

ORDINANCE NO. \_\_\_\_\_  
"STANDARDS FOR PUBLIC WORKS CONSTRUCTION"

AN ORDINANCE OF THE CITY OF STANLEY, CUSTER COUNTY, IDAHO:

ADOPTING TITLE 11, DESIGN, CONSTRUCTION AND REPAIR STANDARDS FOR PUBLIC WORKS

WHEREAS the City of Stanley desires to adopt quality construction standards for public works, and

WHEREAS the adoption of such a standard would aid in providing consistency and efficiency in the construction of public works improvements in the City of Stanley, and

WHEREAS the Idaho Standards for Public Works Construction (ISPWC) is a recognized standard for public works construction in the State of Idaho and is used by many entities as their public works construction standard) and

WHEREAS the ISPWC is a recognized standard by many of the reviewing agencies that may assist in the timely reviews of subject projects, and

WHEREAS the ISPWC is regularly updated in an attempt to stay current with changing construction technologies.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF STANLEY, IDAHO, AS FOLLOWS:

Section 1: That Title 11, DESIGN, CONSTRUCTION and REPAIR STANDARDS FOR PUBLIC WORKS is hereby adopted as follows:

TITLE 11

DESIGN, CONSTRUCTION and REPAIR STANDARDS

Subject: Chapter

Standards Adopted: ..... 11.04

CHAPTER 11.04

## STANDARDS ADOPTED

### SECTION:

- 11.04.010 Idaho Standards for Public Works Construction
- 11.04.020 Supplemental Design and Engineering Standards
- 11.04.030 Enforcement

### 11.04.010: IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION:

The City of Stanley, Idaho hereby adopts the 2017 Idaho Standards for Public Works Construction, along with all current and future updates, as standards for approval and design, construction, cutting and repair of roads and streets, driveway approaches on public rights-of-ways; said design consisting of general conditions, design criteria, standard specifications and standard drawings. Any person designing, constructing, cutting or repairing any private driveway approach, road or street, public or private, in the city, or establishing streets within subdivisions or other developments within the city of Stanley, Idaho, shall conform to this chapter and the standards as set forth in this chapter.

### 11.04.020: SUPPLEMENTAL DESIGN AND ENGINEERING STANDARDS

- A. General: Design criteria, standard specifications and standard drawings contained the ISPWC are minimum standards for general use within the city. Other designs may be required for special situations as required by the City. All construction required by this chapter to meet ISPWC design criteria, standard specifications, and standard drawings, and special design criteria, specifications and drawings required by the City must be reviewed and approved by a licensed engineer in the state of Idaho or by the City's engineering firm, at the discretion of the City Council.
- B. Application: The ISPWC's and supplemental City standards shall apply to all new construction and reconstruction of private driveway approaches on public rights-of-way, on public and private streets and roads, and to all streets and roads proposed for dedication to the public, except those streets and roads that are the responsibility of the state, the county, or other jurisdiction.
- C. Construction Permit: Before beginning any construction within the city street right of way, or construction of any new private driveway approach or street, public or private, the contractor or developer must file an application for a building permit, following the requirements of Title 15, Chapters 15.04 and 15.08.
- D. Engineering Certification: Construction plans must be in sufficient detail to permit professional engineering certification that the plans conform to ISPWC

requirements and any supplemental City requirements. This requirement shall not apply to work that is insignificant, as defined by Idaho statute.

E. Content of Construction Plans: Construction plans shall include the following information:

- a. Alignment and profile of all streets
- b. Location of all underground utilities including alignment and depths.
- c. Locations of easements.
- d. Connections to existing streets, drainage facilities, and all utilities.
- e. Adequate dimensions to assure proper construction of all roadway features.
- f. Adequate specifications to ensure proper materials and workmanship to achieve design criteria.
- g. City of Stanley engineering review may require additional information and/or plans as deemed necessary to properly understand the permit application and approve the plans so that the City can approve a building permit.

