



BLAINE COUNTY ROADWAY FUNCTIONAL CLASSIFICATION

Blaine County Road & Bridge
January 8, 2019

Contents

1. General	3
2. Establishment and Authority	4
2.1. Definitions	4
3. State Roadway Functional Classifications in Blaine County	5
3.1. State – Other Principal Arterial	5
3.2. State – Minor Arterial	5
3.3. State – Rural Major Collector	5
3.4. State – Rural Minor Collector	6
4. Local Road Functional Classifications	7
4.1. County Roadway Classifications	8
4.1.1. County - Rural Major Access	8
4.1.2. County - Rural Minor Access	9
4.1.3. County - Agricultural Access	10
4.1.4. County - Improved Access	11
4.1.5. County - Recreational Access	12
4.2. Private Roadway Classifications	12
4.2.1. Private Road with Public Access	12
4.2.2. Private Road	13
4.2.3. Private Driveway	13

1. General

The Federal Highway Administration (FHWA) provides guidelines for assigning functional classifications to roadways in their “Highway Functional Classification Concepts, Criteria, and Procedures” document. In this document, the FHWA acknowledges:

“Functional classification has come to assume additional significance beyond its purpose as a framework for identifying the particular role of a roadway in moving vehicles through a network of highways. Functional classification carries with it expectations about roadway design, including its speed, capacity and relationship to existing and future land use development. Federal legislation continues to use functional classification in determining eligibility for funding under the Federal-aid program. Transportation agencies describe roadway system performance, benchmarks and targets by functional classification. As agencies continue to move towards a more performance-based management approach, functional classification will be an increasingly important consideration in setting expectations and measuring outcomes for preservation, mobility and safety.”

The overview of the FHWA guidelines identifies the following functional classification categories and subcategories, noting that these categories and subcategories now exist for both urban and rural areas:

- a. Principal Arterials
 - i. Interstates
 - ii. Freeways and Expressways
 - iii. Other
- b. Minor Arterials
- c. Collectors
 - i. Major Collector
 - ii. Minor Collector
- d. Local Roads

The FHWA guidelines note that key criteria for consideration when assigning roadway functional classifications include: Mobility (moving people from one location to another); Access (providing access to adjacent land uses); and the current function of the roadway (opposed to assigning a classification based on planned future improvements). In accordance with these guidelines, the State of Idaho utilizes functional classifications in the Blaine County region in the following manner:

- a. Principal Arterials
 - i. Interstates
 - ii. Freeways and Expressways
 - iii. Other principal arterials
- b. Minor Arterials
- c. Collectors
 - i. Urban Major Collector
 - ii. Rural Major Collector
 - iii. Urban Minor Collector
 - iv. Rural Minor Collector
- d. Local Roads

A roadway needs to be functionally classified as a “major collector,” or higher, to be available for Federal-aid funding programs. In Idaho, the Local Highway Technical Assistance Council (LHTAC) administers funding for some local roads in small communities, such as Blaine County. LHTAC and other planning organizations in Idaho such the Community Planning Association of Southwest Idaho (COMPASS) have further classified Local Roads into:

- i. Urban Major Access Road
- ii. Rural Major Access Road
- iii. Urban Minor Access Road
- iv. Rural Minor Access Road

2. Establishment and Authority

In accordance with the FHWA guidelines, the State of Idaho's application of the FHWA guidelines, and the additional concepts, criteria, and guidelines established by in the following sections, Blaine County roadway functional classifications are established by the Board of Blaine County Commissioners (the Board). Idaho Code Section 40-604 grants the Board the authority to determine which classification applies to any road, or segment of a road. Such determinations shall be made based on recommendations from the Road & Bridge Manager, the Director of Land Use and Building Services, and the County Engineer. The Board also has the authority to waive and/or modify compliance with these roadway classifications for specific features based on compelling site-specific reasons, so long as such waivers will not cause material adverse impact to the public health, safety, or general welfare.

