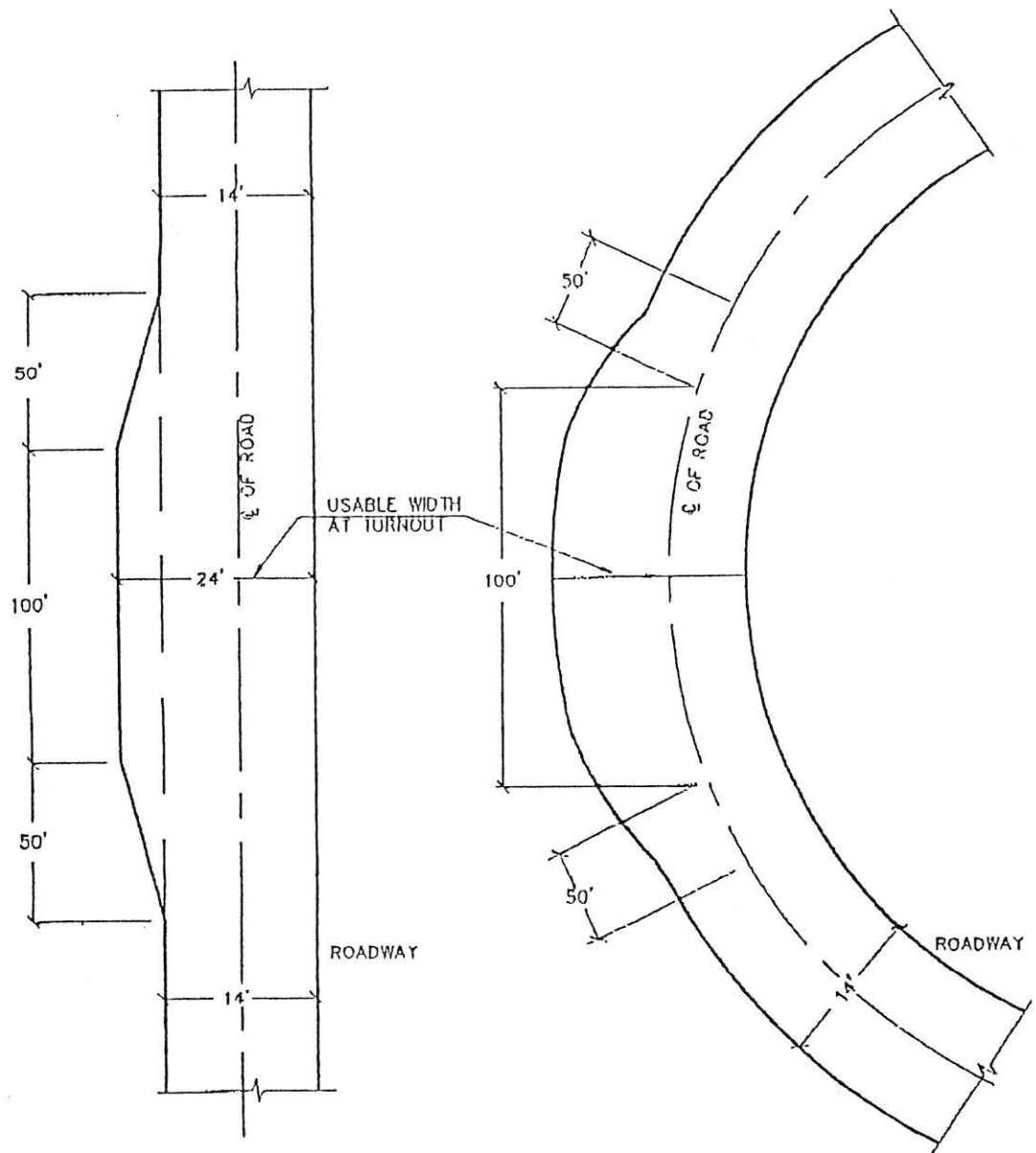
  
Rora Canody, Clerk

Figure V-10



ROAD ON TANGENT

ROAD ON CURVE

JOB NO. 110294A  
DATE 11/30/35  
REV.  
PLD.  
BY 1027 108

BOISE COUNTY  
STANDARDS

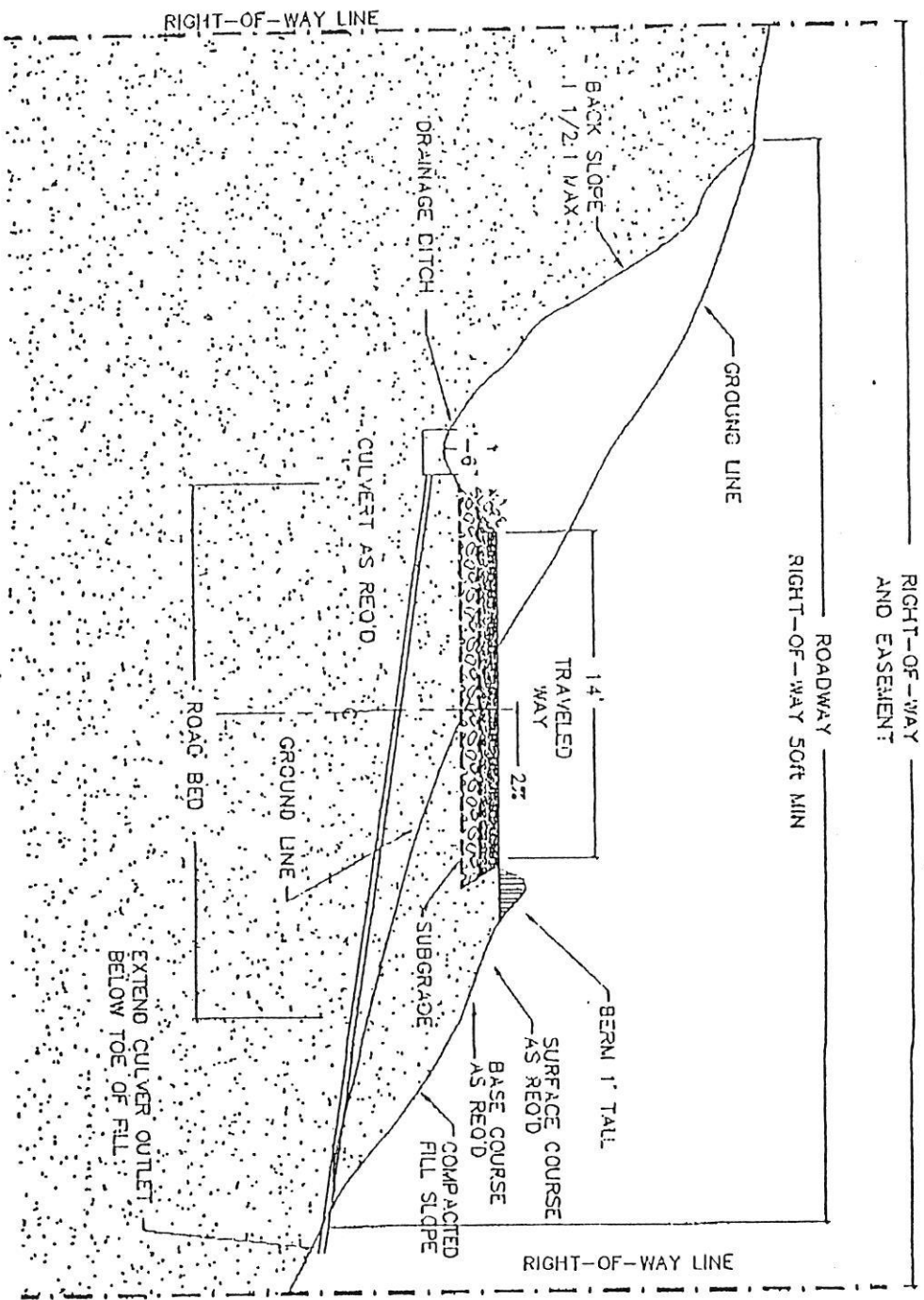
ONE-LANE ROAD TURNOUT DESIGN

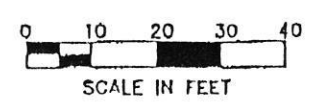
