

The board of supervisors of the
Town of Cambridge ordains:

Ordinance No. 101

An Ordinance Regulating Roads
In the Town of Cambridge,
Isanti County, Minnesota

TOWN OF CAMBRIDGE
ISANTI COUNTY, MN
ORDINANCE NO. 101
AN ORDINANCE REGULATING ROADS
IN THE TOWN OF CAMBRIDGE,
ISANTI COUNTY, MN

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TOWN OF CAMBRIDGE
ISANTI COUNTY, MN

ORDINANCE NO. 101

AN ORDINANCE REGULATING ROADS

IN THE TOWN OF CAMBRIDGE,
ISANTI COUNTY, MN

Section 1. PURPOSE.

The board finds that the unrestricted and unregulated use and maintenance of existing, and development of new town roads, results in a lack of planning, coordination, inappropriate allocation of costs, and frustrates the budgeting process of the town. It is therefore necessary, and in the best interests of the town and its residents, to regulate such maintenance and development.

Section 2. DEFINITIONS.

1. Cartway. A cartway established under M.S. 164.08 (2), for or upon which no road or bridge funds are expended, as therein provided.
2. Emergency Motor Vehicle. A motor vehicle operated by a fire department, law enforcement, an ambulance or rescue service, or by a public utility under circumstances that are necessary to the preservation of life or property or to the execution of emergency governmental functions.
3. Motor Vehicle. Every device in, upon, or by which any person or property is or may be transported or drawn upon a road or highway, excepting (1) devices moved solely by human power, and (2) devices used exclusively upon stationary rails or tracks.
4. Person. Every natural person, firm, co-partnership, association, corporation, or other legally recognized entity.

5. School Bus. A motor vehicle used to transport pupils to or from school-related activities, by the school or a school district, or by someone under an agreement with the school or school district.
6. Service Vehicle. A motor vehicle used for the towing or hauling of other motor vehicles or which provide a specific, on-site service to a residence or businesses whose access is by way of the town road being used, such as sanitation vehicles, delivery vehicles, and construction and excavation vehicles.
7. Town Roads. All roads within the town which are under the jurisdiction of the Town Board, except cartways.

Section 3. APPLICATION.

This ordinance shall apply to Town roads located within, or lying upon the boundaries of the Town.

Section 4. LOCATION OF TOWN ROADS.

1. General Conditions. The Town Board, or designated town road advisor, shall oversee and coordinate the establishment of all Town roads hereafter created. For each new Town road, the Town Board shall consider the proposed location, the parcels to be served, the likelihood of extending the proposed road in the future, the relationship of the proposed road to existing Town or other public roads, topography and soil types, and existing and projected traffic patterns.
2. Non-Platted Roads. In addition to the above considerations, the Town Board may require such evidence of ownership, and the preparation or delivery of such documents as will assure a proper and legal conveyance to the Town. Additionally, the Town Board may require such topographic map, soil borings, surveys, and proof of ownership of all parcel adjoining or otherwise served by the proposed road, as are necessary or incidental to assure a valid and sound right-of-way.

3. Platted Road. At the time of the initial application to the township for the approval of a preliminary plat, the applicant shall provide to town board, at least two weeks in advance of a meeting, with following:
- (A) Three copies of the proposed preliminary plat.
 - (B) The legal description of all contiguous land owned by the applicant and, if the area platted is less than all of the land owned, legal descriptions for the preliminary plat and the residue parcel.
 - (C) The name, address and license number of the surveyor.
 - (D) The existing, applicable zoning district(s) of the land being platted.
 - (E) The location, right-of-way width and names of existing streets and other public property within 1,320 feet of the perimeter boundaries of the preliminary plat. Also a drawing to scale showing all buildings and structures, easements, protected waters, wetlands, flood plains, drainage ditches, critical areas, and lakes and streams within 250 feet of the perimeter boundaries of the proposed preliminary plat.
 - (F) Drawn to scale, the boundary line of adjoining subdivided or unsubdivided land, within 200 feet of the perimeter of the proposed plat, identifying by name and ownership each such parcel, including any owned by the applicant.
 - (G) A topographic map, showing contours at vertical intervals of not more than two feet, except where the horizontal contour is 100 feet or more, a one-foot vertical interval shall be shown. This map shall locate and designate all water courses, marshes, wooded areas, rock outcrops, utility lines, and any other significant feature included within the proposed preliminary plat.
 - (H) Soil tests, as required under Section 6.
 - (I) If not shown on the preliminary plat, the layout, location and width of all proposed streets and other rights-of-way, including the proposed name for each.

