APPENDIX 1
STANDARD DRAWINGS

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POST FALLS - LAKES - EAST SIDE -WORLEY

Associated Highway Districts
Kootenai County, Idaho

ASSOCIATED HIGHWAY DISTRICTS • KOOTENAI COUNTY

DESIGN CRITERIA MATRIX

HIGHWAY STANDARDS 2026 | SD-1 criteria | Engineer submittal

ROAD NAME			**NEAREST CROSS STREET**		
SEGMENT / LIMITS			**FUNCTIONAL CLASS**		
DESIGN VEHICLE		**ENGINEER LICENSE #**		**TERRAIN**	
TRAFFIC COUNT YEAR		**TRAFFIC COUNT AADT**		**URBAN / RURAL**	
DESIGN YEAR		**ANNUAL GROWTH (%)**		**PEDESTRIAN**	
DESIGN AADT		**LATEST TRUCK (%)**		**PROJECTED TRUCK (%)**	
PROJECT DESCRIPTION					

Complete shaded cells. Enter percentages as 2 for 2%. Use N/A in Proposed only with a reason. Record variance location, justification and approval reference in the same row.

ROADWAY DESIGN CRITERIA	UNIT	CHECK	REQUIRED	EXISTING	PROPOSED	RESULT	EXCEPTION / LOCATION / JUSTIFICATION / N/A EXPLAINATION
Design speed	mph	≥				**INCOMPLETE**	
Total Paved Width	ft	≥				**INCOMPLETE**	
Lane width — LT / RT turn	ft	≥				**INCOMPLETE**	
Unpaved Shoulder width — outside	ft	≥				**INCOMPLETE**	
Barrier offset — travel-lane edge to barrier face	ft	≥				**INCOMPLETE**	
Horizontal curve — minimum radius	ft	≥				**INCOMPLETE**	
Maximum superelevation rate	%	≤				**INCOMPLETE**	
Minimum profile grade	%	≥	0.5			**INCOMPLETE**	
Maximum profile grade (>6% requires prior variance)	%	≤				**INCOMPLETE**	
Maximum normal cross slope	%	≤	3			**INCOMPLETE**	
Minimum normal cross slope	%	≥	1.5			**INCOMPLETE**	
Minimum stopping-sight distance	ft	≥				**INCOMPLETE**	
Vertical alignment — sag minimum K	K	≥				**INCOMPLETE**	
Vertical alignment — crest minimum K	K	≥				**INCOMPLETE**	
Intersection queue — NB	ft	≥				**INCOMPLETE**	
Intersection queue — SB	ft	≥				**INCOMPLETE**	

ASSOCIATED HIGHWAY DISTRICTS • KOOTENAI COUNTY

DESIGN CRITERIA MATRIX

HIGHWAY STANDARDS 2026 | SD-1 criteria | Engineer submittal

ROAD NAME			**NEAREST CROSS STREET**		
SEGMENT / LIMITS			**FUNCTIONAL CLASS**		
DESIGN VEHICLE		**ENGINEER LICENSE #**		**TERRAIN**	
TRAFFIC COUNT YEAR		**TRAFFIC COUNT AADT**		**URBAN / RURAL**	
DESIGN YEAR		**ANNUAL GROWTH (%)**		**PEDESTRIAN**	
DESIGN AADT		**LATEST TRUCK (%)**		**PROJECTED TRUCK (%)**	
PROJECT DESCRIPTION					

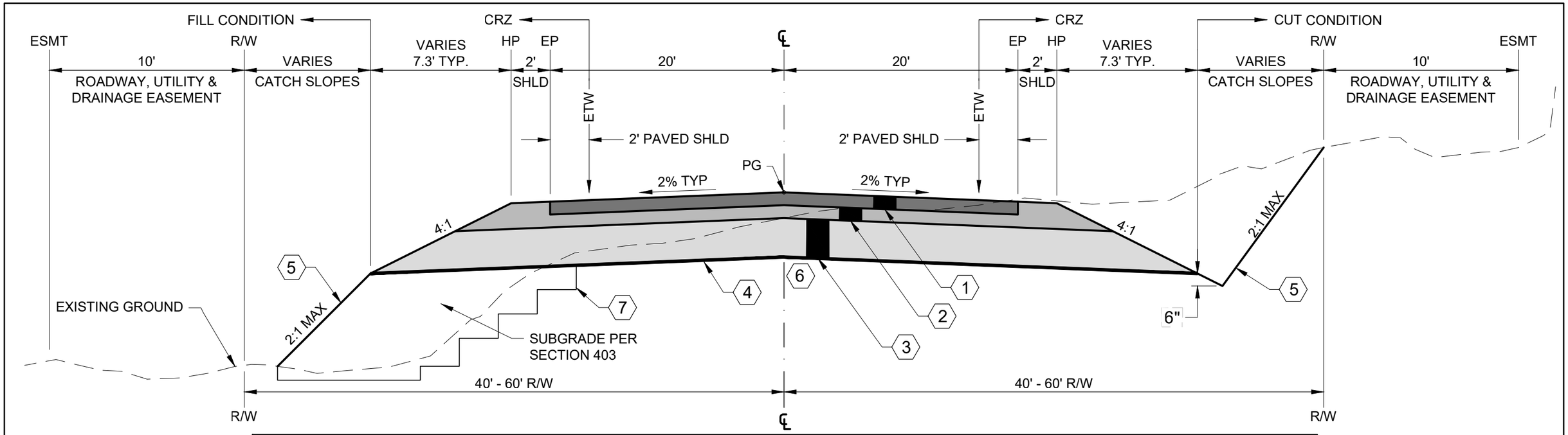
Complete shaded cells. Enter percentages as 2 for 2%. Use N/A in Proposed only with a reason. Record variance location, justification and approval reference in the same row.

ROADWAY DESIGN CRITERIA	UNIT	CHECK	REQUIRED	EXISTING	PROPOSED	RESULT	EXCEPTION / LOCATION / JUSTIFICATION / N/A EXPLAINATION
Intersection queue — EB	ft	≥				**INCOMPLETE**	
Intersection queue — WB	ft	≥				**INCOMPLETE**	
Clear recovery zone — design CRZ	ft	≥				**INCOMPLETE**	
Surfacing — 1/2" SP-3 PG 64-28 (AHDKC 406)	in	≥				**INCOMPLETE**	
Base — AHDKC 405	in	≥				**INCOMPLETE**	
Ballast — AHDKC 404	in	≥				**INCOMPLETE**	

The intent of the design criteria matrix is to document the basis for design and denote areas where site specific limitations do not allow for standards to be met. The Professional Engineer is ultimately responsible for complying with the standards or documenting how non-standard items meet the standard of care of the engineering community. Variance requests must follow the process outlined in Section 500 - Variances.

Professional Engineer Signature _____ Date Signed _____

Highway District Acceptance Signature _____ Date Signed _____



ROADWAY SECTION

1	2	3	4	5	6	7
4" - 1/2" SP-3 PG 64-28 SURFACING AHDKC 406	4" - BASE AHDKC 405	12" - BALLAST AHDKC 404	SUBGRADE SEPARATION GEOTEXTILE (SEE NOTE 5) (ITD SECTION 640)	PERMANENTLY STABILIZE DISTURBED SLOPES PER IDAHO BMP MANUAL	12" SUBGRADE COMPACTED TO 95% AASHTO T-180 PROCTOR DENSITY AHDKC 403	KEY-IN EMBANKMENT TO UNDISTURBED GROUND WITH HORIZONTAL BENCHES OF SUFFICIENT WIDTH TO ALLOW FOR PROPER OPERATION OF COMPACTION EQUIPMENT.

GENERAL NOTES

1. A 40' PAVED SURFACE IS THE STANDARD WIDTH FOR AN ARTERIAL.
2. THE PAVEMENT WIDTH WILL BE DETERMINED BASED ON LOCAL AND REGIONAL PLANNING, AS DETERMINED BY THE JURISDICTIONAL HIGHWAY DISTRICT, TO PROVIDE AN ACCEPTABLE LEVEL OF SERVICE TO ACCOMMODATE THE ANTICIPATED TRAFFIC VOLUME AND COMPOSITION, CONSIDERING THE AREA TOPOGRAPHY, ROADWAY ALIGNMENT, AND OTHER DESIGN FACTORS.
3. ROADWAY FORESLOPES AND BACKSLOPES SHALL MEET *AASHTO ROADSIDE DESIGN GUIDE* CRZ REQUIREMENTS. IF CATCH SLOPES EXCEED 15', UP TO A 1:1 CATCH MAY BE USED PENDING AN ENGINEER PREPARED SLOPE STABILITY ANALYSIS. WHERE CRZ CANNOT BE FEASIBLY MET, AS DETERMINED BY THE DIRECTOR, GUARDRAIL MAY BE INSTALLED WITH THE FACE OF GUARDRAIL AT HP.
4. HORIZONTAL CURVES MAY REQUIRE SUPERELEVATION PER *AASHTO A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS*. USE e_{MAX} = 6% SUPERELEVATION TABLES FOR ALL ROADWAY CLASSIFICATIONS.
5. ROAD STRUCTURE SECTIONS SHOWN ARE FOR SUBGRADE SOILS WITH AN R VALUE GREATER THAN 15. SUBGRADE TO BALLAST FABRIC SEPARATION IS REQUIRED ON NON-GRANULAR SUBGRADES.
6. AT THE DISCRETION OF THE DIRECTOR, PREPARE A GEOTECHNICAL ANALYSIS TO PROVE R VALUES ARE HIGHER THAN 15. IF R VALUES ARE LOWER THAN 15, FURTHER GEOTECHNICAL ANALYSIS WILL BE REQUIRED TO DEMONSTRATE THE DESIGN MEETS A TI = 7.5.
7. A CURB AND GUTTER AND/OR TWO WAY LEFT TURN LANE SECTION MAY BE REQUIRED AT THE DISCRETION OF THE DIRECTOR.
8. A CURB, GUTTER, AND ROADWAY SECTION SHALL COMPLY WITH APPLICABLE CITY STANDARDS WHEN LOCATED WITHIN AREA OF CITY IMPACT (ACI).
9. ISPWC PAVEMENT SECTION DESIGN CRITERIA IS PREFERRED. WHEN APPROVED BY THE DIRECTOR, ITD PAVEMENT SECTION DESIGN CRITERIA MAY BE USED.

ABBREVIATIONS

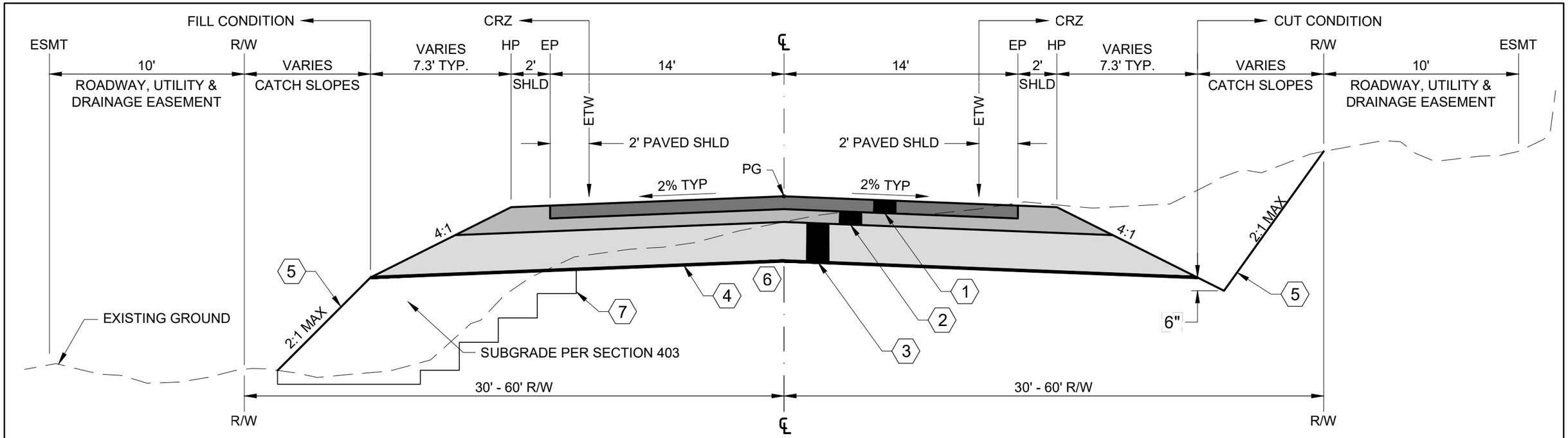
℄	CENTERLINE
CRZ	CLEAR RECOVERY ZONE
ESMT	EASEMENT
ETW	EDGE OF TRAVELED WAY
HP	HINGE POINT
PG	PROFILE GRADE
R/W	RIGHT OF WAY
SHLD	SHOULDER
TYP	TYPICAL

PUBLISHED - September 2026

ASSOCIATED HIGHWAY DISTRICTS OF KOOTENAI COUNTY
STANDARD DRAWINGS

ARTERIAL - TYPICAL SECTION

DRAWING
SD-2A



ROADWAY SECTION

1	2	3	4	5	6	7
4" - 1/2" SP-3 PG 64-28 SURFACING AHDKC 406	4" - BASE AHDKC 405	12" - BALLAST AHDKC 404	SUBGRADE SEPARATION GEOTEXTILE (SEE NOTE 5) (ITD SECTION 640)	PERMANENTLY STABILIZE DISTURBED SLOPES PER IDAHO BMP MANUAL	12" SUBGRADE COMPACTED TO 95% AASHTO T-180 PROCTOR DENSITY AHDKC 403	KEY-IN EMBANKMENT TO UNDISTURBED GROUND WITH HORIZONTAL BENCHES OF SUFFICIENT WIDTH TO ALLOW FOR PROPER OPERATION OF COMPACTION EQUIPMENT.

