

CHAPTER 56 STREETS & DRIVEWAYS

56.01 Streets

Subd. 1. Street shall be logically related to the topography, so as to produce usable lots and reasonable grades.

Subd. 2. Access shall be given to all lots and portions of the tract in a subdivision and to adjacent unsubdivided parcels, unless the topography clearly indicated that such connection is not feasible. Reserved strips and land-locked areas shall not be created.

Subd.3. The arrangement of streets in new subdivisions shall make provision for the appropriate continuation of existing streets in adjoining areas.

Subd. 4. Where adjoining areas are not subdivided, but may be subdivided, the arrangement of streets in a new subdivision shall make provision for the proper projection of streets into adjoining areas by carrying the new streets to the boundaries of the new subdivision at appropriate locations. A temporary turnaround facility may be required at the closed end, in conformance with cul-de-sac requirements.

Subd. 5. Local streets shall be laid out to discourage their use by through traffic. The arrangement of arterial and collector streets shall be considered in their relation to the reasonable circulation of traffic, to topographic conditions, to runoff of storm water, to public convenience and safety, and in their appropriate relation to the proposed uses of the area to be served.

Subd. 6. Provisions for Resubdivision of Large Lots and Parcels. When a tract is subdivided into larger than normal building lots or parcels, such lots or parcels shall be so arranged as to permit the logical location and openings of future streets and appropriate resubdivision, with provision for adequate utility connections for such resubdivision.

Subd. 7. Half or partial streets will not be permitted, except where essential to reasonable subdivision of a tract in conformance with the other requirements and standards of these regulations and where, in addition, satisfactory assurance for dedication of the remaining part of the street can be secured.

Subd. 8. Wherever a tract to be (resubdivision adjoins an existing half or partial street, the part of the street within such tract shall be platted.

Subd. 9. Dead-end streets shall be prohibited, except as stubs to permit future street extension into adjoining tracts with temporary cul-de-sacs, or when designed as cul-de-sac streets.

Subd. 10. Private streets and reserve strips, except in the case of planned unit

developments, shall be prohibited and no public improvements shall be approved for any private street. All streets shall be dedicated for public use. If any person applies to subdivide or re-plat any land or parcels adjoining an existing private street, the private street shall be required to be dedicated for public use and scheduled for improvement to public street standards at the time of final plat.

Subd. 11. Where a subdivision abuts or contains an existing or planned major arterial or a railroad right-of-way, a Street approximately parallel to and on each side of such arterial and right-of-way may be required for adequate protection of residential properties and separation of through and local traffic. Such service streets shall be located at a distance from the major arterial or railroad right-of-way suitable for appropriate use of the intervening land, as for park purposes in residential districts, or for commercial and industrial purposes in appropriate districts. Such distances also shall be determined with due regard for the requirements of approach grades and future grade separations.

Subd. 12. The street design shall not be such as to cause hardship to owners of adjoining property in platting their own land and providing convenient access to it.

Subd. 13. Cul-de-sac streets, permanently designed as such, shall not exceed six hundred (600) feet in length, including a terminal turn-around, which shall be provided at the closed end, with a right-of-way radius of not less than sixty (60) feet. The length shall be measured along the centerline from the nearest intersection to the center point of the cul-de-sac.

Subd. 14. Where a temporary cul-de-sac is required, the turnaround right-of-way shall be placed adjacent to a plat boundary line and right-of-way of the same width as the street shall be carried to said property line in such a way as to permit future extension of the street into the adjoining tract. At such time as such a street is extended, the acreage covered by the turnaround outside the boundaries of the extended street shall revert in ownership to the property owner fronting on the temporary turnaround.

Street Design Parameters

	<u>Local Street</u>	<u>Minor Collector</u>	<u>Industrial</u>
<u>Collector</u>			
R/O/W Width	60'	60'	70'
Mi Grade	32'	42'	44'
Cross Grade	6" Crown	6" crown	6" crown
Design Section	7 ton	9 ton	9 ton
Min. Angle Intersection	70 degrees	80 degrees	90 degrees
Min. Curb Radius	15'	25'	35'
Site Triangles	25'	30'	30'
Max. Grade	7.5%	7.5%	7.5%
Min. Centerline Radius	215'	450'	450'
Min. Vertical Sight Distance	200'	325'	325'

Subd. 15 Where a (re) subdivision abuts or contains an existing street of inadequate width, sufficient additional width shall be provided to meet the above standards.

Subd. 16. Additional right-of-way and roadway widths may be required to promote public safety and convenience when special conditions require it.

Subd. 17. Restriction of Access. Access of local streets onto collector streets shall be discouraged at intervals of less than five hundred (500) feet.

Subd. 18. Street Job. Street jogs with centerline offsets of less than one hundred fifty (150) feet shall not be allowed.