- (J) A grading and drainage plan for the entire subdivision, including all excavations (excluding basements and other structural-related excavations), and all filling proposed as part of the plat, stating the estimated cubic yardages of each.
- (K) The estimated cost of the complete development of all streets and or alleys including in proposed preliminary plat.
- (L) Designating specifically outlots, and their purpose, to be approved as part of the preliminary plat.

Depending upon the location, nature, scope of the proposed preliminary plat, the Town Board may require such other information as is necessary to evaluate all public roads and other public lands included in the proposed preliminary plat.

Where the applicant is platting less than all land owned, the applicant may be required to submit a proposed preliminary plat for the remainder of the land owned.

For the purpose of this section, and given the provisions of M.S. 15.99, specifically, the ten-day provision therein to notify the applicant about what information is missing, that ten-day period commence following the public hearing held on the proposed preliminary plat.

4. Developer's Agreement for the Construction and Maintenance of roads and other Rights-of-Way. For streets and rights-of-way included in a proposed preliminary plat, or to be established other than under the provisions of M.S. 164.07, the applicant / dedicator shall, at the time of submission of the proposed preliminary plat, or other document initiating the establishment of a Town road, deliver to the Town Board a proposed Developer's Agreement, setting forth the term, conditions and time frame within which the conditions of all payments for same, and if not completed upon the recording of the document, establishing said road and rights-of-way, the means of security afforded to the Town, to assure said completion.

The Town Board may redraft, amend, revise, or modify the proposed Developer's Agreement, to assure compliance with all conditions of this section. Should the applicant/dedicator fail or refuse to execute the Developer's Agreement, and if said agreement is unreasonable in terms, the Town shall have no obligation to approve or accept the proposal of the applicant/dedicator.

Section 5. CARTWAYS.

Under the provisions M.S. 164.08 (2), the Town Board reserves the right to relocate a cartway, other than described in a petition thereunder, upon such terms and conditions as comply with the general provisions set forth above.

Section 6. DESIGN – ALL NEW TOWN ROADS SHALL BE CONSTRUCTED WITH BITUMINOUS SURFACE.

1. Design. All new roads shall be designed to comply with the requirements of Exhibit 1 attached here to, which are minimum standards and which may be increased to accommodate traffic and usage.
 - (A) Minimum graded roadway top of 34 feet.
 - (B) Minimum gravel surface of 28 feet.
 - (C) Minimum of 6 inches of Class 5 aggregate surface.
 - (D) The crown of road surface from center to the edge should drop 1/3 inch to each foot.
 - (E) Ditch inslope of 1 to 4 and backslope of 1 to 3.
 - (F) Minimum ditch depth of 2 feet measured from the edge of shoulder.
 - (G) Minimum ditch bottom width of 4 feet.
 - (H) All available topsoil shall be salvaged on the slopes and ditch bottom, and seeded with an appropriate seed mixture. All exposed slopes shall be stabilized to reduce erosion.