GENERAL NOTES

1. A 28' PAVED SURFACE IS THE STANDARD WIDTH FOR A COLLECTOR.
2. A 24' PAVED SURFACE WIDTH MAY BE ALLOWED WITH DISTRICT APPROVAL IF TOPOGRAPHICAL CONSTRAINTS LIMIT CONSTRUCTION OF A 28' PAVED SURFACE WIDTH AND THE HIGHWAY DISTRICT DETERMINES THAT THE ROADWAY ALIGNMENT AND CROSS SECTION PROPOSED ARE CONSISTENT WITH THE ANTICIPATED TRAFFIC VOLUME AND COMPOSITION.
3. THE PAVEMENT WIDTH WILL BE DETERMINED BY THE DISTRICT BASED ON LOCAL AND REGIONAL PLANNING, AS DETERMINED BY THE JURISDICTIONAL HIGHWAY DISTRICT, TO PROVIDE AN ACCEPTABLE LEVEL OF SERVICE TO ACCOMMODATE THE ANTICIPATED TRAFFIC VOLUME AND COMPOSITION, CONSIDERING THE AREA TOPOGRAPHY, ROADWAY ALIGNMENT, AND OTHER DESIGN FACTORS.
4. ROADWAY FORESLOPES AND BACKSLOPES SHALL MEET *AASHTO ROADSIDE DESIGN GUIDE* CRZ REQUIREMENTS. IF CATCH SLOPES EXCEED 15', UP TO A 1:1 CATCH MAY BE USED PENDING AN ENGINEER PREPARED SLOPE STABILITY ANALYSIS. WHERE CRZ CANNOT BE FEASIBLY MET, AS DETERMINED BY THE DIRECTOR, GUARDRAIL MAY BE INSTALLED WITH THE FACE OF GUARDRAIL AT HP.
5. HORIZONTAL CURVES MAY REQUIRE SUPERELEVATION PER *AASHTO A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS*. USE e_{MAX} = 6% SUPERELEVATION TABLES FOR ALL ROADWAY CLASSIFICATIONS.
6. ROAD STRUCTURE SECTIONS SHOWN ARE FOR SUBGRADE SOILS WITH AN R VALUE GREATER THAN 15. SUBGRADE TO BALLAST FABRIC SEPARATION IS REQUIRED ON NON-GRANULAR SUBGRADES.
7. AT THE DISCRETION OF THE DIRECTOR, PREPARE A GEOTECHNICAL ANALYSIS TO PROVE R VALUES ARE HIGHER THAN 15. IF R VALUES ARE LOWER THAN 15, FURTHER GEOTECHNICAL ANALYSIS WILL BE REQUIRED TO DEMONSTRATE THE DESIGN MEETS A TI = 7.5.
8. A CURB AND GUTTER AND/OR TWO WAY LEFT TURN LANE SECTION MAY BE REQUIRED AT THE DISCRETION OF THE DIRECTOR.
9. A CURB, GUTTER, AND ROADWAY SECTION SHALL COMPLY WITH APPLICABLE CITY STANDARDS WHEN LOCATED WITHIN AREA OF CITY IMPACT (ACI).
10. ISPWC PAVEMENT SECTION DESIGN CRITERIA IS PREFERRED. WHEN APPROVED BY THE DIRECTOR, ITD PAVEMENT SECTION DESIGN CRITERIA MAY BE USED.

ABBREVIATIONS

℄	CENTERLINE
CRZ	CLEAR RECOVERY ZONE
ESMT	EASEMENT
ETW	EDGE OF TRAVELED WAY
HP	HINGE POINT
PG	PROFILE GRADE
R/W	RIGHT OF WAY
SHLD	SHOULDER
TYP	TYPICAL

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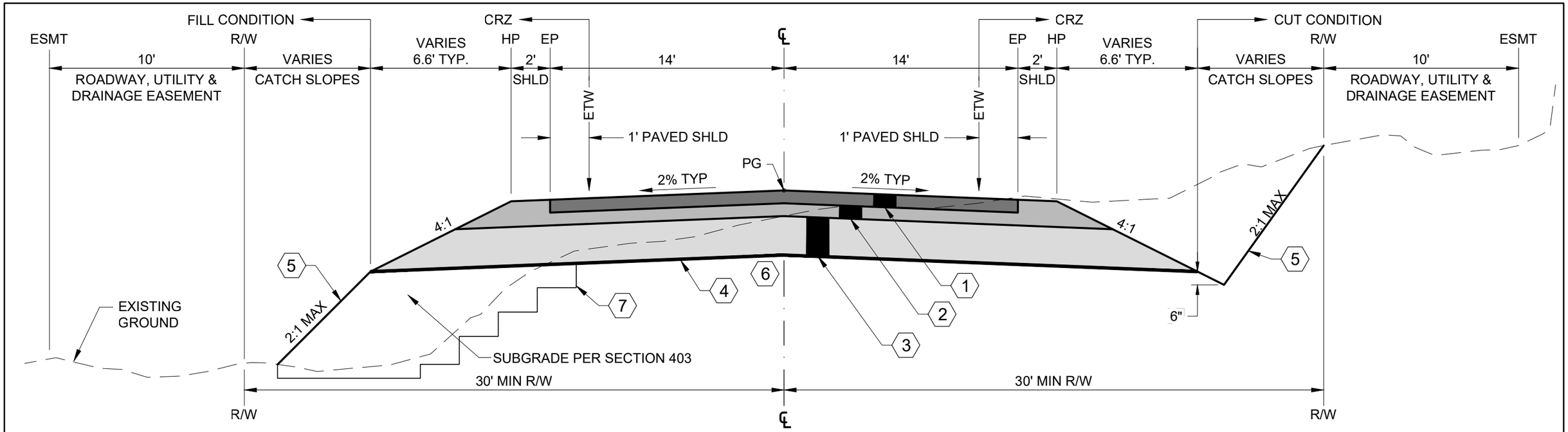
ASSOCIATED HIGHWAY DISTRICTS OF KOOTENAI COUNTY
STANDARD DRAWINGS

COLLECTOR - TYPICAL SECTION

DRAWING
SD-2B



ROADWAY SECTION

1	2	3	4	5	6	7
2" - 1/2" SP-3 PG 64-28 SURFACING AHDKC 406	4" - BASE AHDKC 405	12" - BALLAST AHDKC 404	SUBGRADE SEPARATION GEOTEXTILE (SEE NOTE 6) (ITD SECTION 640)	PERMANENTLY STABILIZE DISTURBED SLOPES PER IDAHO BMP MANUAL	12" SUBGRADE COMPACTED TO 95% AASHTO T-180 PROCTOR DENSITY AHDKC 403	KEY-IN EMBANKMENT TO UNDISTURBED GROUND WITH HORIZONTAL BENCHES OF SUFFICIENT WIDTH TO ALLOW FOR PROPER OPERATION OF COMPACTION EQUIPMENT.

GENERAL NOTES

1. A 28' PAVED SURFACE IS THE STANDARD WIDTH FOR A LOCAL RESIDENTIAL.

2. A 24' PAVED SURFACE WIDTH MAY BE ALLOWED WITH DISTRICT APPROVAL IF TOPOGRAPHICAL CONSTRAINTS LIMIT CONSTRUCTION OF A 28' PAVED SURFACE WIDTH OR THE LOCAL RESIDENTIAL ROAD WITHIN A SUBDIVISION OR TRAVEL SHED HAS NO POTENTIAL TO BE CLASSIFIED AS A COLLECTOR IN THE FUTURE.

3. A 22' PAVED SURFACE WIDTH MAY BE ALLOWED WITH DISTRICT APPROVAL IF TOPOGRAPHICAL CONSTRAINTS LIMIT CONSTRUCTION OF A 28' PAVED SURFACE WIDTH OR THE LOCAL RESIDENTIAL ROAD SERVES A SUBDIVISION OF LESS THAN 30-LOTS AND THERE IS NO POTENTIAL FOR FUTURE CONNECTIVITY TO ADJACENT PARCELS.

4. THE PAVEMENT WIDTH WILL BE DETERMINED BY THE DISTRICT BASED ON LOCAL AND REGIONAL PLANNING, AS DETERMINED BY THE JURISDICTIONAL HIGHWAY DISTRICT, TO PROVIDE AN ACCEPTABLE LEVEL OF SERVICE TO ACCOMMODATE THE ANTICIPATED TRAFFIC VOLUME AND COMPOSITION, CONSIDERING THE AREA TOPOGRAPHY, ROADWAY ALIGNMENT, AND OTHER DESIGN FACTORS.

5. ROADWAY FORESLOPES AND BACKSLOPES SHALL MEET *AASHTO ROADSIDE DESIGN GUIDE* CRZ REQUIREMENTS. IF CATCH SLOPES EXCEED 15', UP TO A 1:1 CATCH MAY BE USED PENDING AN ENGINEER PREPARED SLOPE STABILITY ANALYSIS. WHERE CRZ CANNOT BE FEASIBLY MET, AS DETERMINED BY THE DIRECTOR, GUARDRAIL MAY BE INSTALLED WITH THE FACE OF GUARDRAIL AT HP.

6. HORIZONTAL CURVES MAY REQUIRE SUPERELEVATION PER *AASHTO A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS*. USE e_{MAX} = 6%

7. SUPERELEVATION TABLES FOR ALL ROADWAYS.
   ROAD STRUCTURE SECTIONS SHOWN ARE FOR SUBGRADE SOILS WITH AN R VALUE GREATER THAN 15. SUBGRADE TO BALLAST FABRIC SEPARATION IS REQUIRED ON NON-GRANULAR SUBGRADES.

8. AT THE DISCRETION OF THE DIRECTOR, PREPARE A GEOTECHNICAL ANALYSIS TO PROVE R VALUES ARE HIGHER THAN 15. IF R VALUES ARE LOWER THAN 15, FURTHER GEOTECHNICAL ANALYSIS WILL BE REQUIRED TO DEMONSTRATE THE DESIGN MEETS A TI = 6.5.

9. A CURB AND GUTTER AND/OR TWO WAY LEFT TURN LANE SECTION MAY BE REQUIRED AT THE DISCRETION OF THE DIRECTOR.

10. A CURB, GUTTER, AND ROADWAY SECTION SHALL COMPLY WITH APPLICABLE CITY STANDARDS WHEN LOCATED WITHIN AREA OF CITY IMPACT (ACI).