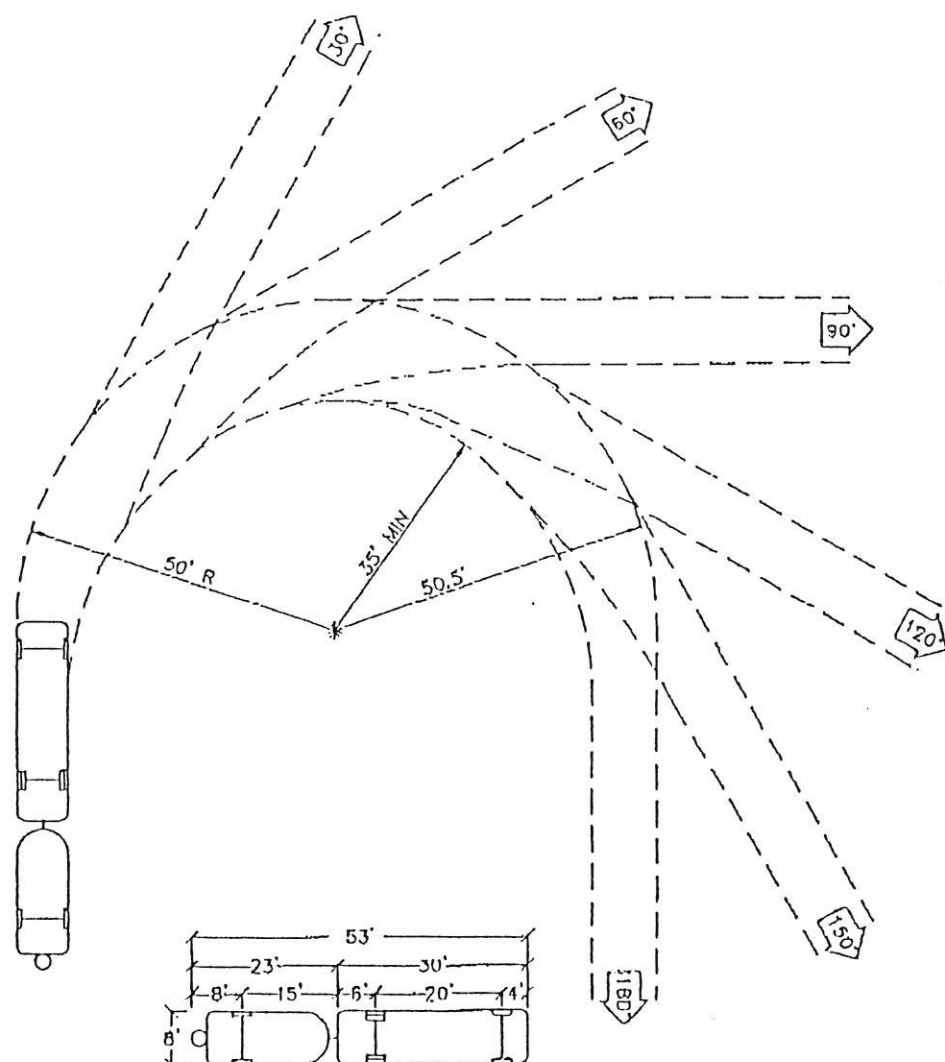
JOB NO 110244  
 DATE: 11/30/85  
 PCA  
 PROJ:

BOISE COUNTY STANDARDS

ONE-LANE ROAD TYPICAL SECTION

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





THIS TURNING TEMPLATE SHOWS THE TURNING PATHS OF THE AASHTO DESIGN VEHICLES. THE PATHS SHOWN ARE THE LEFT FRONT OVERHANG AND THE OUTSIDE REAR WHEEL. THE LEFT FRONT WHEEL FOLLOWS THE CIRCULAR CURVE. HOWEVER, ITS PATH IS NOT SHOWN.

SOURCE: CAL TRANS

JOB NO. 110294A  
 DATE: 11/30/95  
 REV:  
 PLOI:  
 CHK JDB CK JDB

BOISE COUNTY  
 STANDARDS

ONE-LANE ROAD MINIMUM TURNING PATH