- (I) Minimum right-of-way of 66 feet and road center on it
- (J) Minimum cleared width for snow removal purpose of 66 feet. All brush and trees to be removed from road right-of-way.
- (K) All roads shall be built so as to be free of flooding and be free of drainage problem.
- (L) All apparent snow traps shall be eliminated
- (M) Dead end roads shall be prohibited, but cul-de-sacs will be permitted where topography or other conditions justify their use. All cul-de-sacs shall:
 - 1. Not exceed 600 feet,
 - 2. Have a radius of 60 feet top surface,
 - 3. Have a slope from center to edge to be 2 inches to every 10 feet, and
 - 4. Shoulders and ditches as set forth in exhibit 1.
- (N) A road profile and drainage map shall be furnished to the town board before base work is started, edge of road should be staked.
- (O) There shall be no sharp horizontal curves or blind corners.
- (P) All under water portions or swamps shall be excavated and backfill with granular material.
- (Q) Road base grade width shall be 34 feet wide with 1/3 inch per foot of crown and be inspected and approved by town road advisor before placing 6 inches aggregate class 5 with (5 to 8% binder) 28 feet width.
- (R) Bituminous roads must have the same base as aggregate roads prior to bituminous surfacing. The Town Board, or designated town road advisor is to be notified at least 2 days prior to applying class 5 onto base.
 - 1. It will be the responsibility of the contractor to notifying the town road advisor so that adequate tests and inspections can be accomplished. Failure to do so will result in the following:

- (A) Right of the town board to refuse acceptance of said proposed road, or
 - (B) Right of the town board to require test core-borings periodically as requested by the town road advisor, at contractor expense, to determine if proper gravel depths meet the specifications herein provided. Gravel test core-borings for entire project to average one (1) boring every 5,000 square feet at the builder's expense. All borings to be repaired.
2. A plant-mix bituminous surface shall be placed in accordance with standard Minnesota dept. specification No. 2340 as amended. Minimum 24 feet width and 9 ton road, $1\frac{1}{2}$ inches compacted asphalt base and $1\frac{1}{2}$ inches compacted asphalt wear surface. All bituminous work is to be inspected and approved by the designated town road advisor. The designated town board advisor to be notified at least two days prior to beginning the surface work.
- (A) It will be the responsibility of the contractor to notify the designated town road advisor so that adequate inspection can be accomplished. Failure to notify the designated town road advisor in time to perform proper inspection of the surfacing may result in one of the following:
 - 1. The right of the town board to refuse acceptance of said proposed road, or
 - 2. The right of the town board to require test core-borings periodically as requested by town road advisor to determine if proper bituminous depths have met specifications herein provided. All boring to be done and repaired at contractors expense; and / or
 - 3. Forfeiture of performance bond / escrow funds.
 - (S) MN DOT specification for CL-1 shouldering, class #1 with 10 to 15% binder, two feet width beyond the bituminous mat, brought up to the level of the bituminous surface. To be inspected by the designated town road advisor.

- (T) Completion of paving shall be prior to a certificate of occupancy is granted within the platted area, or as set forth in the developers agreement approved by the Town Board.
 - (U) All roads shall be subject to review by the Town Board. The Town Board will not accept any road or portion thereof dedicated by private owners until all conditions of the above specifications have been met.
 - 1. There must be evidence of clear title to all land on which said road lays over prior to the approval of the application for road dedication by the Town Board.
 - 2. The owner or developer must provide lien waivers or written proof that all materials, equipment rental and labor costs involved in construction of said road are free of all financial obligations.
 - (V) All street and avenue sign, posts, road information signs, channel posts, center lines and no passing and shoulder lines as designated by the town road advisor to be installed and paid for by the developer.
 - (W) The above specifications are subject to reasonable modifications deemed necessary by the town board. Additional requirements may be found necessary during the course of construction. **Any variance must be approved by the Town Board.**
2. ACCEPTANCE OF ROAD. Whether by developer's agreement or otherwise, the owner / developer shall be responsible and liable for all maintenance and repairs of and newly established and construction town road for a period of one (1) year following the completion of construction and the final inspection of it. Developer will furnish a performance bond or escrow as value set by town board.

Section 7. DESIGN – TOWN ROADS GRAVEL.