ABBREVIATIONS

℄	CENTERLINE
CRZ	CLEAR RECOVERY ZONE
ESMT	EASEMENT
ETW	EDGE OF TRAVELED WAY
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PG	PROFILE GRADE
R/W	RIGHT OF WAY
SHLD	SHOULDER
TYP	TYPICAL

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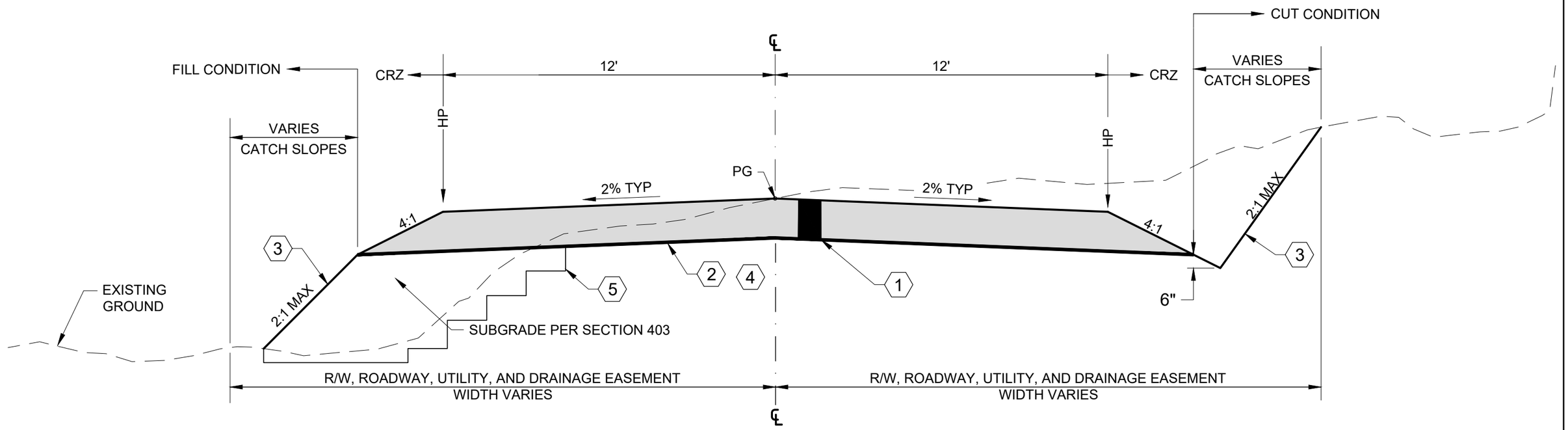
ASSOCIATED HIGHWAY DISTRICTS OF KOOTENAI COUNTY
STANDARD DRAWINGS

LOCAL RESIDENTIAL - TYPICAL SECTION

DRAWING SD-2C



ROADWAY SECTION

1	2	3	4	5
12" OF APPROVED AHD AGGREGATE AHDKC 405	SUBGRADE SEPARATION GEOTEXTILE (SEE NOTE 5) (ITD SECTION 640)	PERMANENTLY STABILIZE DISTURBED SLOPES PER IDAHO BMP MANUAL	12" SUBGRADE COMPACTED TO 95% AASHTO T-180 PROCTOR DENSITY AHDKC 403	KEY-IN EMBANKMENT TO UNDISTURBED GROUND WITH HORIZONTAL BENCHES OF SUFFICIENT WIDTH TO ALLOW FOR PROPER OPERATION OF COMPACTION EQUIPMENT.

GENERAL NOTES

1. A 24' ROADWAY SURFACE IS THE STANDARD WIDTH FOR A LOCAL RESIDENTIAL.
2. A 22' ROADWAY WIDTH MAY BE ALLOWED IF TOPOGRAPHICAL CONSTRAINTS LIMIT CONSTRUCTION OF A 24' TRAVELED WAY WIDTH AND THE DIRECTOR DETERMINES THAT THE ROADWAY ALIGNMENT AND CROSS SECTION PROPOSED ARE CONSISTENT WITH THE ANTICIPATED VOLUME AND COMPOSITION.
3. ROADWAY FORESLOPES AND BACKSLOPES SHALL MEET *AASHTO ROADSIDE DESIGN GUIDE* CRZ REQUIREMENTS. IF CATCH SLOPES EXCEED 15', UP TO A 1:1 CATCH MAY BE USED PENDING AN ENGINEER PREPARED SLOPE STABILITY ANALYSIS. WHERE CRZ CANNOT BE FEASIBLY MET, AS DETERMINED BY THE DIRECTOR, GUARDRAIL MAY BE INSTALLED WITH THE FACE OF GUARDRAIL AT HP.
4. PER *AASHTO A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS*. USE e_{MAX} = 6% SUPERELEVATION TABLES FOR ALL ROADWAY CLASSIFICATIONS.
5. ROAD STRUCTURE SECTIONS SHOWN ARE FOR SUBGRADE SOILS WITH AN R VALUE GREATER THAN 15. SUBGRADE TO BALLAST FABRIC SEPARATION IS REQUIRED ON NON-GRANULAR SUBGRADES.
6. THIS TYPICAL SECTION IS INTENDED TO SHOW THE MINIMUM DIMENSIONS FOR GRAVEL ROAD CONSTRUCTION. PLACE MATERIALS IN ACCORDANCE WITH THE AHD STANDARDS. GEOMETRIC DESIGN BY A PROFESSIONAL ENGINEER SHALL COMPLY WITH AASHTO, A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS AND APPROVED BY THE DIRECTOR OF HIGHWAYS.

ABBREVIATIONS

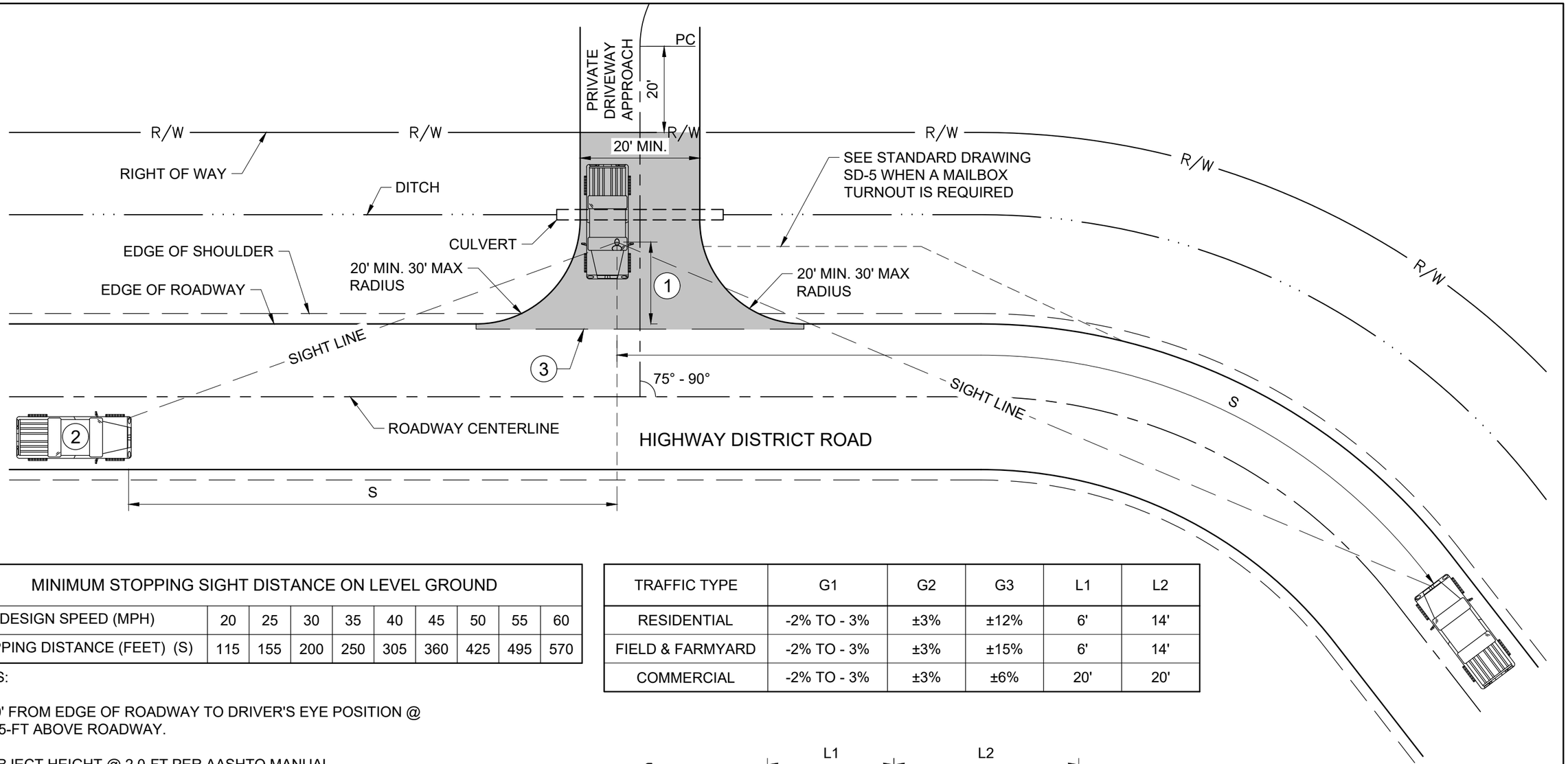
℄	CENTERLINE
CRZ	CLEAR RECOVERY ZONE
ESMT	EASEMENT
ETW	EDGE OF TRAVELED WAY
HP	HINGE POINT
PG	PROFILE GRADE
R/W	RIGHT OF WAY
SHLD	SHOULDER
TYP	TYPICAL

PUBLISHED - September 2026

ASSOCIATED HIGHWAY DISTRICTS OF KOOTENAI COUNTY
STANDARD DRAWINGS

PRIVATELY MAINTAINED GRAVEL ROAD
TYPICAL SECTION

DRAWING
SD-2D

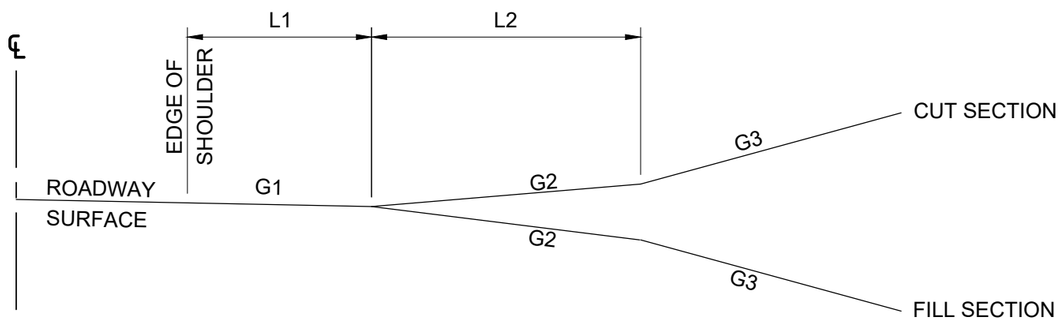


MINIMUM STOPPING SIGHT DISTANCE ON LEVEL GROUND									
DESIGN SPEED (MPH)	20	25	30	35	40	45	50	55	60
STOPPING DISTANCE (FEET) (S)	115	155	200	250	305	360	425	495	570

TRAFFIC TYPE	G1	G2	G3	L1	L2
RESIDENTIAL	-2% TO - 3%	±3%	±12%	6'	14'
FIELD & FARMYARD	-2% TO - 3%	±3%	±15%	6'	14'
COMMERCIAL	-2% TO - 3%	±3%	±6%	20'	20'

NOTES:

1. 10' FROM EDGE OF ROADWAY TO DRIVER'S EYE POSITION @ 3.5-FT ABOVE ROADWAY.
2. OBJECT HEIGHT @ 2.0-FT PER AASHTO MANUAL.
3. SAWCUT EXISTING ROADWAY PAVEMENT TO PROVIDE A CLEAN JOINT AT THE APPROACH CONNECTION. APPLY TACK COAT TO ALL MATING SURFACES PRIOR TO PAVING
4. FOR APPROACH APPLICATIONS IN ROLLING OR MOUNTAINOUS TERRAIN NOT CAPABLE OF MEETING STANDARDS, APPLICANTS SHALL PROVIDE MITIGATION APPROVED BY THE DIRECTOR OF HIGHWAYS.
5. PAVE PRIVATE, COMMERCIAL, AND PUBLIC APPROACHES TO THE RIGHT-OF-WAY LINE. OCCASIONALLY USED FIELD APPROACHES MAY BE PAVED A MINIMUM OF 5' FROM THE SHOULDER LINE. APPROACHES ONTO UNPAVED HIGHWAY DISTRICT ROADS SHALL BE GRAVEL.
6. REFER TO AASHTO FOR STOPPING SIGHT DISTANCE FOR PROFILE GRADES EXCEEDING ±3%



PRIVATE DRIVEWAY APPROACH PROFILE

PUBLISHED - September 2026

ASSOCIATED HIGHWAY DISTRICTS OF KOOTENAI COUNTY
STANDARD DRAWINGS

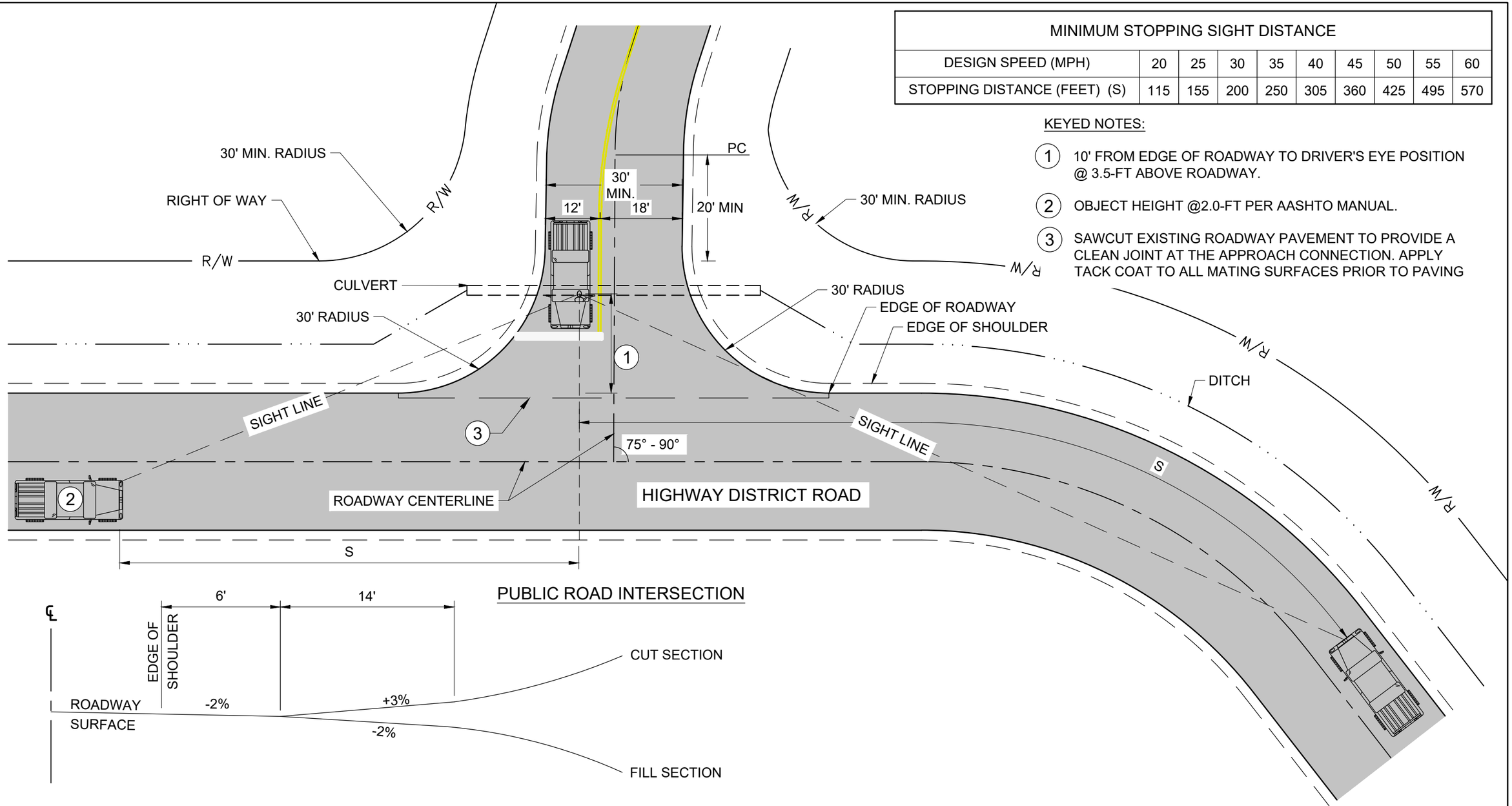
PRIVATE DRIVEWAY APPROACH

DRAWING
SD-3A

MINIMUM STOPPING SIGHT DISTANCE									
DESIGN SPEED (MPH)	20	25	30	35	40	45	50	55	60
STOPPING DISTANCE (FEET) (S)	115	155	200	250	305	360	425	495	570

KEYED NOTES:

1. 10' FROM EDGE OF ROADWAY TO DRIVER'S EYE POSITION @ 3.5-FT ABOVE ROADWAY.
2. OBJECT HEIGHT @2.0-FT PER AASHTO MANUAL.
3. SAWCUT EXISTING ROADWAY PAVEMENT TO PROVIDE A CLEAN JOINT AT THE APPROACH CONNECTION. APPLY TACK COAT TO ALL MATING SURFACES PRIOR TO PAVING



PUBLIC ROAD INTERSECTION

PUBLIC ROAD PROFILE

GRADE TABLE NOTE:

1. REFER TO AASHTO FOR STOPPING SIGHT DISTANCE FOR PROFILE GRADES EXCEEDING ±3%

NOTE:

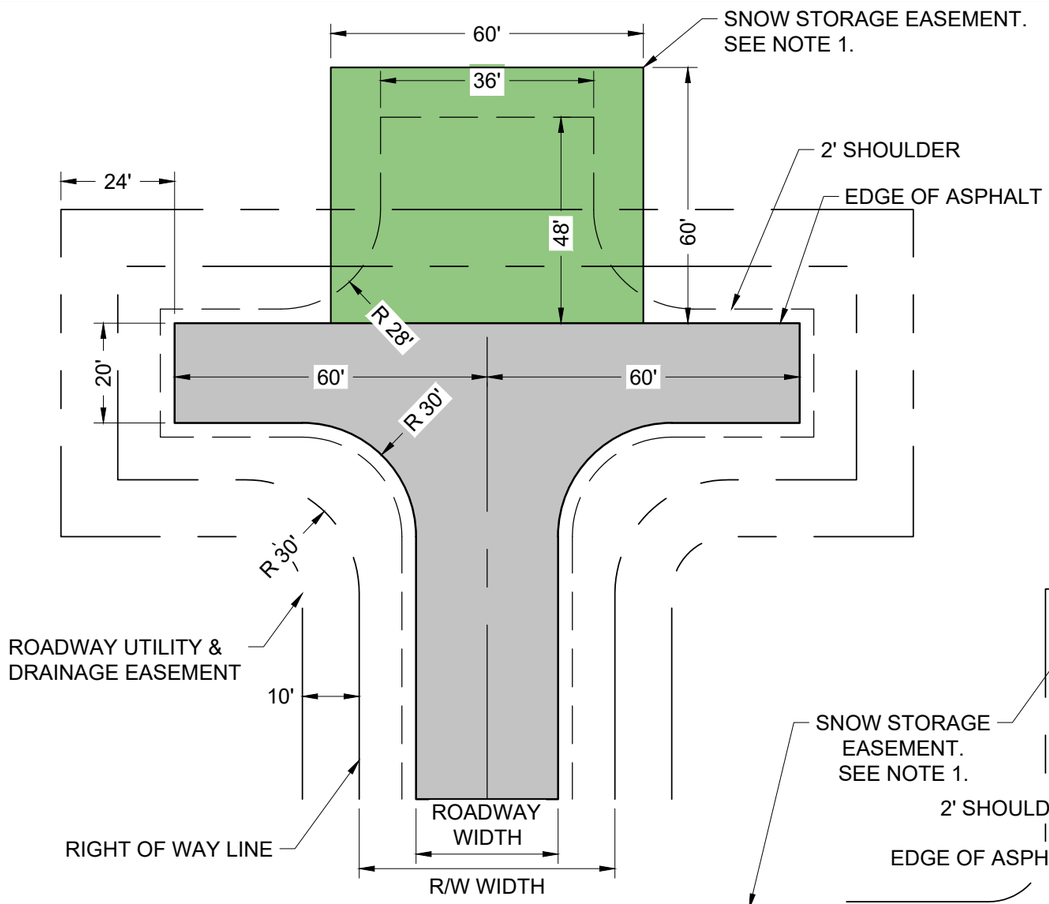
FOR APPROACH APPLICATIONS IN ROLLING OR MOUNTAINOUS TERRAIN NOT CAPABLE OF MEETING STANDARDS, APPLICANTS SHALL PROVIDE MITIGATION APPROVED BY THE DIRECTOR OF HIGHWAYS.