In addition to the roadway functional classifications established by FHWA and the State of Idaho, the Board will use the following categories and subcategories for Local Roads in Blaine County:

- a. County Roadway Classifications
 - i. Rural Major Access
 - ii. Rural Minor Access
 - iii. Agricultural Access
 - iv. Improved Access
 - v. Recreational Access
- b. Private Roadway Classifications
 - i. Private Road with Public Access
 - ii. Private Road
 - iii. Private Driveway

2.1. Definitions

- ADT:** Average daily traffic volume
- APPROACH:** That portion of a County road or private road/driveway which is immediately adjacent to, and accesses upon, a County right of way.
- CULVERT:** Any structure under the traveled way of an approach, public road, private road, or private driveway
- DRY WELL:** A hole dug for the purpose of infiltrating collected water below the ground surface, where depth is greater than the largest surface dimension and is less than or equal to eighteen feet (18') in vertical depth below land surface. A dry well may include the installation of vertical piping and/or manhole structures.
- FIRE APPARATUS ACCESS ROAD:** A road or driveway that complies with the requirements of Section 503 and Appendix D of the International Fire Code.
- INTERSECTION:** The at-grade junction of two or more roads.
- R/W:** Right-of-way. A general term denoting land, property, or an interest therein, acquired for or devoted to roadway purposes.
- ROADSIDE:** The areas between the outside edges of the shoulders and the right-of-way boundaries.
- SHOULDER:** The portion of the roadway adjacent to the travel way for accommodation of stopped vehicles, for emergency use, and for lateral support of base and surface courses.
- SUBGRADE:** Materials directly below the roadway structure. The subgrade is either natural in-place material (as in excavated areas), or compacted fill material (as in embankments).
- TRAVEL WAY:** The portion of the right-of-way for the movement of vehicles, excluding shoulders.

3. State Roadway Functional Classifications in Blaine County

For a listing of Blaine County roads by Roadway Functional Classification, please refer to the [Blaine County Road Inventory Classifications](#) document.

3.1.State – Other Principal Arterial

“Other Principal Arterials” provide a high degree of mobility in both urban and rural areas. The primary difference between urban arterials and rural arterials is that there are usually multiple arterials serving a particular urban area, radiating out from the urban center to serve the surrounding region, as opposed to a single arterial serving an expanse of a rural area. Other principal arterials serve corridor movement characteristics indicative of substantial statewide or interstate travel, and connect all, or nearly all, population centers. Accesses to these roadways include at-grade intersection with other roadways, with some driveways to adjacent parcels. Other Principal Arterials in Blaine County are:

- U.S. 20
- U.S. 93

3.2.State – Minor Arterial

“Minor Arterials” link cities, larger towns, and other major destinations such as resorts capable of attracting travel over long distances. These roadways form an integrated network providing interstate and intercounty service. Minor Arterials are spaced consistent with population density, so that all developed areas within the state are within a reasonable distance of an arterial roadway. Additionally, Minor Arterials in rural areas are typically designed to provide relatively high overall travel speeds, with minimum interference to through movement.

- State Highway 75

3.3.State – Rural Major Collector

“Rural Major Collector” roads serve the most important intra-county travel corridors providing public multi-modal mobility, with moderate capacity, mostly between rural arterials. Their primary purpose is to provide for public movement not provided on an arterial route. Rural Major Collectors serve a high proportion of local traffic between principal business areas or community facilities in rural communities, sometimes requiring direct access to abutting properties, and possibly public access to public lands.