- 1. Design. Any new gravel roads shall be designed to comply with the requirements of Exhibit 1 attached hereto, which are minimum standards and which may be increased to accommodate traffic and usage,

- (A) Minimum graded roadway top of 34 feet.
- (B) Minimum gravel surface of 26 feet.
- (C) Minimum of 6 inches of class 1 aggregate surface.
- (D) The crown of road surface from center to edge should drop $\frac{1}{2}$ inch to each foot.
- (E) Ditch inslope of 1 : 4 and backslope of 1 : 3
- (F) Minimum ditch depth of 2 feet measured from the edge of graded roadway top.
- (G) Minimum ditch bottom width of 4 feet.
- (H) All available topsoil shall be salvaged on the slopes and ditch bottom, and seeded with an appropriate seed mixture. All exposed slopes shall be stabilized to reduce erosion.
- (I) Minimum right-of-way of 66 feet and road center on it.
- (J) Minimum cleared width for snow removal purpose of 66 feet. All brush and trees to be free removed from road right-of-way.
- (K) All roads shall be built so as to be free of flooding and be free of drainage problem.
- (L) All apparent snow traps shall be eliminated.
- (M) Dead end roads shall be prohibited, but cul-de-sacs will be permitted where topography or other conditions justify their use. All cul-de-sacs should
 - 1. Not exceed 600 feet.
 - 2. Have a radius of 60 feet top surface.
 - 3. Slope from center to edge 2 inches to every 10 feet.
 - 4. Shoulders and ditches same as regular road ordinance.
- (N) A road profile and drainage map shall be furnished to the Town Board. Before base work is started, edge of road should be staked.

- (O) There shall be no sharp horizontal curves or blind corners.
- (P) All under water portions or swamps shall be excavated and backfilled with granular material.
- (Q) Road Base grade width shall be 34 feet wide with ½ inch per foot of crown and be inspected and approved by the designated town road advisor before placing 6 inches aggregate class 1 (10 – 15% binder) 26 foot finish top.
- (R) It will be the responsibility of the builder to notify the town road advisor so that adequate inspection can be accomplished. Failure to notify the town road advisor in time to perform proper inspection of the surfacing will result in the right of the town board to refuse acceptance of said proposed road or forfeiture of performance bond / escrow funds.
- (S) All roads shall be subject to review by the Town Board as far as they pertain to requirements above. The Town Board will not accept any roads or portion thereof dedicated by private owners until all conditions of the above specifications have been met. The owner / builder must provide lien waivers or written proof that all materials, equipment rental and labor costs involved in construction of said road are free of all financial obligations. There must be evidence of clear title to all land on which said road lays over prior to the approval of the application for road dedication by the town board. The above specifications are subject to reasonable modifications deemed necessary by the town board. Additional requirements may be found necessary during the course of construction.
- (T) All street and avenue signs, posts, road information signs, channel posts, as designated by the town road advisor with the cost of purchase and installation to be paid for by the developer.

2. ACCEPTANCE OF ROAD. Whether by developer's agreement or otherwise, the owner / developer shall be responsible and liable for all maintenance and repairs of a newly established and constructed town road for a period of one (1) year following the completion of construction and the final inspection of it. Developer will furnish a performance bond or escrow at value set by the Town Board.

Section 8. PARKING REGULATION.

1. Over night parking shall be prohibited on all town roads and easements, and all parking shall be prohibited on other designated roads.
2. Vehicles left on Cambridge Township roads in violation of this ordinance are subject to towing. Vehicles and storage will be at the owners expense.
3. Personal property left on a township road right-of-way for more then 24 hours shall be deemed abandoned and may be removed and destroyed at the owner's expense.

Section 9. WEIGHT RESTRICTIONS.

1. Resolution. By resolution, the town board may designate certain town roads, or portions of such roads, with limited weight restrictions. Any such resolution shall describe the road, or portion thereof, and shall specify the restriction or conditions for the designated area. Each such road shall be designated and posted as a 5, 7, or 9-ton road. The gross weight on any single axle shall not exceed the amount of the designated weight restriction. For the purpose of this ordinance, a single axle includes two or more wheels. If the center of two or more axles is less than 48 inches apart it is equal to one axle.
2. Signing. Any town road subject to weight restrictions shall be posted in accordance with the requirements of the Minnesota Dept. of Transportation.
3. Civil Penalties. In addition to and as part of any criminal prosecution hereunder, a person or entity convicted of violating this ordinance, whether by plea or otherwise, shall pay restitution to town the sum in accordance with the Minnesota Department of Transportation regulations penalties per pound per axle for each axle that is overweight.
4. Special Permits. Any person or entity proposing to use the road restricted herein who or which would be in violation of these restrictions, may apply to the township for a special permit to utilize said road. An application for a permit shall designate the vehicle(s) to be used, including the description and the license number of each; the loaded gross weight of each vehicle; type of materials being transported; the calendar period over which such transportation will occur; the number of trips per day; and the place of origin and destination of each trip. The Town Board may, at its