PUBLISHED - September 2026

ASSOCIATED HIGHWAY DISTRICTS OF KOOTENAI COUNTY
STANDARD DRAWINGS

PUBLIC ROAD INTERSECTION

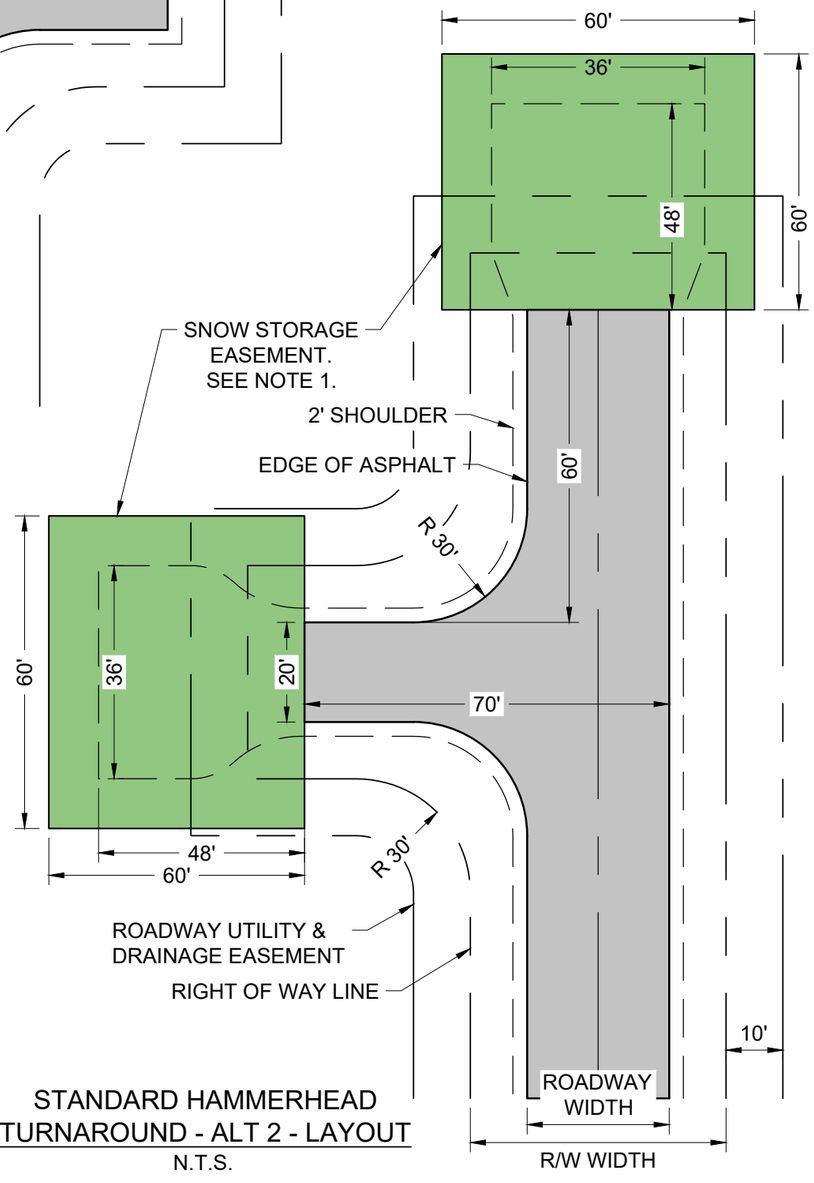
DRAWING
SD-3B



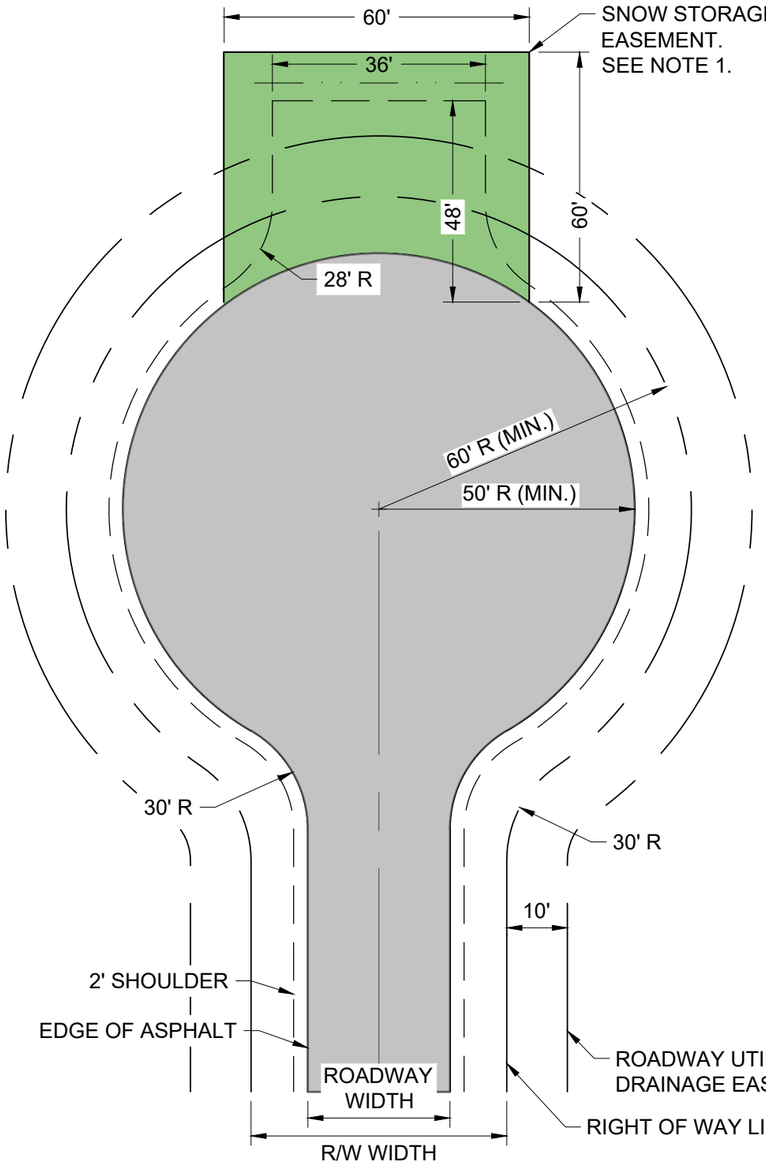
STANDARD HAMMERHEAD
TURNAROUND - ALT 1 - LAYOUT
N.T.S.

NOTES

1. SNOW STORAGE EASEMENT & ACCESS PAD LOCATED WITH HIGHWAY DISTRICT CONCURRENCE, PAD BUILT TO ROAD SECTION.
2. TYPICAL CROSS SECTIONS APPLY AROUND SNOW STORAGE PAD. ENSURE DRAINAGE IS FACILITATED AND CUT AND FILL SLOPES ARE ACCOUNTED FOR.
3. NO ACCESS WILL BE PERMITTED FROM THE HAMMERHEAD.
4. SNOW STORAGE EASEMENT SHALL BE DEDICATED TO THE HIGHWAY DISTRICT.



STANDARD HAMMERHEAD
TURNAROUND - ALT 2 - LAYOUT
N.T.S.



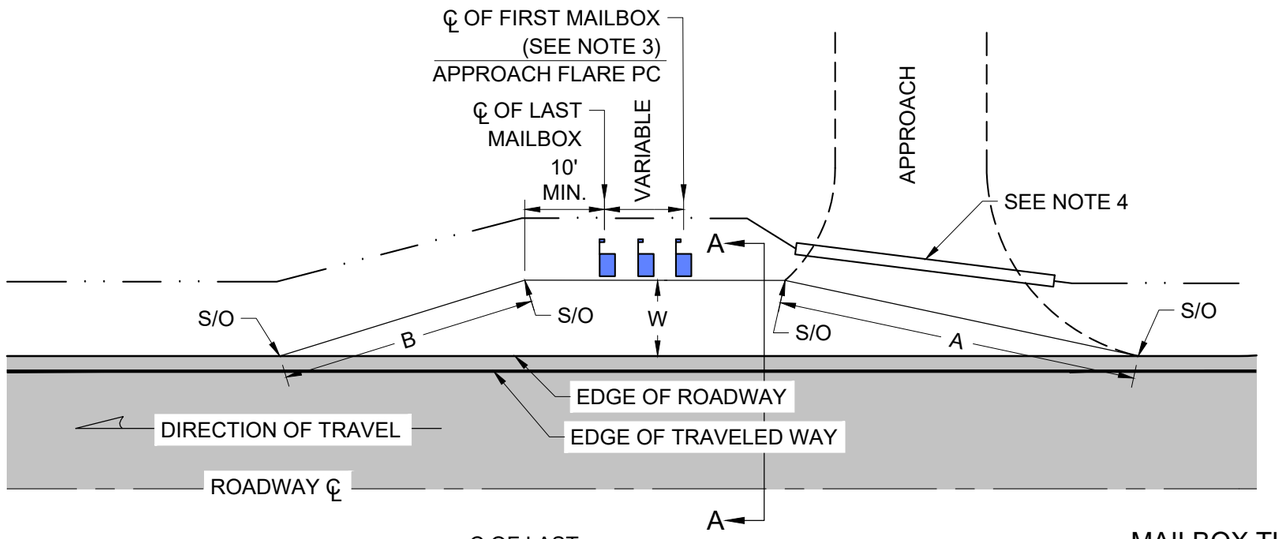
STANDARD CUL-DE-SAC LAYOUTS
N.T.S.

PUBLISHED - September 2026

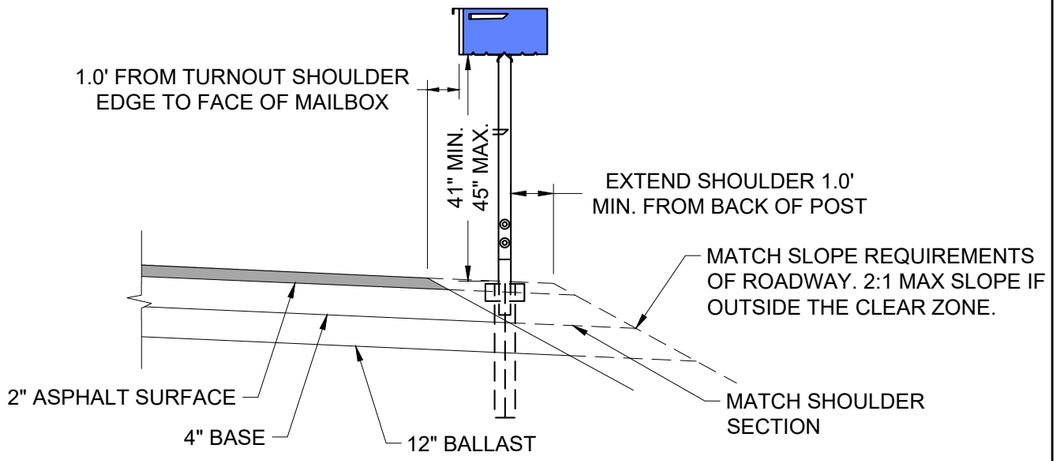
ASSOCIATED HIGHWAY DISTRICTS OF KOOTENAI COUNTY
STANDARD DRAWINGS

STANDARD ROADWAY TURNAROUNDS

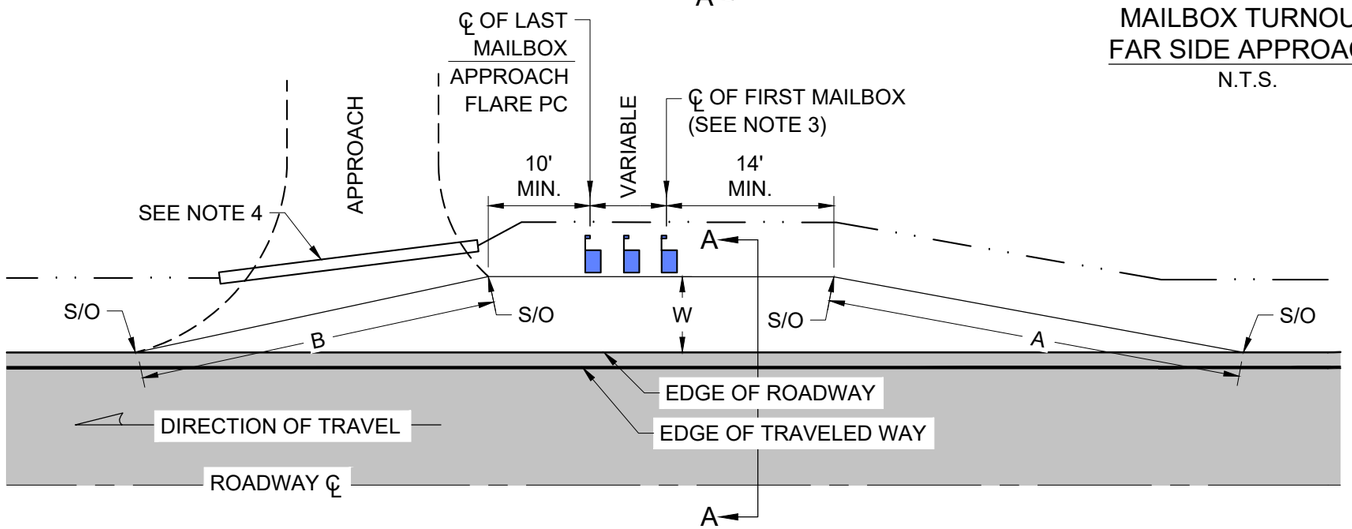
DRAWING
SD-4



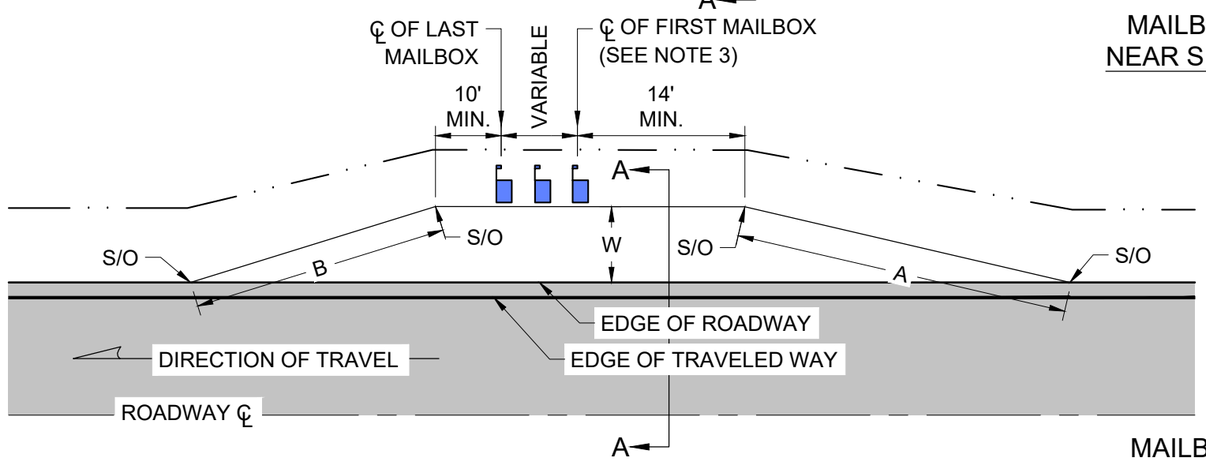
MAILBOX TURNOUT
FAR SIDE APPROACH
N.T.S.