F. Hillside Provisions: All construction sites where any portion of the proposed development has a topographic slope equal to or greater than fifteen percent (15%) shall comply with the hillside provisions in 47-40.032 of the city zoning regulations. In addition, hillside construction plans shall demonstrate compliance with the following requirements:

- a. Display the limiting dimensions, elevations, or finish contours to be achieved by the grading, including all proposed cut and fill slopes.
- b. Preserve adequate drainage across lots and along roadways and driveways. The minimum culvert size shall be twelve (12) inches diameter. All construction affecting natural or modified drainage ways shall require engineer-certified plans showing design specifications to accommodate the drainage. These may include details of the proposed locations, sizes and other pertinent data for swales, ditches, culverts, dry wells, and other facilities.
- c. Provide a hydraulics analysis demonstrating that locations and sizes of culverts and other drainage facilities are designed with the capacity to accommodate a 25-year storm event.
- d. Fill areas shall be prepared by removing organic material and any other material that is determined by a professional engineer to be detrimental to proper compaction or otherwise not conducive to stability; no rock or similar irreducible material with a maximum diameter greater than eight (8) inches shall be used as fill material in fills intended to provide structural strength.
- e. Fill material shall be compacted to at least ninety-five percent (95%) of maximum density, as determined by compaction test procedures specified by the American Association of State Highway and Transportation Officials T99 standards and by American Standard Testing Methods D698 standards.

- f. Cut slopes shall be no steeper than two (2) horizontal to one (1) vertical. Subsurface drainage shall be provided as necessary for stability.
- g. Fill slopes shall be no steeper than two (2) horizontal to one (1) vertical. Fill slopes shall not be located on natural slopes two to one (2:1) or steeper, or where a fill slope toes out within twelve (12) feet horizontally from the top of an existing or planned cut slope.
- h. The tops and toes of cut and fill slopes shall be set back from property boundaries a minimum distance of three (3) feet plus one-fifth (1/5) the height of the cut or fill but need not exceed a horizontal distance of ten (10) feet. The tops and toes of cut and fill slopes shall be set back from structures a minimum distance of six (6) feet plus one-fifth (1/5) the height of the cut or fill but need not exceed the (10) feet. For developments on city street rights-of-way, the requirements in Section 11.04.020 (F)(h) may be replaced by a development agreement.
- i. The maximum horizontal distance of disturbed soil surface shall not exceed seventy-five (75) feet.

G. Private Driveways: A private driveway connection to a city street shall be a maximum of 24 feet wide.

H. In order to avoid undue obstruction of normal roadway and pedestrian traffic, and to allow adequate public parking on city streets, one driveway shall be permitted for each 200 feet of street frontage on a lot.

11.04.030: ENFORCEMENT

All construction within the city right of way is subject to inspection by the City or its representative, and the city reserves the right to reject any construction completed prior to issuance of a building permit or construction not in compliance with city standards. Any construction determined by the City or its representative to be in violation of this chapter shall be corrected by the property owner at no cost to the City prior to acceptance by the City of Stanley. Dependent upon the stage of development, the failure to comply with this Chapter shall result in ineligibility to receive final plat approval or a certificate of occupation as well as revocation of any applicable building permit.

Section 2: SEVERABILITY: If any section, subsection, clause or phrase of this ordinance is for any reason held invalid, such decision or decisions shall not affect the remaining portions of this ordinance.

Section 3: The City Clerk is instructed to immediately forward this ordinance to the codifier of the official municipal code for proper revision of the code.

Section 4: That this Ordinance, or summary thereof in compliance with Section 50-901A, Idaho Code, shall be published once in the official newspaper of the City and shall take effect immediately upon its passage, approval and publication.

**PASSED** by the Council of the City of Stanley, Idaho this \_\_\_\_ day of \_\_\_\_\_, 2019.

**APPROVED** by the Mayor of the City of Stanley, Idaho this \_\_\_\_ day of \_\_\_\_\_, 2019.

**APPROVED**

City of Stanley  
Custer County, Idaho

**ATTEST:**

\_\_\_\_\_  
Steve Botti  
MAYOR

\_\_\_\_\_  
Gari Tassano  
CITY CLERK

**DRAFT**