discretion, issue a special permit, taking into consideration, the need and necessity for the use of the restricted road, and impose any conditions upon such use through such permits as are reasonable to protect and preserve said road. The Town Board may require such security as it deems appropriate to assure compliance with conditions of the permit and to restore and / or maintain said road. The cost of a permit shall be \$35 or more, which shall accompany any application.

Section 10. DRIVEWAY AND MAILBOX POST.

1. All drives shall meet the requirements set forth in exhibit 3, of specification on driveways and mail box posts.
2. Field driveway: Shall be 20 feet in width and shall meet all the requirements set forth on exhibit 3 for specification on driveways, but need not have a mail box post.
3. No approach will be installed that causes a hazard to traffic on town road. There must be a line of sight for at least 565 feet in each direction with a 55 mile per hour speed limit; 308 with a 30 mile per hour speed limit.
 - (A) The line of sight distance requirement for a passenger vehicle should be based on a 3.5 feet height of eye and two feet height of approaching vehicle headlights.
4. On township hard surfaces roads, driveway owner is required to install an 18 inches wide hard surface skirt across the full width of the driveway and an 18 inches wide by 20 feet skirt before mailbox and 10 feet after mailbox.
5. Driveway angle should be 90 degrees to road.
6. A culvert is mandatory in all driveways unless the road supervisor determines a culvert is not necessary. The standard culvert is to be a minimum of 15 inch diameter steel with aprons. He will also determine if a larger one is needed.
7. Driveway must be installed, inspected and approved before any certificate of occupancy is obtained.
8. Any driveway which is to service more than one residential unit shall meet all the requirements of town roads gravel in section 7 above.

9. Except for agricultural purposes, no single residential unit shall have more than one driveway.
10. The center of any driveway shall be a minimum of 150 feet from the center of any intersecting public road.

Section 11. ROAD HAULING PERMIT.

Contractors and / or site operators using Cambridge Township Roads for frequent hauling (over 12 trips per day) shall abide by the following restrictions.

1. The haul road user will notify the Cambridge Township Board of the intent to use a township road to haul products, materials or waste. This notice shall be at least 15 days prior to using the road for such a purpose.
2. The user shall post a \$5,000.00 bond or deposit \$5,000.00 with the township to insure that the roadway is returned to acceptable surface standards at the conclusion of use as a haul road.
3. The haul road user will grade road at least once per 48 hours. If the road user uses haul road more than 24 trips per day, it must be bladed daily. Grading is to be done by Cambridge Township or a contractor approved by Cambridge Township at user expense.
4. The road will be watered daily or as determined by Cambridge Township supervisor to reduce dust and erosion of the road surface. If the road is used by more than 24 trips per day, the road will be watered every six hours. This requirement may be reduced or waived by agreement if the user pays for application of a dust reduction product to road surface.
5. The road will be shaped and graveled monthly and at the conclusion of use as a haul road, the road shall be returned to no less than its original condition. The Cambridge Town maintenance supervisor will inspect and certify the road after this work is complete and can provide a copy of the road standards to any interested party.
6. For purposes of this section a "trip" shall be considered one pass over the road, and a "day" shall be the period from midnight to midnight.

Section 12. PAVING POLICY FOR EXISTING ROAD.

(Township guidelines for consideration of the paving of existing roads.)