SECTION A-A



MAILBOX TURNOUT
NEAR SIDE APPROACH
N.T.S.



MAILBOX TURNOUT
N.T.S.

TURNOUT WIDTH (W) TABLE		
ADT	TURNOUT WIDTH	
	PREFERRED	MINIMUM
>10,000	>12'	12'
1,500 TO 10,000	12'	10'
400 TO 1,500	10'	8'
<400	8'	8'
ADT - AVERAGE DAILY TRAFFIC.		

MAILBOX TAPER		
SPEED (MPH)	A	B
**≤ 40	4:1	2.5:1
> 40	20:1	12:1

* THE MAXIMUM POSTED ROADWAY SPEED

**OR ADT OF 400 OR LESS

ABBREVIATIONS	
℄	CENTERLINE
PC	POINT OF CURVATURE
S/O	STATION AND OFFSET
MIN	MINIMUM

NOTES

1. THE BALLAST REQUIREMENTS OF MAILBOX TURNOUTS SHALL BE SAME AS THE ADJACENT ROADWAY SECTION.
2. MAILBOX POST AND MOUNTINGS TO CONFORM TO IDAHO TRANSPORTATION DEPARTMENT STANDARD DRAWING 634-1 AS APPLICABLE.
3. LOCATE MAILBOX TURNOUT SO THAT THE TAPERS DO NOT OVERLAP THE INTERSECTION CURVE RADII.
4. CULVERT TO MATCH DITCH OR TOE OF SLOPE WHEN THERE IS AN APPROACH.
5. DRAINAGE TO BE CARRIED AROUND TURNOUTS UNLESS CULVERTS ARE INDICATED ON THE PLANS.
6. CONTRACTOR SHALL PROVIDE ADEQUATE ACCESS TO MAILBOXES DURING CONSTRUCTION.

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ASSOCIATED HIGHWAY DISTRICTS OF KOOTENAI COUNTY
STANDARD DRAWINGS

MAILBOX TURNOUT

DRAWING
SD-5

NOTES:

1. CATCH POINT - SLOPE STAKE - SET AT THE PROPOSED CATCH POINT WHERE THE DESIGNED SLOPE INTERSECTS EXISTING GROUND. PROVIDES INFORMATION NECESSARY TO ESTABLISH THE PROPOSED SLOPE AND ROADWAY SECTION.

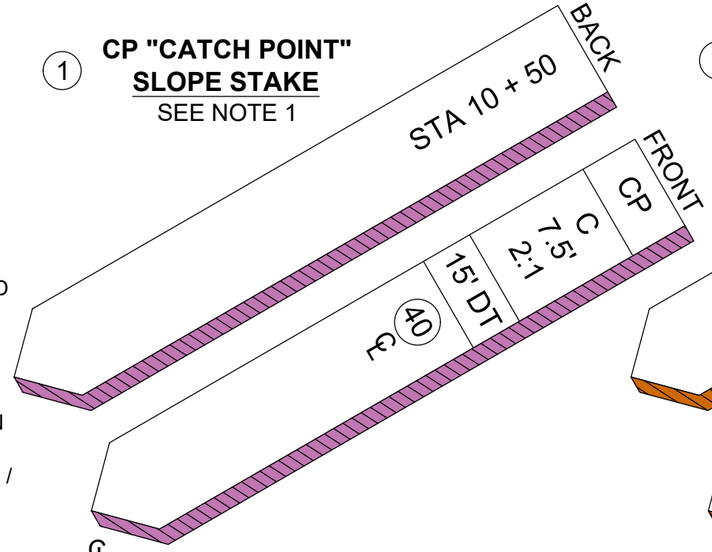
2. REFERENCE POINT - SLOPE STAKE - SET OUTSIDE THE ANTICIPATED CONSTRUCTION DISTURBANCE AREA AND PROVIDES A STABLE REFERENCE FOR ESTABLISHED OR RE-ESTABLISHING THE PROPOSED CATCH POINT - SLOPE STAKE

3. SLOPE STAKES SHALL GENERALLY BE SET AT 100-FOOT INTERVALS ON TANGENTS AND 50- FOOT INTERVALS ON CURVES. ADDITIONAL STAKING SHALL BE PROVIDED AS NECESSARY TO DEFINE CHANGED IN ROADWAY GEOMETRY, GRADE, SLOPES, DRAINAGE, VERTICAL CURVES, OR EXISTING GROUND CONDITIONS.

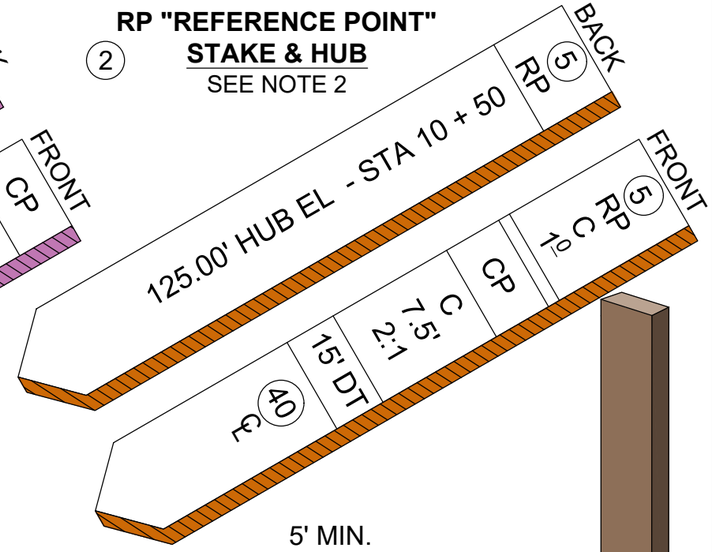
4. REFERENCE STAKES SHALL GENERALLY BE PROVIDED AT 100' INTERVALS AND AS NECESSARY TO MAINTAIN CONSTRUCTION CONTROL.

5. MACHINE GRADE CONTROL MAY BE USED WHERE PERMITTED BY THE PROJECT PLAN AND SPECIFICATIONS. SURVEY CONTROL AND MACHINE CONTROL SHALL BE VERIFIED PRIOR TO CONSTRUCTION AND AS REQUIRED DURING CONSTRUCTION.

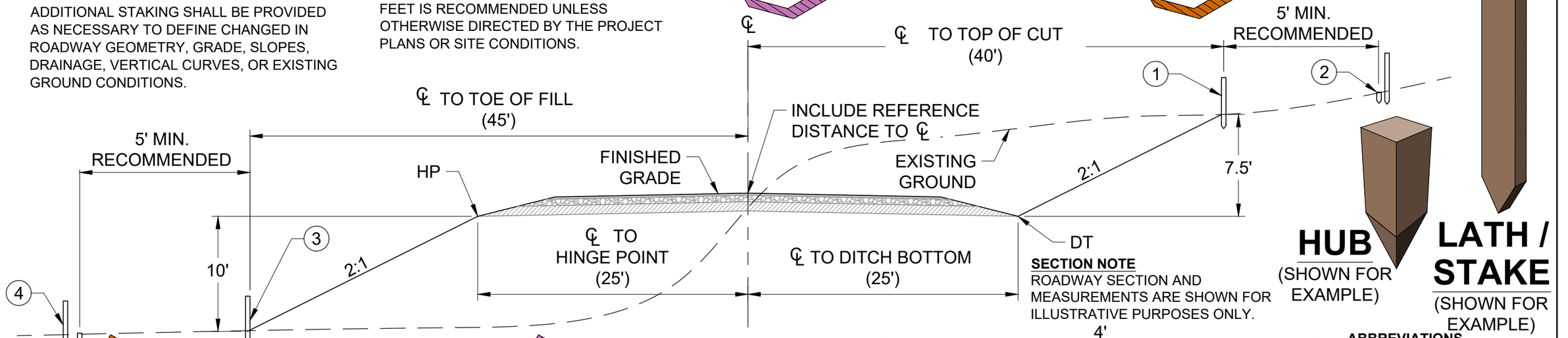
6. REFERENCE STAKES SHALL BE LOCATED OUTSIDE THE ANTICIPATED CONSTRUCTION DISTURBANCE AREA AND, WHERE APPLICABLE, OUTSIDE THE CONSTRUCTION / EASEMENT LIMITS. A MINIMUM OFFSET OF 5 FEET IS RECOMMENDED UNLESS OTHERWISE DIRECTED BY THE PROJECT PLANS OR SITE CONDITIONS.



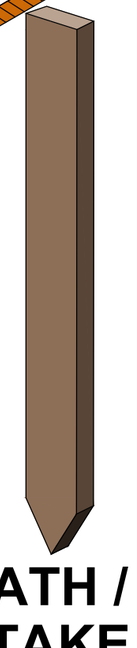
① **CP "CATCH POINT" SLOPE STAKE**
SEE NOTE 1



② **RP "REFERENCE POINT" STAKE & HUB**
SEE NOTE 2



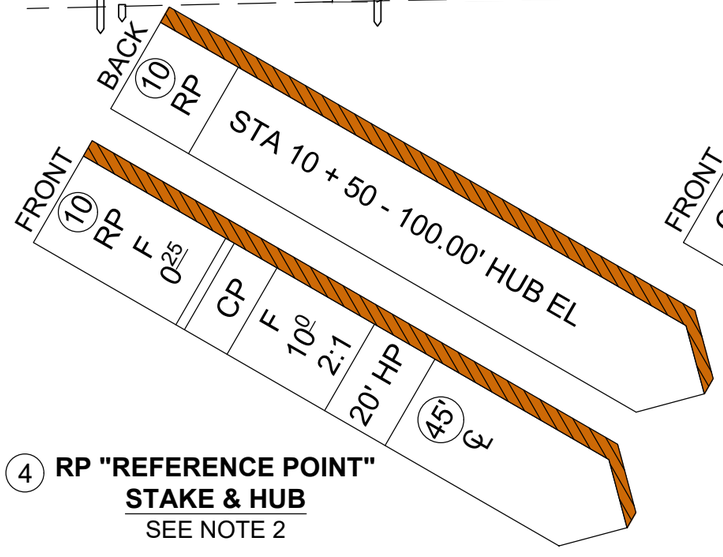
SECTION NOTE
ROADWAY SECTION AND MEASUREMENTS ARE SHOWN FOR ILLUSTRATIVE PURPOSES ONLY.



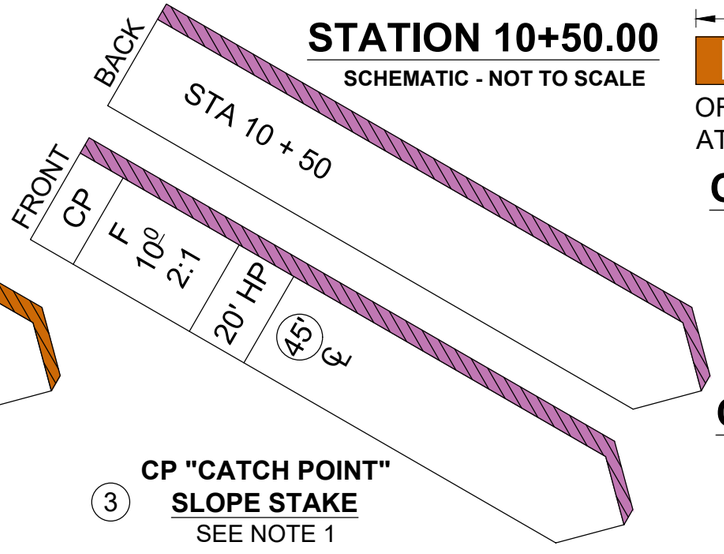
HUB
(SHOWN FOR EXAMPLE)

LATH / STAKE
(SHOWN FOR EXAMPLE)

STATION 10+50.00
SCHEMATIC - NOT TO SCALE



④ **RP "REFERENCE POINT" STAKE & HUB**
SEE NOTE 2



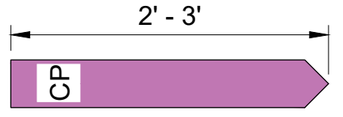
③ **CP "CATCH POINT" SLOPE STAKE**
SEE NOTE 1

4'

CLEARING LIMITS - STATION & OFFSET LT/RT

ORANGE PAINTED LATH MARKED LIMITS AT CLEARING LIMITS

CLEARING LIMITS STAKE



PINK PAINTED LATH MARKED CP ON THE TOP SET AT THE ACTUAL CATCH POINT OF THE SLOPE.

