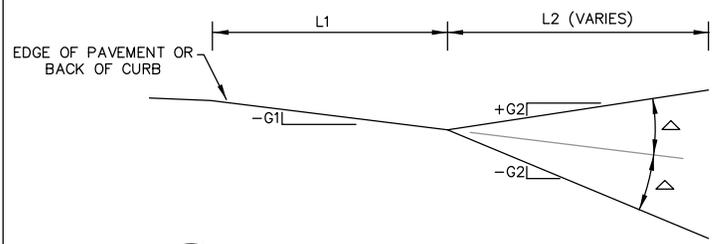
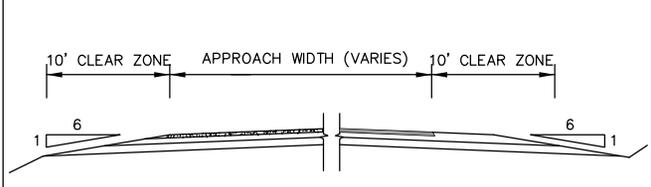


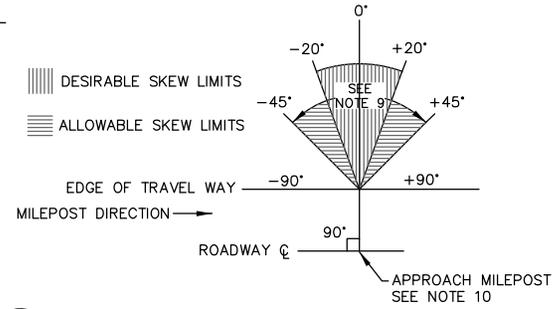
1
C1 NOT TO SCALE
APPROACH PLAN DETAILS



2
C1 NOT TO SCALE
APPROACH PROFILE DETAIL



3
C1 NOT TO SCALE
APPROACH CLEAR ZONE SLOPES



4
C1 NOT TO SCALE
APPROACH SKEW ANGLE

- NOTES:
- APPROACHES SHALL BE PAVED TO THE RIGHT-OF-WAY LINE OR TO THE BACK OF THE SHOULDER CURVE (APPROACH RADIUS). FIELD APPROACHES THAT ARE ONLY OCCASIONALLY USED MAY BE PAVED A MINIMUM OF 5' FROM THE SHOULDER LINE. APPROACHES ON EXISTING UNPAVED ROADS ARE EXEMPT FROM PAVING REQUIREMENTS.
 - REFER TO BLAINE COUNTY CODE TITLE 6 C FOR ADDITIONAL INFORMATION ON APPROACH LOCATIONS.
 - APPROACH SIDE SLOPES SHALL BE 6:1 OR FLATTER, UNLESS OTHERWISE APPROVED BY THE ROAD & BRIDGE MANAGER.
 - WHEN THE "MAXIMUM GRADE CHANGE" (SEE THE APPROACH GRADE TABLE) IS EXCEEDED, A MINIMUM VERTICAL CURVE LENGTH OF 10' SHALL BE USED.
 - THE PERCENT GRADE OF "G2" SHALL BE A MAXIMUM OF 7% FOR FLAT TERRAIN, 11% FOR ROLLING TERRAIN, AND 15% FOR MOUNTAINOUS TERRAIN.
 - APPROACH GRADES EXCEEDING 10% ARE NOT RECOMMENDED BECAUSE EMERGENCY VEHICLE ACCESS MAY BE IMPEDED. APPROACH GRADES EXCEEDING 10% SHALL BE APPROVED BY THE EMERGENCY SERVICES PROVIDER.
 - ALL APPROACHES SHALL BE DESIGNED AND CONSTRUCTED SO THAT THE APPROACH DRAINAGE IS INDEPENDENT OF AND DOES NOT CONTRIBUTE TO THE EXISTING PUBLIC ROAD DRAINAGE, UNLESS OTHERWISE APPROVED BY THE ROAD & BRIDGE MANAGER. THE PUBLIC ROAD DRAINAGE SHALL NOT BE IMPEDED BY THE APPROACH. CULVERTS SHALL BE SIZED TO PASS THE 1-INCH PER HOUR, 1-HOUR STORM EVENT, BUT SHALL BE NO SMALLER THAN 12-INCH IN DIAMETER.
 - THE APPROACH SKEW ANGLE IS THE DEFLECTION ANGLE BETWEEN A LINE PERPENDICULAR TO THE PUBLIC ROAD CENTERLINE AND THE APPROACH CENTERLINE. THE APPROACH CENTERLINE SHOULD BE ALIGNED 90° FROM THE ROAD CENTERLINE, WHERE POSSIBLE. WHEN NOT ALIGNED AT 90° THE APPROACH CENTERLINE IS TO FALL WITHIN THE DESIRABLE LIMITS. APPROACH CENTERLINE ALIGNMENTS OUTSIDE OF THE DESIRABLE LIMITS, BUT WITHIN ALLOWABLE LIMITS, SHALL BE APPROVED BY THE ROAD & BRIDGE MANAGER.
 - APPROACHES ARE REFERENCED AS LEFT OR RIGHT OF THE PUBLIC ROAD CENTERLINE MILEPOST TO THE CENTER OF THE APPROACH OPENING, WHICH IS BETWEEN THE EDGE OF PAVEMENT OR BACK OF CURB. AN APPROACH MILEPOST OCCURS WHERE THE APPROACH CENTERLINE INTERSECTS THE PUBLIC ROAD CENTERLINE.

TABLE 1. STANDARD APPROACH WIDTH (W)

APPROACH TYPE	POSTED <35 MPH		POSTED >35 MPH		SHLD. TANGENT (T)	
	MIN.	MAX.	MIN.	MAX.	MIN.	MAX.
SINGLE RESIDENTIAL, FIELD	12'	40'	20'	40'	20'	30'
COMMERCIAL (ONE-WAY)	15'	30'	25'	40'	30'	40'
JOINT USE RESIDENTIAL/RANCH	25'	40'	25'	40'	20'	40'
COMMERCIAL (TWO-WAY)*	25'	40'	25'	40'	30'	30'
MULTIPLE RESIDENTIAL	28'	40'	28'	40'	20'	30'
PUBLIC ROAD	28'		28'		30'	50'

* commercial approaches with volumes exceeding 50 vph during a total of any 4 hours per day should be designed to public road standards.

TABLE 2. APPROACH GRADE

APPROACH TYPE	GRADE PARAMETER		MAXIMUM GRADE CHANGE (△)**	MINIMUM LENGTH L1
	G1 (RANGE)	G2 (MAX)		
SINGLE RESIDENTIAL, FIELD	-2% to -8%	±15%*	VEHICLE CLEARANCE	10'
COMMERCIAL (ONE-WAY)	-2% to -5%	±8%	±4%	40'
JOINT USE RESIDENTIAL/RANCH	-2% to -8%	±8%	±6%	20'
COMMERCIAL (TWO-WAY)	-2% to -3%	±5%	±4%	40'
MULTIPLE RESIDENTIAL	-2% to -8%	±15%*	±6%	20'
PUBLIC ROAD	-2%	see Note 5	±4%	20'

* see Note 6 ** see Note 4

BLAINE COUNTY
ROAD & BRIDGE DEPARTMENT
186 W. GLENDALE ROAD
BELLEVUE, IDAHO 83813
(208) 788-5580
A Division of Blaine County Operations

PROJECT INFORMATION

BLAINE COUNTY STANDARD DRAWING

APPROACHES

STANDARD DRAWING NO.

6-1-A

BLAINE COUNTY ROAD STANDARDS - AUGUST, 2017

SHT 1 OF 1