- **Roadway Features:**

- ADT: More than 1000 vehicles
- R/W: minimum eighty-feet (80’), or as defined by easement, plat, or prescriptive use.
- Travel way: minimum twenty two-feet (22’), two eleven-feet (11’) travel lanes left-turn bays, center turn lanes, and right turn lanes, where warranted
- Shoulders: minimum five-feet (5’) graded and compacted gravel; optional five-feet (5’) paved bicycle lanes, in lieu of gravel shoulder
- Surface: asphalt pavement with 2% crown cross-slope.
- Drainage: roadside ditches: minimum eight-feet (8’) at 4H:1V slope, gravel or used chips; culverts: stream and drainage crossings and approaches (drywells permissible upon approval);

- **Recommended Maintenance:**

- Surface: pavement patch as required; crack sealed every six (6) years; chip-sealed every six (6) years
- Drainage: clean culverts every three (3) years; ditch work and tree trimming every five (5) years
- No person shall privately maintain, which includes, but not be limited to, grading, graveling or snowplowing, any “Rural Major Collector” road, without first obtaining a permit from the

County issued in accordance with Blaine County Code.

- **Signs:**
 - Safety, road identification, regulatory, possible wayfinding; replace every ten (10) years
- **Intersection/Approach Spacing:**

• ZONING	INTERSECTION SPACING	APPROACH SPACING
C, LI, HI	*	*
R1/4, R.4, RD	0.25 miles	150 feet
R1	0.25 miles	200 feet
R2, R2.5	0.25 miles	300 feet
R5, R10, A20	0.5 miles	400 feet
A40	1.0 miles	660 feet
SH-75	1.0 miles	660 feet
Other Hwys.	**	**

* Access frequency in areas zoned “C” (commercial), “LI” (light industrial), and “HI” (heavy industrial) shall be determined on a case-by-case basis, with the objectives of promoting public safety and minimizing approaches as much as reasonable possible.

** Access to State of Idaho and U.S. Highways, including State Highway 75, shall be in accordance Idaho Transportation Department requirements except where State Highway 75 requirements noted above can be achieved.

3.4.State – Rural Minor Collector

“Rural Minor Collector” roads provide public multi-modal mobility, with moderate capacity, between local roads. These roadways provide service to smaller communities not served by a higher-class facility, and link local traffic generators, often definable rural neighborhoods, to intercounty and interstate service. Rural Minor Collectors serve a high proportion of local traffic sometimes requiring direct access to abutting properties, and possibly public access to public lands.

- **Roadway Features:**
 - ADT: more than 750 vehicles
 - R/W: minimum sixty-feet (60’), or as defined by easement, plat, or prescriptive use.
 - Travel way: minimum twenty two-feet (22’), two eleven-feet (11’) travel lanes; left-turn bays, where warranted
 - Shoulders: minimum five-feet (5’) graded and compacted gravel; optional five-feet (5’) paved bicycle lanes, in lieu of gravel shoulder
 - Surface: asphalt pavement with 2% crown cross-slope.
 - Drainage: roadside ditches: minimum eight-feet (8’) at 4H:1V slope, gravel or used chips; culverts: stream and drainage crossings and approaches (drywells permissible upon approval);
- **Recommended Maintenance:**
 - Surface: pavement patch as required; crack sealed every six (6) years; chip-sealed every six (6) years
 - Drainage: clean culverts every three (3) years; ditch work and tree trimming every five (5) years
 - No person shall privately maintain, which includes, but not be limited to, grading, graveling or snowplowing, any “Rural Minor Collector” road, without first obtaining a permit from the County issued in accordance with Blaine County Code.
- **Signs:**

- o Safety, road identification, regulatory, possible wayfinding; replace every ten (10) years

- **Intersection/Approach Spacing:**

ZONING	INTERSECTION SPACING	APPROACH SPACING
C, LI, HI	*	*
R1/4, R.4, RD	0.25 miles	150 feet
R1	0.25 miles	200 feet
R2, R2.5	0.25 miles	300 feet
R5, R10, A20	0.5 miles	400 feet
A40	1.0 miles	660 feet
SH-75	1.0 miles	660 feet
Other Hwys.	**	**

* Access frequency in areas zoned “C” (commercial), “LI” (light industrial), and “HI” (heavy industrial) shall be determined on a case-by-case basis, with the objectives of promoting public safety and minimizing approaches as much as reasonable possible.

