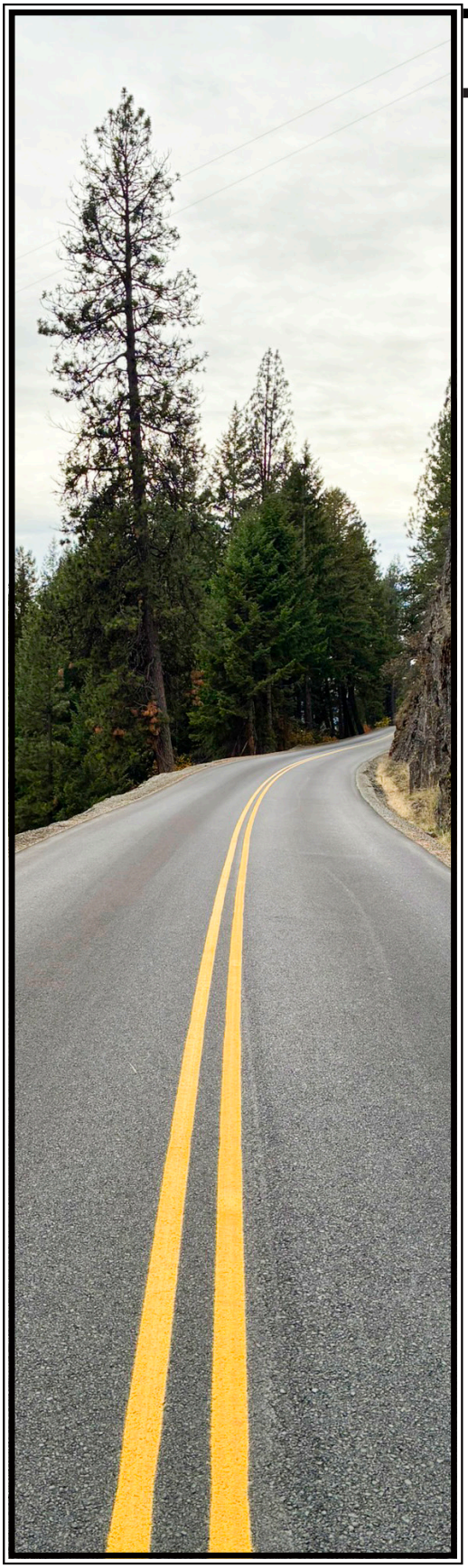

SECTION 150 - DEFINITIONS

Applicant	A person or entity that submits an application, request, plan, or other matter to the Highway District for review or approval.
Approach	The portion of pavement that connects a public roadway with the Right-of-Way to a private driveway serving a house, lot, or subdivision.
Arterial Route	A general term including expressways, major and minor arterial streets, and interstate, state or county highways having regional continuity.
Board	The elected Board of Commissioners of the Highway District.
Collector Street	A street that provides for traffic movement within neighborhoods of the County and between major streets and local streets and for direct access to abutting property.
Cul-de-Sac Street	A short local street having one end permanently terminated in a vehicular turnaround.
Dedication	The setting apart of land or interest in land for use by the public. Land becomes dedicated when accepted by the Highway District as a public dedication, either by ordinance, resolution, or entry in the official minutes, or by the recording of a plat showing such dedication.
Developer	An owner, subdivider, or other person or entity responsible for a proposed development or for satisfying requirements arising from a Development Application.

Development Application — An application or request submitted to Kootenai County for approval of a subdivision, replat, planned unit development, amendment to the Official Zoning Map, conditional use permit, special notice permit, variance, site plan, or other land division, development, or change in use that is referred or otherwise submitted to the Highway District for review.

Developer's Representative — A person or entity authorized by the Developer to act on the Developer's behalf.

Director — The duly appointed Director of Highways for the Highway District.

Final Plat — A plat prepared by or under the responsible charge of an Idaho-licensed Professional Land Surveyor for recording following completion of the required review and approval process.

Highway — "Highway" has the meaning provided in Idaho Code section 40-109, as amended.

