

**CITY OF FIFTY LAKES  
ROAD CONSTRUCTION POLICY**

**ORDINANCE NO. 2004-01**

AN ORDINANCE ESTABLISHING DEVELOPMENT AND CONSTRUCTION STANDARDS FOR ALL PUBLIC ROADS AND BRIDGES ACCEPTED AND MAINTAINED BY THE CITY WITHIN THE CITY OF FIFTY LAKES

The City Council for the City of Fifty Lakes hereby ordains:

**Section 1 Intent and Purpose**

The City of Fifty Lakes desires to establish minimum road construction standards that will protect the health safety and welfare of the residents of the City of Fifty Lakes and will work to reduce future road maintenance costs.

**Section 2 Bridge Standards**

All bridges built in Fifty Lakes must be designed and constructed by a bridge engineering firm which is approved by the City Council.

**Section 3 Minimum Road Standards**

Except as provide in the Zoning Ordinance, all improvements of City roads will be designed and certified by a Professional Engineer and constructed in accordance with the “Standard Specifications for Highway Construction”, MNDOT current edition, as applicable.

Following are minimum construction standards for City roads:

1. All new roads in new developments and existing roads associated with new developments will be paved (bituminous), seven ton pavement design on residential roads or nine ton pavement design on primary roads, and 22 feet wide driving surface with 2 foot aggregate shoulder on each side, unless otherwise approved by the Council.
2. If existing road width is sufficiently serviceable, upgrades to that existing road (not associated with new development) may be at narrower than standard width with approval of City Council.
3. The road right-of-way for all newly platted roads will not be less than 66 feet in width. See number 7.
4. The entire right-of-way can be cleared for safety purposes, however at a minimum clearing must be done to facilitate water run off and snow storage. Stumps, rocks and all other debris shall be hauled away. Under no condition shall it be acceptable to bury stumps, rocks or other debris under the roadbed or right-of-way.

5. The roadbed for newly constructed or platted roads shall be constructed in the center of the platted right-of-way. In extreme conditions, the City may specifically allow, by City Council motion, a maximum of 20 foot deviation from centerline as an exception to this specification. If City allows exception, a deviation from the centerline of more than five feet requires foot for foot a successful right-of-way acquisition on the deviated side to accommodate nominal ditch requirements and to avoid trespassing on private property.

6. The roadbed width shall be 26 feet minimum, shoulder to shoulder. It shall be adequately crowned to allow surface water to drain laterally and to prevent standing water from saturating the roadbed.

7. Suitable soils shall be used in the construction of embankments, using granular materials for the upper two feet with on site suitable soils placed below the upper two feet. Unsuitable soils (such as swamp materials) shall be disposed outside the roadbed shoulder lines. Embankments shall be constructed in layers not to exceed 6 inches in plastic soils and not to exceed 12 inches for non-plastic soils. Each layer shall be compacted until no evidence of further consolidation exists.

8. When excavating through a hill, it should be excavated 15 feet wider on each side of the roadbed before starting the back slope. Ditch construction shall be provided as required for adequate roadbed drainage, including installation of culverts where required. In slopes, it shall not be constructed steeper than 4 feet horizontally to 1 foot vertically (4:1), except in extremely high fill sections where a 3:1 slope may be acceptable. Back slopes shall not be constructed 3:1, and the top of the back slope shall be blended into the contour of the natural ground. For any roadbed cut or fill in excess of 7 feet, additional right-of-way or slopes easements will be provided, as required.

9. Horizontal and vertical alignment shall be coordinated. Sharp curves shall not result near the crest or foot of a hill. Centerline profile grades shall not exceed 15 percent and shall not be constructed flatter than 0.5 percent wherever possible.

10. Adequate pavement structure shall be provided to provide a minimum seven or nine ton pavement design, as determined by the City of Fifty Lakes. For granular subgrade soils, the minimum surfacing section shall include 4 inches of compacted class 5 aggregate base and 2.5 inches of current MNDOT specified Type LV 3 material or equivalent as determined by Fifty Lakes.

11. All soil disturbance areas resulting during road construction shall incorporate erosion prevention measures to prevent erosion including but not limited to: soil stabilization practices, limited grading, mulch, temporary or permanent cover, and construction phasing. Final stabilization shall include that all soil disturbing activities at the site have been completed and a uniform (evenly distributed, without large bare areas) perennial vegetative cover with a density of 70% of the native background vegetative cover on all unpaved/pervious areas. When required equivalent permanent stabilization measures (such as riprap, gabions, geotextiles) shall be employed.

12. All roads that dead end must have a cul-de-sac turn around constructed with a minimum pavement surface radius of 45 feet with a minimum 66 foot radius right-of-way, or other City approved turnaround.

13. All right-of-way and slope easements must be vegetated prior to the City accepting any road.

14. The developer must provide a performance bond that will cover 125% of the project costs. The bond shall be in effect from the start of the project until one year after the City as accepted the project. During this one year waiting period, any erosion problems, defective materials, or any other road problems shall be promptly corrected by the developer or his contractors.

15. The developer shall obtain certification from a registered engineer that the road has been constructed to City standards prior to acceptance by the City.

#### **Section 4 Roadway Cross-Section**

Refer to Appendix "A" for examples of application drawings.

#### **Section 5 Separability**

Every section, provision or part of this ordinance is declared separable from every other section, provision or part thereof to the extent that if any section, provision or part of this ordinance shall be held invalid by a court of competent jurisdiction, it shall not invalidate any other section, provision or part thereof.

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

Passed by council this 17<sup>th</sup> day of August, 2004.

\_\_\_\_\_  
Wilmar Buchite, Mayor

Attest:

\_\_\_\_\_  
Karen L. Stern, Clerk-Treasurer

Published in Echo on September 2, 2004.