** Access to State of Idaho and U.S. Highways, including State Highway 75, shall be in accordance Idaho Transportation Department requirements except where State Highway 75 requirements noted above can be achieved.

4. Local Road Functional Classifications

A description of each Blaine County “Local Road” functional classification is presented in this section. Each description summarizes the roadway features, recommended maintenance activities, and access management criteria. Recommended maintenance activities identified in the functional classifications presented in the following sections are recommendations only. Actual roadway maintenance activities are dependent upon the Road & Bridge Department operating budget, work plans, and staffing. Local Roads are subdivided into three categories, “County Roads,” “Private Roads with Public Access,” and “Private Roads.”

A “County Road” is a roadway accepted by the Board of County Commissioners as owned and maintained by Blaine County, although a County Road may be privately maintained through an agreement with Blaine County. County Roads allow public access to adjacent land uses. The Board may temporarily limit the use, or close a County Road to public use, including vehicles, pedestrians, snow machines, bicycles, etc., in accordance with Blaine County Code, Title 6-1-16.

A “Private Road with Public Access” is a roadway not owned and maintained by the Blaine County, but provides public access to public lands, commercial business, or private property. Similar to County Roads, the Board may temporarily limit the use, or close a Private Road with Public Access to public use, including vehicles, pedestrians, snow machines, bicycles, etc., in accordance with Blaine County Code, Title 6-1-16.

A “Private Road” is a roadway allowing only private access to adjacent properties, and includes private driveways. These Local Road categories include the subcategories identified in the sections below.

4.1. County Roadway Classifications

4.1.1. County - Rural Major Access

“Rural Major Access” roads serve a dual function of providing access to abutting properties as well as providing through or connecting service between other local roads and higher classified roadways. These roads provided significant local continuity and may operate at relatively high speeds, functioning a lot like a collector, or even minor arterials. Rural Major Access roads serve "through traffic," but may also provide direct public access to abutting land uses. A significant feature of Rural Major Access roads is that they provide public travel ways alternative to state highways.

- **Roadway Features:**

- ADT: more than 400 vehicles,
- R/W: minimum sixty-feet (60'), or as defined by easement, plat, or prescriptive use.
- Travel way: minimum twenty-feet (22'), two eleven-feet (11') travel lanes; center-turn lane or left-turn bay, where warranted
deceleration lane, where warranted
- Shoulders: minimum five-feet (5') graded and compacted gravel; optional five-feet (5') paved bicycle lanes, in lieu of gravel shoulder
- Surface: asphalt pavement with 2% crown cross-slope.
- Drainage: roadside ditches: minimum eight-feet (8') at 4H:1V slope, gravel or used chips;
culverts: stream and drainage crossings and approaches (drywells permissible upon approval);
meets minimum standards of “grade and drain road,” as defined by the State of Idaho.

- **Recommended County Maintenance:**

- Surface: patching as required; crack seal every five (5) years; chip-seal every five (5) years; roadway striping as budget allows
- Drainage: clean culverts every three (3) years; clean roadside ditches and tree trimming every five (5) years
- No person shall maintain, which includes, but is not limited to, grading, graveling or snowplowing, any “Rural Major Collector” road, without first obtaining a permit from the County issued in accordance with Blaine County Code.

- **Signs:**

- Safety, road identification, regulatory, possible wayfinding; replace every ten (10) years

- **Intersection/Approach Spacing:**

● ZONING	INTERSECTION SPACING	APPROACH SPACING
C, LI, HI	*	*
R1/4, R.4, RD	0.25 miles	150 feet
R1	0.25 miles	200 feet
R2, R2.5	0.25 miles	300 feet
R5, R10, A20	0.5 miles	400 feet
A40	1.0 miles	660 feet
SH-75	1.0 miles	660 feet
Other Hwys.	**	**

* Access frequency in areas zoned “C” (commercial), “LI” (light industrial), and “HI” (heavy industrial) shall be determined on a case-by-case basis, with the objectives of promoting public safety and minimizing approaches as much as reasonable possible.

