73. Specifications for Construction of Streets

73.010 Primary Street System. The Council shall from time to time designate those streets which shall constitute the primary street system of the City. Primary streets shall differ from other streets as set forth in the specifications. Designation of primary streets shall be by resolution of the Council.

73.020 Minimum Construction Requirements. Unless otherwise required by the Council, all street and parking lot, base and pavement thickness shall be designed in accordance with the current State of Minnesota Department of Transportation Road Design Manual for flexible pavements. The designed thickness of the surfacing elements shall be in accordance with the flexible pavement design standards for road classification as follows:

Classification	Pavement Design; Axle Load
Local Streets	7 Ton Minimum
Collector/Commercial Streets	9 Ton
Parking Lots	7 Ton Minimum, unless otherwise specified by City Engineer

Sufficient traffic information and a soil analysis report with a recommended pavement design shall be submitted to the Engineer for their review.

73.022 Building Permits. No building permits will be issued until the road base material and one and one-half (1-1/2) inches of bituminous has been installed, along with concrete curb and gutter, and such utilities as has been required by the Council.

73.030 Drainage. Provisions shall be made for the proper drainage of all streets through the installation of adequately designed culverts, storm sewer, etc., and the installation thereof shall be considered part of the essential street construction requirements. Wherever possible, such drainage shall fit into the overall drainage plan for the City.

73.040 Soil Tests. To determine subgrade soil classifications, soil samples shall be collected and analyzed by a reputable testing laboratory. Reports of the soil analysis shall be submitted to the Engineer with the pavement plans. The frequency and location of these samples shall be determined by the independent testing laboratory.

73.050 Minimum Construction Requirements. Basic requirements for construction of streets described in Section 73.020 above shall be as follows:

(1) Grading: All streets shall be graded for the full width of the right-of-way and in such a manner as to provide a minimum finished surface width of thirty-two (32) feet from back of curb to back of curb. All streets shall be undercut below the established grade for the width of the finished surface to a depth adequate to accommodate the sub-base, base, and bituminous surfacing.

(2) Subgrade: The subgrade of the streets shall be so constructed so as to satisfactorily sustain the street in a stable condition. Any unsuitable or undesirable materials shall be removed.

(3) Sub-Base and Base: All streets shall be constructed having a gravel base of six (6) inch minimum thickness conforming to M.H.D. Spec. #3138, Class 5. The design thicknesses

of the sub-base and base for streets and parking lots shall be in accordance with the State of Minnesota Department of Transportation Road Design Manual for flexible pavements.

(4) Bituminous Surfacing: All City streets shall be surfaced with a plant-mix bituminous mat having a minimum thickness of three (3) inches conforming to M.H.D. Spec. #2331 and #2341. A job mix design utilizing the planned aggregate source shall be submitted to the Engineer for approval. The design thicknesses of the bituminous surface for streets and parking lots shall be in accordance with the State of Minnesota Department of Transportation Road Design Manual for flexible pavements. One and one-half (1-1/2) inches of bituminous surfacing shall be installed the year of construction and one and one-half (1-1/2) inches the following year, providing the street has gone through one freeze-thaw cycle.

73.055 Coal Tar-Based Sealer Products.

(1) Purpose. The purpose of this section is to regulate the use of sealer products within the City, in order to protect, restore, and preserve the quality of its waters. The use of sealers on asphalt driveways is a common practice. However, scientific studies on the use of driveway sealers have demonstrated a relationship between stormwater runoff and certain health and environmental concerns.

(2) Definitions. The following definitions and abbreviations shall apply in the interpretation and enforcement of this section.

(a) Asphalt-Based Sealer: A petroleum-based sealer material that is commonly used on driveways, parking lots, and other surfaces and which does not contain coal tar.

(b) Coal Tar: A byproduct of the process used to refine coal.

(c) Undiluted Coal Tar-Based Sealer: A sealer material containing coal tar that has not been mixed with asphalt and which is commonly used on driveways, parking lots and other surfaces.

(d) MPCA: The Minnesota Pollution Control Agency.

(e) PAHs: Polycyclic Aromatic Hydrocarbons. A group of organic chemicals formed during the incomplete burning of coal, oil, gas, or other organic substances. Present in coal tar and believed harmful to humans, fish, and other aquatic life.

(3) Prohibitions.

(a) No person shall apply any undiluted coal tar-based sealer to any driveway, parking lot, or other surface within the City.

(b) No person shall contract with any commercial sealer product applicator, residential or commercial developer, or any other person for the application of any undiluted coal tar-based sealer to any driveway, parking lot, or other surface within the City.

(c) No commercial sealer product applicator, residential or commercial developer, or other similar individual or organization shall direct any employee, independent contractor, volunteer, or other person to apply any undiluted coal tar-based sealer to any driveway, parking lot, or other surface within the City.

(4) Exemptions.

(a) Upon the express written approval from both the City and the MPCA, a person conducting bona fide research on the effects of undiluted coal tar-based sealer products or PAHs on the environment shall be exempt from the prohibitions provided in Section 3.

(b) Asphalt-based Sealcoat Products. The provisions of this ordinance shall only apply to use of undiluted coal tar-based sealer in the City and shall not affect the use of asphalt-based sealer products within the City.

(5) Penalty. Any person who violates this section is subject to the penalty provided in Section 1.050.

(6) Severability. If any provision of this ordinance is found to be invalid for any reason by a court of competent jurisdiction, the validity of the remaining provisions shall not be affected.

73.060 Public Utilities. All public utilities which are available and which are to be buried within the street right-of-way together with such service lines, leads, stubs, and/or other appurtenances as may be required to connect the adjacent property to these public utilities shall be constructed and/or installed prior to the time any part of the bituminous surfacing is applied to the street.

73.062 Light Poles. As part of the street construction, the applicant or developer shall install street light poles, and fixtures with necessary electric lines of a kind and in a number approved by the City Engineer. Such installation shall be completed before the street is surfaced. This requirement shall apply to all final plats approved after February 1, 1988.

73.070 Standard Detail Plates. Attached hereto and made a part hereof are standard detail plates showing typical standard minimum requirements of construction and materials. These detail plates may be revised or added to from time to time by resolution of the City Council and such revised or additional plates shall be considered part of this chapter.

73.080 Concrete Curb and Gutters. Concrete curb and gutters of a kind specified and approved by the Council shall be constructed on all streets within the City. All parking lots shall have concrete curb and gutter and shall be a minimum design B612 meeting the requirements set forth in State of Minnesota Department of Transportation Standard Plates Manual.

73.090 Variances and Exceptions. The Council may permit variances from the requirements of this chapter in specific instances where, due to peculiar topographical and geographical conditions, strict adherence of these regulations becomes infeasible.

(Source: Ord. 147; Ord. 247; Ord. 350; Ord. 376, Ord. 625 12-21-2010)