

To: Allison Kennedy (Blaine County (LUBS))
cc: Steve Thompson (Blaine County Road & Bridge Supervisor)
From: Jeff Loomis, PE (Blaine County Engineer)
Date: April 25, 2022

RE: QUIGLEY RANCH SUBDIVISION – COUNTY ENGINEER COMMENTS ON PROPOSED ROADS

Allison –

Per your request, I have reviewed the Preliminary Plat and civil engineering drawings submitted with the Quigley Ranch Subdivision application with respect to the roads proposed. These drawings indicate the application proposes extending Quigley Road as a County road (i.e. a dedicated 60-foot wide right-of-way with a County “rural minor access” functional classification typical section) from the Hailey city limits line through the proposed subdivision, before tapering back to the existing dirt road section at the limits of this subdivision. These drawings indicate a realignment from the existing Quigley Road alignment, starting at the Hailey city limits line and moving the alignment to the south, before rejoining the existing road alignment near the end of the proposed subdivision. A single row of six, single-family residential lots is proposed along the north side of the realigned Quigley Road, and three clusters of six, single-family residential lots, accessed by proposed private cul-de-sacs, are proposed south of the realigned Quigley Road. Past the proposed residential lots, the proposed Quigley Road improvements extend through open space parcels.

Currently, Blaine County Road & Bridge maintains the existing Quigley Road from Quigley Lane to end of the improved dirt road on BLM property. The Marvin Gardens Subdivision, a subdivision in unincorporated Blaine County, is located north of Quigley Road from Quigley Lane to end of this subdivision, which coincides with the end of the Deerfield Subdivision, a subdivision within the incorporated Hailey city limits, to the south of Quigley Road. This length of Quigley Road is paved, and the City of Hailey shares some maintenance activities, including snowplowing, on this paved portion of Quigley Road. Blaine County Road & Bridge maintains the remaining unpaved length of Quigley Road as a seasonal, recreational use road. Hailey recently annexed properties both north and south of the existing Quigley Road for approximately a ½-mile easterly from the end of the paved section.

The civil engineering plans submitted with the Quigley Ranch Subdivision application include improvements for this ½-mile of existing road, from the end of the existing pavement to the Hailey city limits. There are two main things to note regarding this length of Quigley Road:

- 1) While the Marvin Gardens Subdivision still remains in unincorporated Blaine County, the rest of the length of Quigley Road from Quigley Lane to the Hailey city limits is surrounded by incorporated Hailey properties. I suggest Blaine County should initiate discussions with the City of Hailey to turn this length of Quigley Road over to the City of Hailey.
- 2) And, assuming such the change in “ownership” of this length of road occurs, Blaine County should defer review of the proposed improvements of Quigley Road from the end of the existing pavement to the Hailey city limits to the City of Hailey.

Past the Hailey city limits, and as noted previously, the application proposes improvements to Quigley Road to match the standards of the County’s “rural minor access” functional classification typical section. Based on the anticipated continued high recreational use of the road by pedestrians and bicyclists, this typical section, with five-foot (5’) shoulders, appears to be an appropriate design roadway

section. Some consideration should be given to signing this length of road with “No Parking” signs, essentially reserving the shoulders for use by pedestrians and bicyclists. However, and also of note regarding pedestrians and bicyclists, is the existing trail developed by the BCRD located north of Quigley Road. Some consideration might be given to not improving Quigley Road with the 5’ shoulders; essentially encouraging pedestrians and bicyclists to use the BCRD trail. Similarly, the application indicates a parking area near the end of the proposed road improvements, and a cul-de-sac turnaround at the end of the improvements. The recreational use of Quigley Road currently starts at the end of the existing pavement, however, the proposed extension of the paved section to the end of this subdivision will likely relocate much of the start of these recreational activities to the new end of pavement. This might further warrant consideration of not improving the road with the 5’ shoulders, again, essentially trying to discourage the recreational use of the improved road. I do suggest the proposed improvements, whatever decided, are consistent from the end of the existing pavement to end of the subdivision. In other words, I do not see a need to change the road improvements typical section at the city limits/County line.

The application’s proposal to develop some parking near the end of the road improvements is recognized as a beneficial improvement. However, use of the road by recreational pedestrians and bicyclists should anticipate these users parking at the end of the improvements. Therefore, the County and the applicant should consider a different improved parking layout, incorporated into end of improvements turnaround. Based on observed use of the existing, unimproved parking area provided by the BCR&B just past the existing paved portion of Quigley Road, this end of road improved parking area should accommodate at least ten (10) vehicles, and be designed so that parked vehicles do not interfere with the necessary emergency and maintenance vehicle turnaround.

The cul-de-sacs accessing the proposed lots south of Quigley Road are proposed as private roads, and as such, approval of these roads design and construction is the jurisdiction of the Fire District. If these cul-de-sacs will ever be considered as dedicated public rights-of-way, these roads will need to be constructed to Blaine County road construction standards.

As previously noted, Blaine County currently does not maintain Quigley Road in the winter months. Therefore, as proposed, Blaine County Road & Bridge will need to add a winter plow route for the length of Quigley Road improved from the Hailey city limits to the end of the road improvements. The City of Hailey will assumedly maintain/plow to the city limits, but no turnaround is proposed at the city limits, so Hailey crews are likely to utilize the Quigley Farm Subdivision’s Quigley Farm Road as a turnaround, or continuation of plow route loop connecting through the Quigley Farm Subdivision. And, as proposed, the Quigley Ranch HOA is responsible for maintenance and plowing of the proposed cul-de-sacs. While certainly feasible as proposed, this proposed combination of multiple agency maintenance of the roads providing access to this subdivision begs discussion between the agencies involved...that is, the City of Hailey, Blaine County Road & Bridge, and the subdivision’s Homeowner’s Association (HOA)...regarding maintenance agreements between the agencies.

The proposed road improvement’s horizontal and vertical alignments appear to be meet, or exceed, appropriate road design standards for a 35-mph travel speed (i.e. Blaine County, AASHTO, etal.).

The Quigley Ranch Subdivision lots proposed on the north side of Quigley Road (Lots 1-6) will have difficult accesses from Quigley Road given the hillside topography. The civil engineering plans submitted with the application indicate hillside cuts (assumed at a 2:1 slope) of up to five vertical feet adjacent to the roadside ditch, and then the lots continue upslope for another ten- or more vertical feet. This

comment isn't meant to indicate such accesses cannot be completed to County standards, but only meant to identify the type of hillside construction anticipated given the proposed road improvements.

Two fire suppression water source cisterns are proposed along the Quigley Road improvements. The locations of these cisterns appear to be associated with the open space parcel adjacent to the proposed Quigley Road. I suggest the cistern locations, including one additional cistern, should be near the entrance to each proposed cul-de-sac, thereby providing easily accessible fire suppression water sources to the Fire District assumedly approaching fire suppression activities from the west. While the Fire District ultimately approves the locations, design, and installation of such fire suppression facilities, the cisterns indicated on the plans are located within the proposed Quigley Road right-of-way. Such installations require Blaine County right-of-way encroachment permitting that, in this case, can be considered as part of the subdivision plat review. The plat should indicate and note the appropriate cistern locations and maintenance requirements by the Fire District. Add a cistern so that each cul-de-sac has a cistern providing fire suppression water source for each culdesac

Please let me know if you have questions regarding these comments.

Sincerely,

JEFF LOOMIS, PE
Blaine County Engineer