** Access to State of Idaho and U.S. Highways, including State Highway 75, shall be in accordance Idaho Transportation Department requirements except where State Highway 75 requirements noted above can be achieved.

4.1.2. County - Rural Minor Access

“Rural Minor Access” roads are low capacity, low speed roads providing public access to adjacent properties, primarily in residential subdivisions. Their primary purpose is to provide neighborhood mobility and access. Because the primary function is access, these roads are used predominantly by familiar drivers. Many of these roads are cul-de-sacs or loop roads with no “through-traffic” continuity.

- **Roadway Features:**

- ADT: less than 400 vehicles
- R/W: minimum sixty-feet (60’), or as defined by easement, plat, or prescriptive use.
- Travel way: minimum twenty feet (22’), two eleven feet (11’) travel lanes
- Shoulders: minimum five-feet (5’) graded and compacted gravel
- Surface: gravel, graded and compacted with 4% crown cross-slope, OR asphalt pavement with 2% crown cross-slope; meets minimum standards of “grade and drain road,” as defined by the State of Idaho.
- Drainage:
 - roadside ditches: minimum eight-feet (8’) at 4H:1V slope, dirt or used chips grass allowed, County will cut;
 - culverts: at stream and drainage crossings, and approaches (drywells permissible upon approval);
 - meets minimum standards of a “grade and drain road,” as defined by the State of Idaho.

- **Recommended Maintenance:**

- Surface: (if gravel) graded every spring and fall; dust-guarded with spring grading; gravel placement every ten (10) years
- Surface: (if asphalt) pavement patch as required; crack sealed every five (5) years; chip-sealed every eight (8) years
- Drainage: clean culverts every four (4) years; ditch work and tree trimming every ten (10) years
- No person shall privately maintain, which includes, but is not limited to, grading, graveling or snowplowing, any “Rural Minor Access” road, without first obtaining a permit from the County issued in accordance with Blaine County Code.

- **Signs:**

- Safety, road identification, regulatory; replace every ten (10) years

- **Intersection/Approach Spacing:**

● ZONING	INTERSECTION SPACING	APPROACH SPACING
C, LI, HI	*	*
R1/4, R.4, RD	0.25 miles	150 feet
R1	0.25 miles	200 feet
R2, R2.5	0.25 miles	300 feet
R5, R10, A20	0.5 miles	400 feet
A40	1.0 miles	660 feet
SH-75	1.0 miles	660 feet

Other Hwys.	**	**
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* Access frequency in areas zoned “C” (commercial), “LI” (light industrial), and “HI” (heavy industrial) shall be determined on a case-by-case basis, with the objectives of promoting public safety and minimizing approaches as much as reasonable possible.

** Access to State of Idaho and U.S. Highways, including State Highway 75, shall be in accordance Idaho Transportation Department requirements except where State Highway 75 requirements noted above can be achieved.

4.1.3. County - Agricultural Access

“Agricultural Access” roads provide public access to Blaine County’s agricultural uses, and the residences associated with those agricultural uses. The primary purpose of these roads is to provide year-round mobility and access to support agricultural activities.

- **Roadway Features:**

- ADT: less than 200 vehicles
- R/W: minimum fifty-feet (50’), or as defined by easement, plat, or prescriptive use.
- Travel way: minimum twenty feet (22’), two eleven feet (11’) lanes
- Cattle guards: by permit only
- Shoulders: none
- Surface: gravel, graded and compacted with 2-4% crown cross-slope; meets minimum standards of “grade and drain road,” as defined by the State of Idaho.
- Drainage: roadside ditches: minimum eight-feet (8’) at 4H:1V slope, grass allowed, no cut; culverts: at stream and drainage crossings, and approaches; meets minimum standards of “grade and drain road,” as defined by the State of Idaho.