Highway District — As applicable, the highway district having jurisdiction over the public highway or public right-of-way at issue. The Highway Districts participating in these Standards are:

- East Side Highway District
- Lakes Highway District
- Post Falls Highway District
- Worley Highway District

Local Street — A street that provides for direct access to residential, commercial, industrial, or other abutting land for local traffic movements and connects to collector and/or arterial streets.

Loop Street — A minor street with both terminal points on the same street of origin.

Major Road Development Agreement — A Road Development Agreement applicable to a Major Subdivision and addressing required roadway improvements, financial security, deferred work, and related development obligations.

Major Subdivision — A Development Application classified by Kootenai County as a major subdivision, including a subdivision proposing five or more lots.

Marginal Access Street — A minor street parallel and adjacent to an arterial route and intercepts local streets and controls access to an arterial route.

Minor Road Developer Agreement — A Road Development Agreement applicable to a Minor Subdivision that may authorize a proportional monetary contribution toward future roadway improvements in lieu of some or all construction otherwise requested in connection with the minor subdivision.

Minor Subdivision	A Development Application classified by Kootenai County as a minor subdivision and proposing four or fewer lots.
Organics	Soil containing more than 3% organics by weight per ASTM D2974.
Owner	The person or entity holding legal title to the property. When expressly authorized by the Owner, the term may include a contract purchaser or other person holding an equitable interest for purposes of submitting an application, but not for executing a dedication or conveyance.
Plat	A drawing, map, or plan described in Idaho Code section 50-1301, including a replat and the accompanying certifications, descriptions, and approvals.
Preliminary Plat	A preliminary map of a land subdivision prepared in accordance with Idaho Code and Kootenai County ordinances.
Private Driveway	The private travel way located entirely outside the highway or public right-of-way, beginning at the outer boundary line of the right-of-way and extending into the private property. This area provides vehicular access to buildings or areas on the private parcel.
Public Right-of-Way	"Public right-of-way" has the meaning provided in Idaho Code section 40-117, as amended.
Recorded Plat	A Final Plat bearing the required certifications and approvals and recorded with the Kootenai County Recorder.
Reserve Strip	A strip of land between a dedicated street or partial street and adjacent property, in either case, reserved or held in public ownership for future street extension or widening.
Roadway	The portion of a highway or other traveled way that is improved, designed, or constructed for vehicular travel. Unless the context expressly provides otherwise, "roadway" describes a physical improvement and does not determine whether the underlying land is public, whether the roadway has been opened for public travel, or whether the Highway District has assumed responsibility for maintenance.
Skew Angle (Approach)	The deflection between a line perpendicular to the roadway centerline and the approach centerline.
Subdivider	An Owner or authorized person or entity that submits an application to subdivide land.
Subdivision	The division of any lot, tract, or parcel of land into more than two (2) parts.
Subgrade	Materials directly below the pavement structure. The subgrade is natural in-place material (e.g., excavated areas) or compacted fill material (e.g., embankments).

Terrain

The topography of the land traversed for the alignment of roads and streets. To characterize variations in topography, engineers generally separate terrain into three classifications:

a. **Level Terrain -** Terrain where sight distances are generally long or can be made to be so without construction difficulty. The slope of the existing terrain is from zero to five (5) percent.

b. **Rolling Terrain -** Terrain where natural slopes consistently rise above and fall below the road or street grade, and occasional steep slopes offer some restriction to normal horizontal and vertical roadway alignment. The slope of the existing terrain is from five (5) to fifteen (15) percent.

c. **Mountainous Terrain-** Terrain where longitudinal and transverse changes in the elevation of the ground with respect to the road or street are abrupt and benching and side hill excavation are frequently needed to obtain acceptable horizontal and vertical alignment. The slope of the existing terrain exceeds fifteen (15) percent. Roadways in valleys or passes in mountainous areas might have the characteristics of roads traversing level or rolling terrain and are usually classified as level or rolling, rather than mountainous.

The Highway District Board of Commissioners shall have sole discretion in the determination of terrain classification for a road.

Utilities

Installations or facilities, underground or overhead, including but not limited to, electricity, gas, steam, communications, water, drainage, irrigation, sewage disposal, or flood control, owned and operated by any person, firm, corporation, municipal department, or board duly authorized by state or municipal regulations. Utility or utilities as used herein may also refer to such persons, firms, corporations, departments, or boards, as applicable herein.