

## Chapter 27

### DETAILED PERFORMANCE STANDARDS FOR THE DESIGN AND CONSTRUCTION OF STREETS

#### SECTION:

- 10-27-1: Purpose
- 10-27-2: Large Scale Developments

10-27-1: **PURPOSE:** The purpose of this appendix is to provide standards for the construction or re-construction of streets. These standards are for streets in low to medium density residential and light commercial areas. A large scale development study (see VII.L.) will be required for any development that generates sufficient traffic to necessitate additional construction requirements.

10-27-2: **LARGE SCALE DEVELOPMENTS:** Any requirement of this chapter may be altered as a result of a large scale development study required by 10-16-2. K.

#### A. Street Design:

1. Street Classification. State Highways 32 and 33 are arterial streets. All points of access to these streets require a permit from the Idaho Transportation Department.
2. Right-of-Way Width. A 60 feet right-of-way shall be dedicated for all streets.
3. Graded Width. The graded width of all streets shall be 28 feet.
4. Street Surface. Street surfaces shall be laid over a properly compacted sub-grade and consist of: a. minimum six inches of coarse aggregate sub-base; b. minimum two inches of crushed coarse aggregate base; and c. double chip and seal coat.
5. Drainage. Street 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 streets. These drainageways shall be reseeded after construction.

6. Minimum Sight Distance. A minimum sight distance of 200 feet shall be provided along all streets.

7. Maximum Grade. The maximum grade of any street shall be eight percent, except at intersections, as provided by I.15.

8. Cul-De-Sacs. 10-18-6.A. requires that subdivisions extend the existing grid pattern of city streets in additions to the city and subdivisions that may reasonably be expected to be annexed. Cul-de-sacs may be used within blocks where: a. maximum cul-de-sac length shall be 660 feet; and b. minimum cul-de-sac radius shall be 60 feet.

9. Dead-End Streets. Dead-end streets shall be prohibited, except where temporarily permitted by a subdivision phasing plan. A temporary cul-de-sac shall be provided wherever a temporary dead-end street serves four or more lots.

10. Minimum Centerline Radius of Curves. The minimum centerline radius of curves shall be 250 feet.

11. Minimum Tangent Between Reverse Curves. The minimum tangent between reverse curves shall be 50 feet

B. Intersection Design:

1. Approach Speed: The design approach speed for all intersections shall be 25 miles per hour. This requirement may be altered as the result of a large scale development study, as provided in 10-16-2: K.

2. Clear Sight Distance: A minimum clear sight distance of 90 feet shall be maintained along each approach leg at all intersections.

3. Grade at Intersection: The maximum grade at, and within 50 feet along both approaches to, any intersection shall be two percent.

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

5. Curb Radius. Curb radius (the radius at the intersection of the graded streets) at all intersections shall be 20 feet, except at intersections with arterials, where it shall be 25 feet.

6. Minimum Centerline Offset of Intersections. The minimum centerline offset of intersections shall be 125 feet, except for intersections with arterials, where it shall be 200 feet.

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

C. Additional Standards:

1. Culverts and Bridges:

- a. All culverts and bridges shall be designed by an engineer. Bridges and culverts may be subject to the requirements of Title 11 of the Victor City Code.
- b. Use of bridges rather than culverts shall be required wherever the Idaho Fish and Game Commission requests the use of bridges to protect the fishery.
- c. All bridges and culverts on natural watercourses shall be designed to pass a 100 year flood without damage to the bridge or its approaches and without diverting floodwaters onto neighboring properties.
- d. Culverts not included in C.1.c. shall be designed to pass the runoff from the 10 year, 6 hour storm.
- e. The minimum gross vehicle load supported by any bridge or culvert shall be 40,000 pounds. A higher load-bearing capacity may be required by a large scale development study, as provided in Chapter 16.L.
- f. There shall be a minimum 50 foot, 90 degree approach to all bridges.

2. Sidewalks Required: Sidewalks shall be installed along the arterial streets in the Central Business Zone, General Business, and Planned Industrial Zoning Districts. Sidewalks shall be located within the street right-of-way, one foot from and parallel to the outer edge of that right-of-way. Sidewalks shall be at least five feet in width and consist of:

- a. Sub-base: a minimum four inches of crushed coarse aggregate; and
- b. Base: a minimum four inches of portland cement sidewalk, OR
- c. For commercial uses: a minimum five foot wide boardwalk may used instead of a cement sidewalk. Boardwalks shall be constructed with treated wood. Where boardwalks are used, the property owner shall be responsible shall for their maintenance.

3. Street Lights: See Chapter 10-19, Outdoor Lighting Ordinances and City of Victor, Public Works Standards Specifications & Drawings.