CATCH POINT STAKE

ABBREVIATIONS

C	CUT
CL/℄	CENTERLINE
CP	CATCH POINT
DT	DITCH BOTTOM
F	FILL
HP	HINGE POINT
HUB EL	ELEVATION AT THE TOP OF HUB
LT	LEFT
OFF	OFFSET
RP	REFERENCE POINT
RT	RIGHT
STA	STATION
TC	TOP OF CUT

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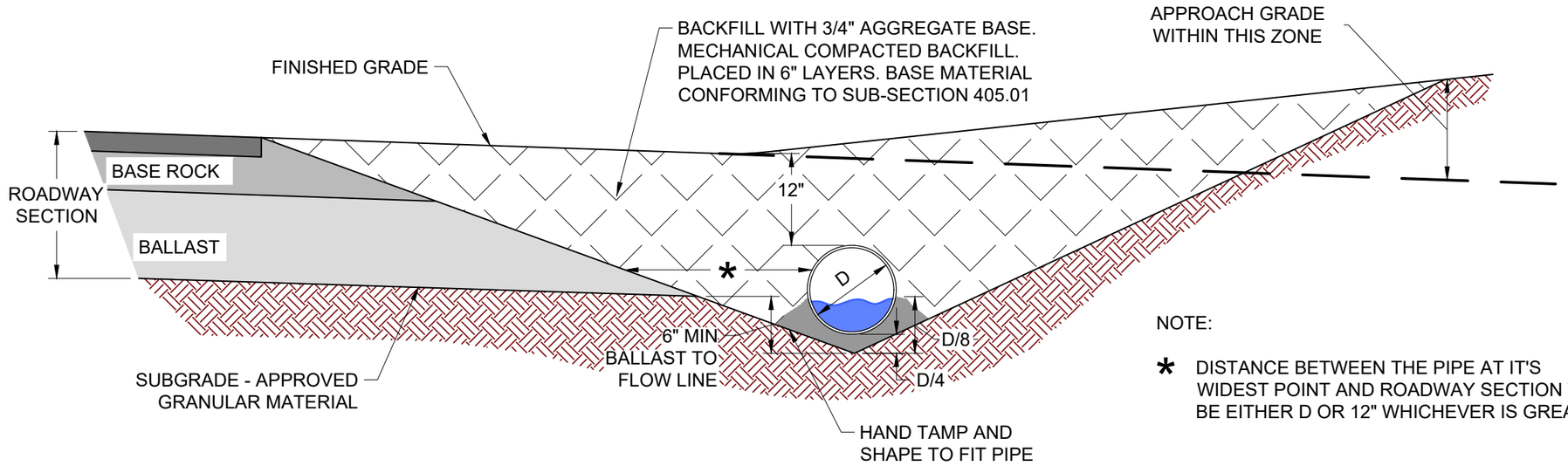
ASSOCIATED HIGHWAY DISTRICTS OF KOOTENAI COUNTY
STANDARD DRAWINGS

TYPICAL SLOPE STAKE INSTALL

DRAWING
SD-6

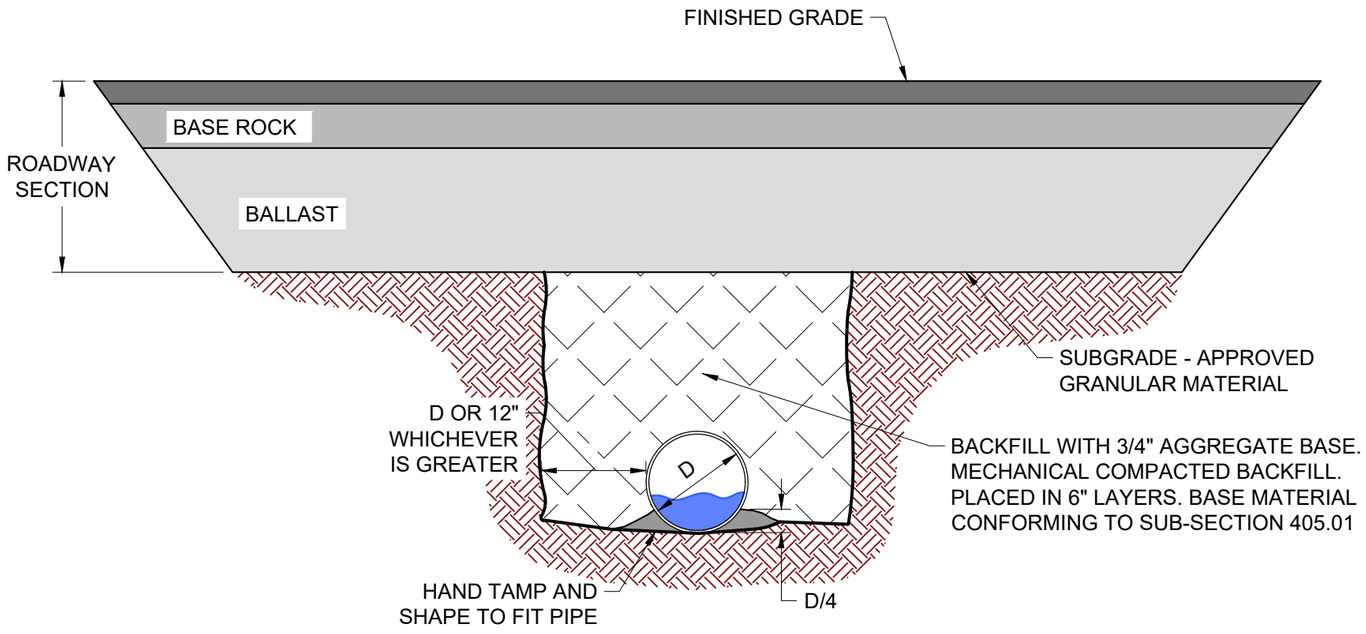


NOTE:

* DISTANCE BETWEEN THE PIPE AT IT'S WIDEST POINT AND ROADWAY SECTION TO BE EITHER D OR 12" WHICHEVER IS GREATER

APPROACH CULVERT

N.T.S.



CROSS CULVERT

N.T.S.

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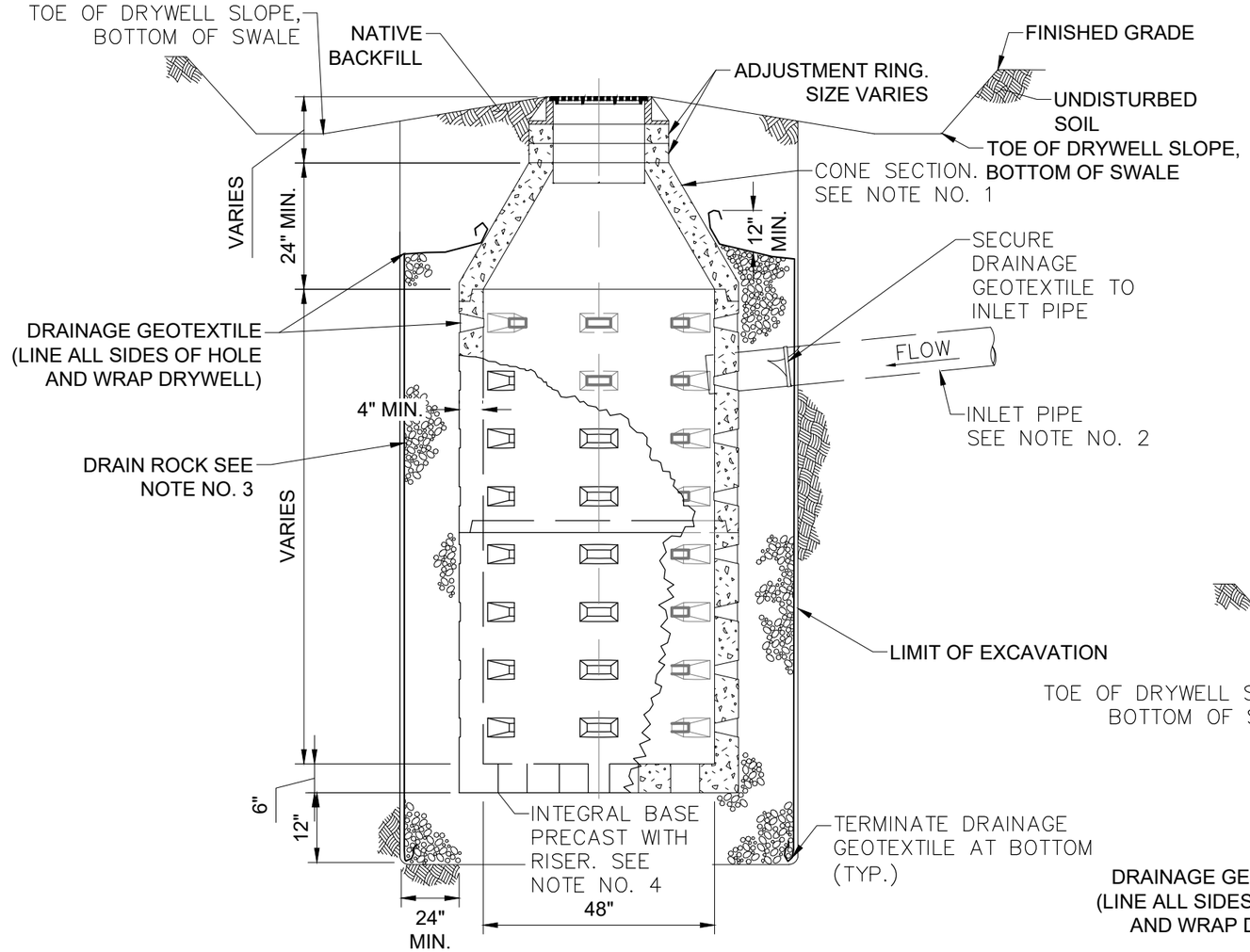
ASSOCIATED HIGHWAY DISTRICTS OF KOOTENAI COUNTY
STANDARD DRAWINGS