- **Recommended Maintenance:**

- Surface: grade every spring and fall; dust-guarded with spring grading in areas of residences gravel placement every ten (10) years
- Drainage: clean culverts every three (3) years
- No person shall privately maintain, which includes, but is not limited to, grading, graveling or snowplowing, any “Agricultural” road, without first obtaining a permit from the County issued in accordance with Blaine County Code.

- **Signs:**

- Safety and road identification; replace every ten (10) years

- **Intersection/Approach Spacing:**

• ZONING	INTERSECTION SPACING	APPROACH SPACING
C, LI, HI	*	*
R1/4, R.4, RD	0.25 miles	150 feet
R1	0.25 miles	200 feet
R2, R2.5	0.25 miles	300 feet
R5, R10, A20	0.5 miles	400 feet
A40	1.0 miles	660 feet
SH-75	1.0 miles	660 feet
Other Hwys.	**	**

* Access frequency in areas zoned “C” (commercial), “LI” (light

industrial), and “HI” (heavy industrial) shall be determined on a case-by-case basis, with the objectives of promoting public safety and minimizing approaches as much as reasonable possible.

** Access to State of Idaho and U.S. Highways, including State Highway 75, shall be in accordance Idaho Transportation Department requirements except where State Highway 75 requirements noted above can be achieved.

4.1.4. County - Improved Access

“Improved Access” roads provide public access to public land uses and are seasonally maintained. Their primary purpose is to connect recreational traffic from other County Roads to public lands. Some seasonal agricultural, ranching, or residential traffic can be associated with Improved Access roads.

- **Roadway Features:**

- ADT: 50 to 200 vehicles
- R/W: minimum fifty-feet (50’), or as defined by easement, plat, or prescriptive use.
- Travel way: minimum sixteen feet (16’), unless designated as a fire apparatus access road, then per International Fire Code requirements.
- Shoulders: none, but turnouts desired approximately every 1000 linear feet.
- Surface: gravel, graded and compacted with 2-4% crown cross-slope; meets minimum standards of “grade and drain road,” as defined by the State of Idaho.
- Drainage: roadside ditches: minimum four-feet (4’) at 4H: 1V slope;
culverts: at streams and drainage crossing locations;
meets minimum standards of a “grade and drain road,” as defined by the State of Idaho.

- **Recommended County Maintenance:**

- Surface: graded every spring
- Drainage: clean culverts every five (5) years
- No person shall privately maintain, which includes, but is not limited to, grading, graveling or snowplowing, any “Improved Access” road, without first obtaining a permit from the County issued in accordance with Blaine County Code.

- **Signs:**

- Safety only, replace as necessary

- **Intersection/Approach Spacing:**

• ZONING	INTERSECTION SPACING	APPROACH SPACING
C, LI, HI	*	*
R1/4, R.4, RD	0.25 miles	150 feet
R1	0.25 miles	200 feet
R2, R2.5	0.25 miles	300 feet
R5, R10, A20	0.5 miles	400 feet
A40	1.0 miles	660 feet
SH-75	1.0 miles	660 feet
Other Hwys.	**	**

* Access frequency in areas zoned “C” (commercial), “LI” (light industrial), and “HI” (heavy industrial) shall be determined on a case-by-case basis, with the objectives of promoting public safety and minimizing approaches as much as reasonable possible.

** Access to State of Idaho and U.S. Highways, including State Highway 75, shall be in accordance Idaho Transportation Department requirements except where State Highway 75 requirements noted above can be achieved.

4.1.5. County - Recreational Access

“Recreational Access” roads provide public access to public land uses and are seasonally maintained. Typically, a single-lane road, their primary purpose is to provide recreational pedestrian, equestrian, bicycle, motorcycle, ATV, and vehicle trips in undeveloped areas through public and private lands. Some agricultural or ranching traffic can be associated with County Recreational roads, but is likely minimal.

