

**IDEAL TOWNSHIP**  
**ROAD CONSTRUCTION SPECIFICATIONS**

Adopted by the Ideal Board of Supervisors February 9, 2026

**PURPOSE:** The purpose of creating minimum road construction specifications for proposed roads within Ideal Township (“Town”) is to allow for the creation of a consistent set of expectations, provide sufficient transportation services for future residents and protect Town residents from unexpected future costs due to inadequate roadway construction. Any newly plated road, or road proposed to be made part of the Town’s system of publicly maintained roads, shall comply with at least the following minimum standards. These minimums are designated for local functioning roadways proposed to be rural in design and serve residential developments. These minimums do not apply to existing roads the Town has regularly maintained as part of its system of publicly maintained roads.

Before any road is accepted by the Town in a development, whether new or previously established, 50% of the available lots must be built out and occupied, not just sold. Additionally, the Town will not accept the maintenance of any road, whether within or outside of a plat, except by resolution adopted by the town board finding that the road satisfies these minimum standards and that it is in the best interests of the public to expend Town funds to maintain it as part of its system of publicly maintained roads. The Town may specify in a development agreement entered into with the developer of a new plat any additional requirements related to the construction of the roads dedicated to the public within the plat and the conditions that must be satisfied before the Town will assume maintenance of the roads. Nothing in these standards requires the Town to accept the dedication or conveyance of a road, or to assume the public maintenance of a road.

**MINIMUM STANDARDS:**

1. GENERAL DESIGN REQUIREMENTS

- a. The roadway design shall have a construction plan and cost estimate, designed and signed by a Professional Engineer (PE), licensed in the State of Minnesota, to provide a minimum of a seven (7) ton design as determined by the most current version of the MnDOT Road Design Manual.
- b. The PE shall provide the design and hydraulics necessary for any water features crossed and the roadway in general.
- c. Soil borings may be required to determine the quality of sub-grade materials to achieve the seven (7) ton design. The Town Engineer shall have the opportunity to review the plan and cost estimate and request additional information or changes.

2. ROADWAY AND RIGHT-OF-WAY (ROW) STANDARDS

- a. The standard platted road ROW shall be sixty-six (66) feet in total width.
- b. Approved dead-end roadways shall have a constructed cul-de-sac with a minimum of a sixty-six (66) foot radius provided for ROW and a fifty (50) foot radius roadway surface. An alternate hammerhead turn-around design may be considered in certain situations if

the round turn-around is not practical. Top of the hammerhead shall be sixty (60) feet in length and twenty-two (22) feet in width.

- c. The roadbed width shall be twenty-four (24) feet, shoulder to shoulder. It shall be adequately crowned to drain surface water laterally to prevent standing water from saturating the roadbed. The roadway shall be paved.
- d. A minimum of four (4) inches of class 5 aggregate base shall be provided. The PE shall determine if more is required to achieve the seven (7) ton design.
- e. The paved surface shall be a minimum of twenty-two (22) feet wide with a depth of at least three (3) inches of bituminous. If paving the minimum of twenty-two (22) feet, one-foot seeded soil shoulders shall be provided to meet the twenty-four (24) foot roadbed requirement. The PE shall determine if more than three (3) inches of bituminous, or more than four (4) inches of gravel is required to achieve the seven (7) ton design.
- f. The minimum clear zone (area free of all obstructions including trees, utilities, etc.) shall be twenty-five (25) feet from the roadway centerline. Utilities shall be placed in the outer five feet of the right-of-way. Utilities parallel to the roadway shall be buried a minimum depth of three (3) feet. When crossing under the roadway, utilities shall cross perpendicular and be at a minimum depth of five (5) feet below the proposed top of roadway.
- g. A maximum of three access points (platted lots) shall be allowed to access from a cul-de-sac.
- h. To verify the above requirements are met, an "as built" plan certified by the PE, shall be submitted to the Town Engineer for approval. The Town Engineer also reserves the right to core the road at the developer's expense to ensure the proper depth of bituminous and base material has been provided.

In areas where the required typical roadway section is unable to be physically constructed within the platted right of way, or stormwater collection areas have been identified, additional ROW or slope easements shall be provided for future use and maintenance needs.