1. Traffic count.
2. Safety of road.
3. The cost of maintenance of the present road as gravel.
4. The cost of updating road.
5. Number of taxpayers benefiting.
6. Paving should go intersection to intersection.
7. Partial road should be long enough not to be a safety hazard or a maintenance inconvenience.

Section 13. PAVING SUBDIVISION STREETS AND ROADS.

(Township guidelines for consideration)

1. Township will authorize pavement of existing streets and roads in subdivisions in which 75% of parcels adjoining the road request the improvement with parcel owners paying all costs.
 - (A) Road widening if needed.
 - (B) Digging out ditches if needed.
 - (C) Digging out soft spots if needed.
 - (D) All gravel as needed.
 - (E) All paving.
 - (F) All new road signs if needed.
 - (G) All striping painting.
 - (H) Pay all legal fees.
 - (I) Paving should go to intersection to intersection.
 - (J) Partial roads should be long enough not to be a safety hazard or maintenance inconvenient.

(K) Property owners who request for paving their subdivision township road can petition for this improvement and have it assessed to their taxes if approved by the town board and if funding is available.

2. All roads will be looked at on a case by case basis and must to be approved by the town board.

Section 14. DUST CONTROL POLICY ON GRAVEL ROADS PAID BY TOWNSHIP.

(Townships guidelines for consideration)

1. Safety of road.
2. Road count of 300 or more average daily traffic per day.
3. How many landowners joining the road will benefit from it.
4. How many other taxpayers will benefit from it.
5. If it is a dead end roads where no other taxpayer benefit from it.
6. How much is the saving verses maintenance costs.
7. All roads will be looked at on an annual case by case basis and has to be approved by the Town Board.

Section 15 GRAVEL ROADS POLICY.

(Townships guidelines for consideration when to grade, gravel, road culverts, widen, frost boil, ditch digging, ditch clearing, ditch mowing, ditch weed spraying and other road maintenance are at the Town Board discretion.)

1. Safety of road.
2. How many taxpayers benefit from it.
3. Cost of maintenance.

Section 16. GRAVEL ROADS IMPROVEMENTS BY LANDOWNER REQUEST.

Landowner can petition for improvement
(Township guidelines)

1. Adding gravel.
2. Dust control.

3. Extra grading.
4. Road widening.
5. Ditch digging.
6. Ditch clearing.
7. The township maintenance department shall provide an estimate of costs, which if approved by the town board, will be paid by the petitioners.

Section 17. SNOW PLOWING POLICY AND PROCEDURES.

The safety and convenience of traveling public is a main concern of Cambridge Township. The goal of the township is to have all roads passable within a reasonable amount of time after a snowfall has stopped. The township does not assure a completely bare road. Users of the road system are limited to exercise caution and drive with care. The legal speed limit may not be possible at all time.

1. DISPATCHING OF SNOW EQUIPMENT

The township will usually not dispatch the snow equipment until after a three inches or more snowfall has stopped. During extended periods of snowfall exception may be made. The snow equipment will not send out in situation that may be hazardous due to restricted visibility. If snowfall stops during regular working hours, the snow equipment may be dispatched at that time. If the snowfall stops during the night or early morning hours, the equipment will be dispatched at 6 A.M. Weekend plowing will be handled in a similar fashion.

2. OPERATION.

Generally, the cleaning of roads will consist of three phases.

PHASE 1. Make the roads passable.

PHASE 2. Widening.

PHASE 3. Cleaning up.

Dependent on the situation, more than one phase may be accomplished at one time.

3. PERSONAL PROPERTIES.

- (A) Mailboxes and fences damaged during snow removal:
Only those mailboxes and / or fences that were properly located and installed in accordance with Minnesota Department of Transportation standards and the township ordinance and which were damage by actual contact with township equipment will be considered for repair at township's expense.
 - (B) It is unlawful to plow snow from driveways and deposit into a public road or public road right of way. Accidents and damages caused by snow piles placed in the road right of way will result in liability to the property owner. Snow piles found on Cambridge Township right of way may be removed at property owner's expense.
 - (C) When directed by the supervisor, the township may do emergency plowing of private property. No other plowing of private property will be allowed. The township will be plowing road on a rotating basis to be fair to the township residents unless there is a safety reason concern.
4. Parking shall be prohibited on all town roads and easements on, after or during a snowfall accumulation of 2" or more, until such time as the road is plowed edge to edge.
5. Vehicles left on Cambridge Township roads and easements in violation of this section are subject to towing at owner's expense, or other penalty as set forth in Section 8 above.