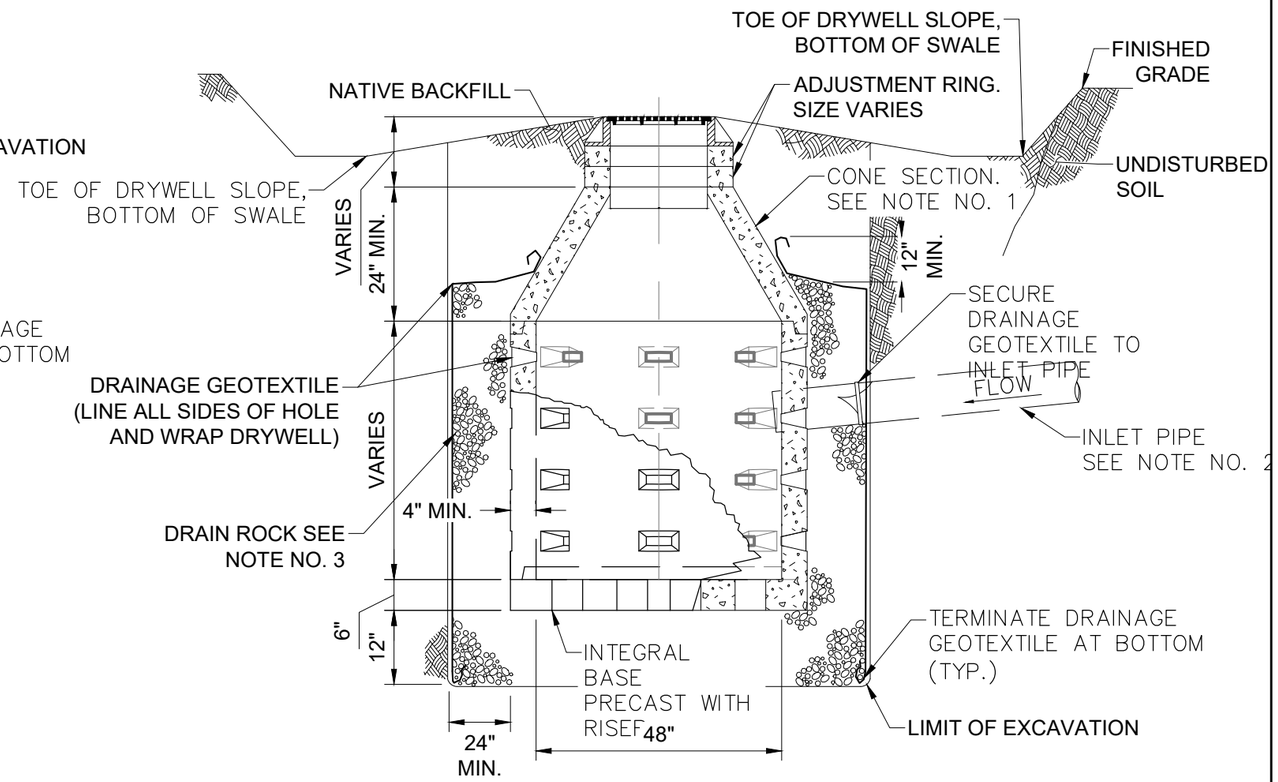
TYPICAL CULVERT INSTALLATION

DRAWING SD-7



DOUBLE DEPTH DRYWELL IN DRAINAGE FEATURE

N.T.S.



SINGLE DEPTH DRYWELL IN DRAINAGE FEATURE

N.T.S.

NOTES

1. USE CONCENTRIC OR ECCENTRIC MANHOLE CONE SECTION.
2. IF INLET PIPE IS USED, CONNECT PIPE TO DRYWELL USING PRECAST HOLE OR CORE DRILLED HOLE AND FILL GAP BETWEEN PIPE AND DRYWELL WITH GROUT.
3. DRAIN ROCK; MIN. OF 2' OF 2" TO 4" WASHED ROCK AROUND TANK, CONE, AND AROUND TANK SIDES. VOLUME OF ROCK TO BE DETERMINED BY ENGINEERING ANALYSIS.
4. FOR DEPTHS OVER 16'-2", USE ALTERNATIVE PRECAST FOOTING.

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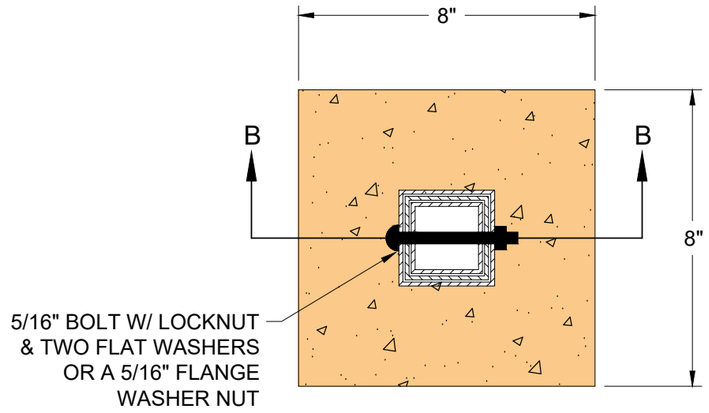
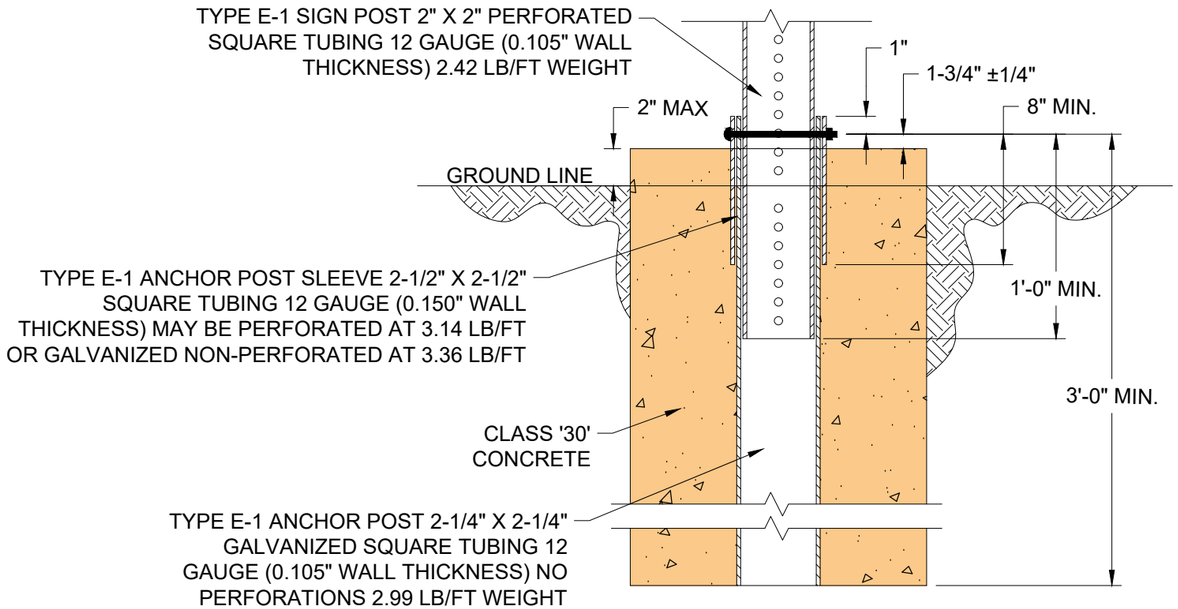
ASSOCIATED HIGHWAY DISTRICTS OF KOOTENAI COUNTY
STANDARD DRAWINGS

DRYWELL DETAIL

DRAWING SD-8



TOP VIEW
N.T.S.



SECTION VIEW B-B
N.T.S.

NOTES

1. TYPE E-1 POST ANCHOR SLEEVES SHALL BE INSTALLED SO THAT THE HOLES WILL ALIGN AND THE TOP IS FLUSH WITH THE SIGN POST ANCHOR.

2. TYPE E-1 POST ANCHOR SLEEVES SHALL BE INSTALLED SO THAT THE TRAFFIC SIGN (ONCE MOUNTED) SHALL MEET ITS INTENDED INSTALLATION REQUIREMENT.

3. SEE MUTCD FIGURE 2A-2 FOR SIGN LOCATION AND HEIGHT.

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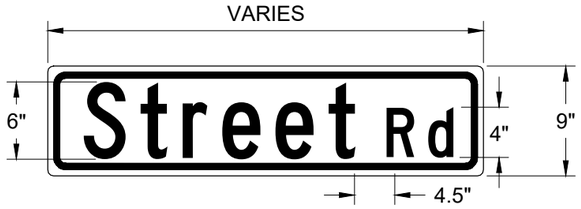
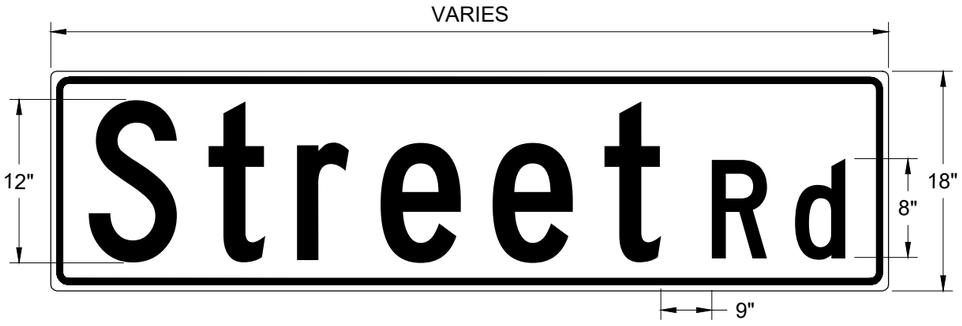
ASSOCIATED HIGHWAY DISTRICTS OF KOOTENAI COUNTY
STANDARD DRAWINGS

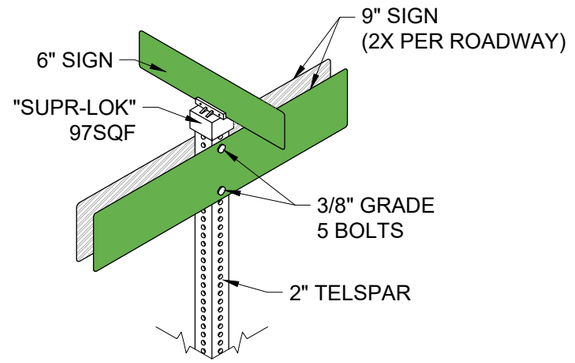
TYPE E-1 SIGN POST BASE

DRAWING
SD-9

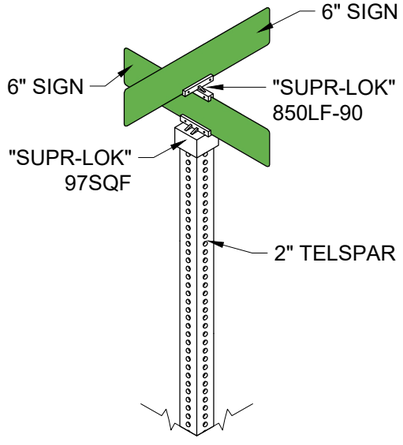




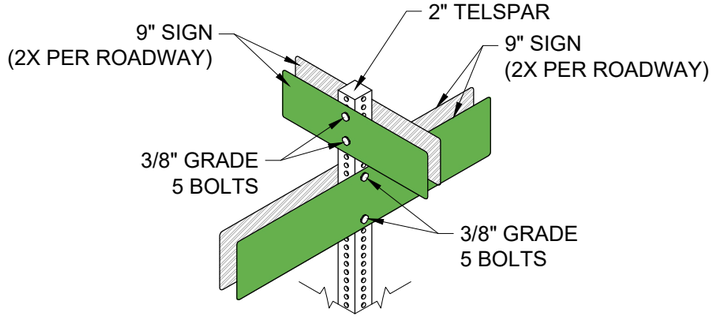
STREET NAME SIGN SIZE		
SIZE	SPEED	RETROREFLECTIVITY
6"	FACING ROADS LESS THAN 30 MPH	ASTM D4956
9"	FACING ROADS 30 MPH OR GREATER	ASTM D4956
18"	SIGNALIZED INTERSECTIONS	ASTM D4956



6" & 9" STREET NAME SIGN



DUAL 6" STREET NAME SIGN



DUAL 9" STREET NAME SIGN

NOTES:

1. ALL PUBLIC STREET SIGNS SHALL HAVE WHITE LETTERING ON A GREEN BACKGROUND. ALL BLADES SHALL HAVE A $\frac{1}{2}$" WHITE BORDER. PRIVATE STREET SIGNS SHALL HAVE WHITE LETTERING ON A BLUE BACKGROUND. LETTERING STYLE SHALL CONFORM TO FHWA SERIES C 2000/2002 AND CURRENT VERSION OF MUTCD.
2. ALL STREET NAME SIGNS SHALL UTILIZE FLAT BLADE ALUMINUM.
3. TEE MOUNTS SHALL NOT BE UTILIZED ON BLADES GREATER THAN 6".
4. SEE MUTCD FIGURE 2A-2 FOR SIGN LOCATION AND HEIGHT.

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ASSOCIATED HIGHWAY DISTRICTS OF KOOTENAI COUNTY
STANDARD DRAWINGS

STREET NAME SIGN

DRAWING
SD-10