

City of Cuyuna, Minnesota

ORDINANCE NO. 904A

Road & Driveway

January 13, 1999

CITY OF CUYUNA
COUNTY OF CROW WING
STATE OF MINNESOTA

ROAD & DRIVEWAY ORDINANCE NO. 904A

AN ORDINANCE RELATING TO ROAD & DRIVEWAY CONSTRUCTION
SPECIFICATIONS, AMENDING THE CITY OF CUYUNA ORDINANCES AND
REPEALING INCONSISTENT ORDINANCES

The Council of the City of Cuyuna, Minnesota, ordains:

ROAD CONSTRUCTION SPECIFICATIONS

Except as otherwise provided for in the City Ordinances and in the County Subdivision Platting Ordinance, all improvements of roads within the right-of-ways shall be planned for and accomplished in accordance with current highway design standards and as defined by the following minimum construction standards {these specifications based on the 1987, 3 page Crow Wing County Road Construction Specifications (Reference: Subdivision Platting Ordinance Sections 4.12 and 4.15), and City of Cuyuna supplements}:

1. Sufficient clearing and grubbing shall be done to provide adequate snow-storage area during winter maintenance. Clearing of the entire right-of-way shall be done in all cases unless exceptions (e.g., save desirable timber and other vegetation) are approved by the City prior to construction. Stumps and debris shall be properly disposed of outside the limits of the inslopes (or foreslopes), and all rocks larger than three inches (3") shall be disposed of by burial outside the limits of the inslopes (or foreslopes).
2. The roadbed shall be constructed in the center of the platted right-of-way except under extreme conditions where a minimum of twenty feet (20') shall be maintained from the centerline of the roadbed to the right-of-way limits. Construction of the roadbed off the center of the platted right-of-way shall be done only when approved in advance by the City.
3. The roadbed width shall be twenty-four feet (24'), edge of shoulder-to-edge of shoulder. The City reserves the right to increase the width of the roadbed should circumstances dictate (e.g., heavy traffic volume, a greater percentage of large vehicles, etc.). The Developer shall check with the City on this issue prior to platting.

The roadbed shall be adequately crowned to drain surface water laterally to prevent standing water from saturating the roadbed. Superelevation shall be provided in accordance with MnDOT State Aid requirements.

4. Topsoil and organic material shall be stripped prior to placement of earthen materials for an embankment. Care shall be taken in the selection of soils used in the construction of embankments insofar as possible, using the best materials available for the upper portion of the embankments and the proper soils placed in the lower portion. No frozen materials shall be

placed in embankments. Unsuitable soils (such as swamp materials) shall be disposed of outside the inslopes (or foreslopes). The final determination of an unsuitable soil will be by the City Engineer.

Embankments shall be constructed in layers not to exceed six inches (6") in plastic soils or twelve inches (12") in non-plastic soils, with proper compaction applied to each layer until no evidence of further consolidation exists.

City personnel, or City-designated personnel, shall be provided at least 48 hours advance notice and shall be on hand to observe embankment lift and compaction construction. Costs for this observation shall be borne by the Developer. Or, the Contractor/Developer shall hire an independent testing laboratory that is acceptable to the City to perform compaction tests on the roadway construction. Tests shall be performed for every 200 horizontal feet of roadway and for every 3-foot vertical section of roadway. Compaction shall meet MnDOT's Specified Density Method requirements (Section 2105). Test results shall be submitted to the City. Costs for such testing shall be borne by the Developer.

For embankments constructed over low, wet areas, the Developer, at his or her own cost, shall seek the advice of a Geotechnical Engineer on any special foundation preparation (e.g., filter fabric or geogrid) and any special construction approaches (e.g., place the embankment in one lift to an elevation of at least one foot (1') above water elevation before proceeding with layer construction). The Developer shall consult with the City on this item prior to construction.

5. Side ditch and embankment construction shall provide adequate roadbed drainage, including installation of centerline culverts as required.

It is the City's intent to have all inslopes (or foreslopes) no steeper than three feet (3') horizontal to one foot (1') vertical (3H:1V), and to avoid the need for roadside barriers (guardrail). Should a Developer want to use steeper slopes (e.g., in an extremely high fill section), they shall be approved by the City prior to construction, shall be no steeper than 2H:1V, and shall incorporate appropriate roadside barriers (guardrail) on the edges of the 24-foot roadbed. The guardrail shall be in accordance with applicable AASHTO Roadside Design Guide and MnDOT Standards. Note that the roadbed may need to be wider than 24 feet to properly install the roadside barriers (guardrail).

Ditches shall be 3 feet deep as measured from the roadway crown elevation to the bottom of the ditch.

Backslopes shall not be constructed steeper than 2H:1V, and the top of the backslope shall be blended into the natural ground line.

On all roadbed cut and fill areas in excess of seven feet (7'), additional right-of-way or slope easements shall be considered in order to construct proper slopes to prevent serious erosion.

Centerline (or cross road) culverts shall be reinforced concrete pipe. Centerline culverts shall have aprons and appropriate erosion control/ riprap at inlet and outlet. Centerline culverts shall be sized to handle flow from the upstream tributary area from a 10-year storm using the appropriate Rational "C" factor for the zoning anticipated in the tributary area. In no case shall a centerline culvert be less than 15 inches in diameter.