CAMBRIDGE TOWNSHIP TOWN ROADS - BITUMINOUS SURFACE

TYPICAL SECTION



CONSTRUCTION NOTES:

ALL AVAILABLE TOPSOIL SHALL BE SALVAGED AND PLACED ON THE SLOPES AND DITCH BOTTOM, AND SEEDED WITH APPROPRIATE SEED MIXTURE.

ALL EXPOSED SLOPES SHALL BE STABILIZED TO PREVENT EROSION.

SUBGRADE SHALL BE COMPACTED SUCH THAT NO RUTTING OCCURS DURING AGGREGATE (CL-5) PLACEMENT OPERATIONS.

ALL UNDER WATER PORTIONS OR SWAMP FILLS SHALL BE EXCAVATED AND BACKFILLED WITH GRANULAR MATERIAL. MIN DOT SPECIFICATION FOR CL-1 SHOULDERING, CLASS #1 WITH 10 TO 15% BINDER, TWO FEET WIDTH BEYOND THE BITUMINOUS MAT, BROUGHT UP TO THE LEVEL OF THE BITUMINOUS SURFACE. TO BE INSPECTED BY THE DESIGNATED TOWN ROAD ADVISOR.

TYPICAL AGGREGATE SURFACE SECTION
(RURAL)



CAMBRIDGE TOWNSHIP TOWN ROADS - GRAVEL

TYPICAL SECTION



CONSTRUCTION NOTES:

- ALL AVAILABLE TOPSOIL SHALL BE SALVAGED AND PLACED ON THE SLOPES AND DITCH BOTTOM, AND SEEDED WITH APPROPRIATE SEED MIXTURE.
- ALL EXPOSED SLOPES SHALL BE STABILIZED TO PREVENT EROSION.
- SUBGRADE SHALL BE COMPACTED SUCH THAT NO RUTTING OCCURS DURING AGGREGATE (CL-1) PLACEMENT OPERATIONS.
- ALL UNDER WATER PORTIONS OF GRADP FILLS SHALL BE EXCAVATED AND BACKFILLED WITH GRANULAR MATERIAL.

TYPICAL AGGREGATE SURFACE SECTION
(RURAL)



CAMBRIDGE TOWNSHIP RESIDENTIAL DRIVEWAY & MAIL BOX PERMIT

(763) 689-4019

*A FEE OF \$650.00 IS REQUIRED FOR THIS PERMIT

(PERMIT PRICE INCLUDES: STD CULVERT, APRONS & MAILBOX POST & E-911 ADDRESS SIGN)

******CULVERT INSTALLATION IS THE OWNER'S RESPONSIBILITY******

*THIS WORK MUST BE **COMPLETED AND ACCEPTED** BY THE TOWNSHIP BEFORE
A CERTIFICATE OF OCCUPANCY IS ISSUED.