- **Roadway Features:**
 - ADT: less than 50 vehicles
 - R/W: minimum fifty-feet (50’), or as defined by easement, plat, or prescriptive use.
 - Travel way: minimum ten feet (10’)
 - Shoulders: none, but turnouts desired approximately every 1000 linear feet
 - Surface: native subgrade, graded and compacted with shed cross-slope between 2-4%
 - Drainage: roadside ditches: two-feet to four-feet at 4H:1V slope, as terrain allows
- **Recommended County Maintenance:**
 - Surface: grade every four (4) years
 - Drainage: as required
 - No person shall privately maintain, which includes, but is not limited to, grading, graveling or snowplowing, any “Recreational” road, without first obtaining a permit from the County issued in accordance with Blaine County Code.
- **Signs:**
 - Not applicable (no signs)
- **Intersection/Approach Spacing:**
 - Not applicable onto the Recreational road, but Recreational road approaches onto public roadways are subject to minimum spacing requirements per County Zoning requirements, as described in this section (3.2).

4.2. Private Roadway Classifications

4.2.1. Private Road with Public Access

“Private Roads with Public Access” provide public access to public lands, commercial business, or private property, but are not owned and maintained by Blaine County. These roadways will be constructed to County Road standards in accordance with the appropriate County Road functional classification.

- **Roadway Features:**
 - ADT: varies according to land use accessed by the private road
 - R/W: minimum 20-feet (shared driveway), otherwise minimum 40-feet, or as otherwise defined by easement, plat, or prescriptive use.
 - Travel way: In accordance with the Blaine County Approach Permit requirements and the International Fire Code. Other minimum travel way widths in accordance with appropriate County Road classification.
 - Shoulders: in accordance with the appropriate County Road classification
 - Surface: in accordance with Blaine County Code and the International Fire Code
 - Drainage: in accordance with the appropriate County Road classification
- **Recommended County Maintenance:**
 - Constructed according to Blaine County Standards and Specifications, but privately maintained
- **Intersection/Approach Spacing:**

- In accordance with the appropriate County zoning requirements and functional classification, as described in Sections 3 and 4.

4.2.2. Private Road

“Private Roads” are not intended for use by the public. These roads provide access to two or more private residences, or two or more other private facilities, and are not maintained by the public.

- **Roadway Features:**
 - ADT: varies according to land use accessed by the private road
 - R/W: minimum 20-feet (shared driveway), otherwise minimum 40-feet, or as otherwise defined by easement, plat, or prescriptive use.
 - Travel way: Shared residential driveways in accordance with the Blaine County Approach permit requirements and the International Fire Code. Other minimum travel way widths in accordance with appropriate County Road classification.
 - Shoulders: not applicable
 - Surface: in accordance with the Blaine County Approach Permit requirements and with the International Fire Code
 - Drainage: not applicable
- **Recommended County Maintenance:**
 - not applicable
- **Intersection/Approach Spacing:**
 - Not applicable onto the private driveway, but private driveways approaches onto public roadways are subject to minimum spacing requirements per County Zoning requirements, as described in Sections 3 and 4.

4.2.3. Private Driveway

Private Driveways provide private access from a County Road to a single private residence, or other single private facility. Private Driveways are located on private property, and are not used or maintained by the public.

- **Private Driveway Features:**
 - ADT: not applicable
 - R/W: not applicable
 - Travel way: in accordance with the Blaine County Approach Permit requirements and the International Fire Code
 - Shoulders: not applicable
 - Surface: in accordance with the International Fire Code, designed to support the imposed loads of emergency vehicle apparatus serving the residence or facility
 - Drainage: not applicable
- **Recommended County Maintenance:**
 - not applicable
- **Intersection/Approach Spacing:**
 - Not applicable onto the private driveway, but private driveways approaches onto public roadways are subject to minimum spacing requirements per County Zoning requirements, as described in Sections 3 and 4.