Driveway/entrances within the right-of-way shall have a minimum 12' and maximum 20' surface width. Surfacing of driveways within the right-of-way shall meet the same standards as the adjacent roadway. Driveway inslopes (or foreslopes) shall be no steeper than 3H:1V. Driveways shall have culverts located appropriately in the roadside ditches and constructed of new material meeting MnDOT specifications. Driveway culverts shall be a minimum of 15" in diameter with a larger size possibly required depending on drainage conditions (consult with the City Engineer prior to construction on this item).

6. Horizontal and vertical alignment shall be coordinated. Centerline grades shall not exceed 15 percent, unless extenuating circumstances dictate a steeper grade, and centerline grades shall not be constructed flatter than 0.5 percent wherever possible. Sharp curves shall not be placed at the crest or the foot of a steep grade. The low point of sag vertical curves shall not be placed over high fill sections unless appropriate drainage and erosion control measures are incorporated into the embankments.
7. All roads shall be surfaced with a minimum of 5 inches (compacted thickness) of MnDOT Class 5 aggregate surfacing. A minimum of two tests on the material gradation and a minimum of two tests on compaction will be required with the costs borne by the Developer (material sample and compaction test locations determined by the City).
8. All graded areas as a result of road construction shall be protected from erosion to prevent damage to and destruction of the roadbed.

Silt fence and other temporary erosion control measures shall be installed and maintained throughout construction to minimize erosion and sediment transport. All MPCA and NPDES requirements shall be met. All temporary erosion control measures and any accumulated silt shall be completely removed from the project after permanent erosion control vegetation is established.

To prevent/minimize long term erosion, all disturbed areas shall be topsoiled and seeded in accordance with MnDOT Specifications. This work shall result in a uniform stand of grass at least 2 inches tall and free of surface erosion and bare areas before the City will consider acceptance of the roadway.

9. During construction and prior to acceptance by the City, the Developer shall provide proper work zone traffic control as well as barricades and fencing to protect the public. Until acceptance by the City, the Developer is responsible for site safety.

The rigidity of these minimum construction standards may be waived as approved by both the City Engineer and the City Council prior to construction.

ANY REQUIREMENT HEREIN THAT IS NOT MET WILL RESULT IN NONACCEPTANCE OF THE ROADWAY BY THE CITY.

DRIVEWAY CONSTRUCTION SPECIFICATIONS

10. New driveways and driveway culverts on existing right-of-ways must meet the same requirements as the requirements above for new driveways in new plats/right-of-ways. The property owner must provide a cashier's check and/or bond for 125% of the estimated cost prior to having the work done (similar to the City Requirements in the Subdivision Ordinance, Article VI, Section 5). Any amount not used will be refunded after installation and acceptance by the City.

SECTION 11. Amendment. The City of Cuyuna Subdivision Ordinance passed June 12, 1985, including, especially, but not limited to, Article IV, Development Standards, Sections 8-10, Street Design, Improvement, Widths & Grades, is hereby amended. Other City of Cuyuna Ordinances, including, especially, but not limited to, the City of Cuyuna Zoning Ordinance passed June 9, 1983, Section 903.13, Subd.2, Parking and Loading Requirements, are hereby amended. Inconsistent provisions are hereby repealed.

SECTION 12. Effective Date. This ordinance becomes effective upon its passage and publication according to law.

Passed by the council this ____ day of _____, 19__.

Steven Endrizzi, Mayor

ATTEST:

William Bedard, Clerk

CUYUNA ROAD & DRIVEWAY ORDINANCE NO. 904A

This official summary of the above-titled ordinance, an Ordinance Relating to Road & Driveway Construction Specifications, Amending the City of Cuyuna Ordinances and Repealing Inconsistent Ordinances has been approved by the city council of Cuyuna as clearly informing the public of the intent and effect of this ordinance.

The City of Cuyuna Subdivision Ordinance passed June 12, 1985, including, especially, but not limited to, Article IV, Development Standards, Sections 8-10, Street Design, Improvement, Widths & Grades, is hereby amended. Other City of Cuyuna Ordinances, including, especially, but not limited to, the City of Cuyuna Zoning Ordinance passed June 9, 1983, Section 903.13, Subd.2, Parking and Loading Requirments, are hereby amended. Inconsistent provisions are hereby repealed.

A printed copy of the ordinance is available for inspection by any person at the office of the city clerk.

Passed by the council this 13th day of January, 1999. Published in the Cuyuna-Ironton Courier on _____, 1999.

Ruth Imberi, Mayor

ATTEST:

William Bedard, Clerk

STATE OF MINNESOTA }
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COUNTY OF CROW WING }

The foregoing instrument was acknowledged before me this 13th day of January, 1999, by Ruth Imberi and William F. Bedard, the Mayor and Clerk of Cuyuna a municipal corporation under the laws of Minnesota, on behalf of the corporation.

|NOTARIAL STAMP OR SEAL (OR OTHER|
| TITLE OR RANK) | _____ |
SIGNATURE OF PERSON TAKING
| ACKNOWLEDGMENT
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