DRIVEWAY

- **CULVERT TO BE GALVANIZED METAL (NO PLASTIC) WITH APRONS.
SIZE: 15"x 30' (STANDARD) _____ OTHER: _____
LOCATION TO BE DETERMINED BY THE TOWNSHIP
- **DRIVEWAY MUST BE INSTALLED BEFORE ANY WORK IS STARTED OR ANY MATERIALS ARE DELIVERED.
- **THE DRIVEWAY SHALL BE 6 INCHES TO 12 INCHES LOWER AT THE RIGHT-OF-WAY THAN AT THE ROAD SHOULDER.
- **PROVIDE A 10 FOOT RADIUS ON BOTH SIDES OF THE DRIVEWAY WITH 1':4' SIDE SLOPES TO THE DITCH BOTTOM AND END OF THE CULVERT APRON.
- **OWNER TO INSTALL A SUITABLE DRIVEWAY SURFACE OF 4 INCHES OF CLASS 5 ROAD BASE OR BETTER (ASPHALT OR CONCRETE).
- **PROVIDE A SUITABLE TURN AROUND WITHIN THE PROPERTY AND OFF THE ROAD RIGHT-OF-WAY. NO BACKING ONTO THE TOWNSHIP ROAD.
- **ON TOWNSHIP HARD SURFACE ROADS, THE DRIVEWAY OWNER IS REQUIRED TO INSTALL AN 18 INCHES WIDE HARD SURFACE SKIRT ACROSS THE FULL WIDTH OF THE DRIVEWAY.
- **OWNER TO PROVIDE EROSION PREVENTION – REQUIRES ALL SLOPES TO BE HAND FINISHED & PROPERLY SEEDDED OR SODDED & MAINTAINED.

MAIL BOXES

- **REQUIRES A SWING AWAY MAIL BOX ON A BREAK AWAY POST.
- **THE BOTTOM OF THE BOX MUST BE 44 INCHES ABOVE THE ROAD SURFACE AT THE SHOULDER.
- **THE MAIL BOX SUPPORT POST MUST BE 48 INCHES FROM THE MAIL BOX DOOR.
- **ON TOWNSHIP HARD SURFACE ROADS, THE DRIVEWAY OWNER IS REQUIRED TO INSTALL AN 18 INCHES WIDE BY 20 FEET SKIRT BEFORE THE MAILBOX AND 10 FEET AFTER THE MAILBOX.
- **ALL NEWSPAPER/ADVERTISEMENT BOXES MUST NOT BE MOUNTED LOWER THAN THE REGULATION MAILBOX HEIGHT.

DATE: _____

OWNER

SIGNATURE: _____

ADDRESS: _____

TELEPHONE: _____

DATE: _____

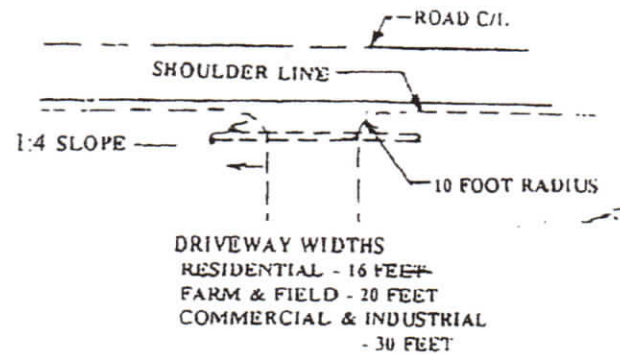
TOWNSHIP

ROAD SUPERVISOR: _____

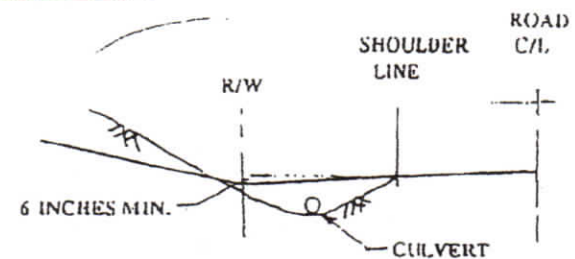
APPROVAL

PERMIT NUMBER: _____

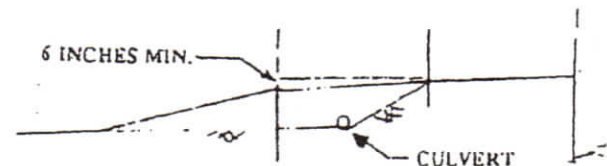
**THE CAMBRIDGE TOWNSHIP BOARD RESERVES THE RIGHT TO
ALLOW VARIANCES TO THE ABOVE REQUIREMENTS & TO CHANGE
PERMIT COSTS AT THE BOARD'S DISCRETION WITHOUT PRIOR
NOTICE** (cambtownship 7/2016) exhibit #3



PLAN VIEW



CUT CROSS SECTION



FILL CROSS SECTION