### 3. GRADING AND GEOMETRICS

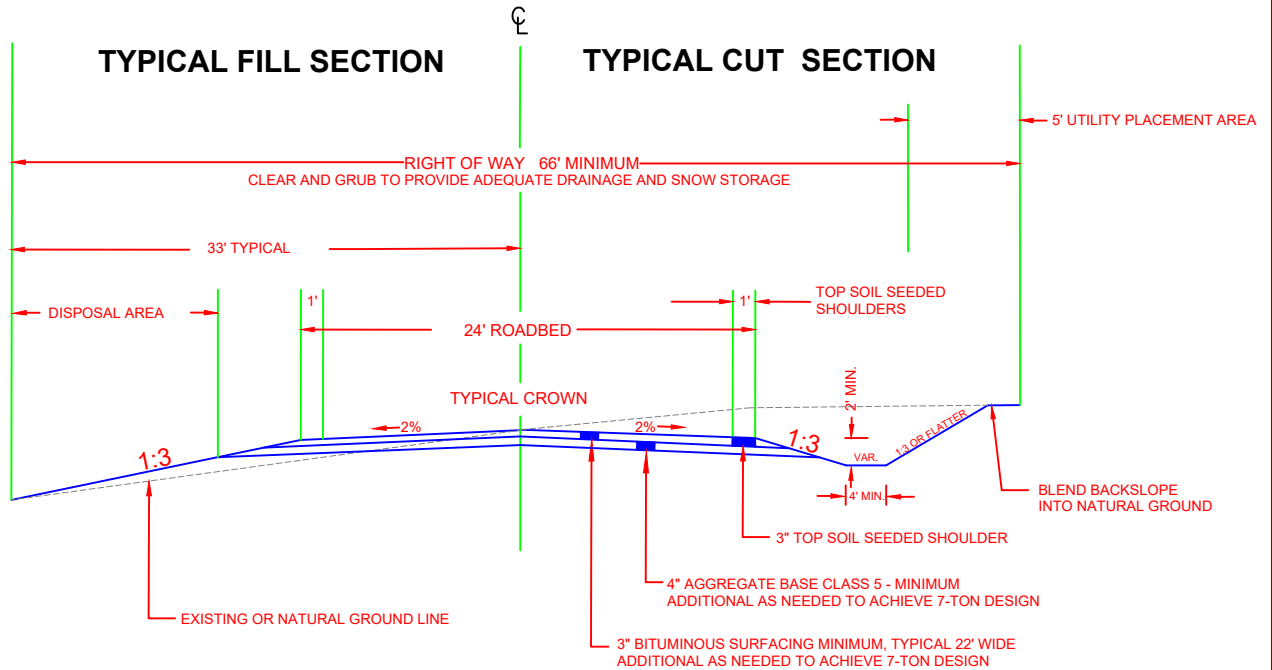
- a. The roadbed shall be constructed in the center of the sixty-six (66) foot platted ROW unless approved otherwise by the Town Engineer. In no instance shall less than a minimum of twenty-five (25) feet be maintained from the centerline of the roadbed.
- b. The entire ROW shall be cleared of all obstructions to provide adequate drainage and snow storage area.
- c. Stumps and debris shall be properly disposed of outside the limits of the roadbed and all rocks larger than 3 inches shall be disposed of by burial outside the limits of the roadbed.
- d. Care shall be taken in the selection of soils used in the construction of embankments, using the best materials available for the upper portion of the embankments and the proper soils placed in the lower portion. Unsuitable soils, such as swamp materials, shall be disposed of outside the roadbed shoulder lines.

- e. Embankments shall be constructed in layers not to exceed 6 inches in plastic soils or 12 inches in non-plastic soils, with proper compaction applied to each layer until no evidence of further consolidation exists. Embankments constructed over low wet areas shall be placed in one lift to an elevation of at least one foot above water elevation before proceeding with layer construction as previously defined.
- f. Side ditch and embankment construction shall provide adequate roadbed drainage including installation of centerline culverts as required. Inslopes shall not be constructed steeper than 1 foot vertically to 3 feet horizontally to (1:3). Back-slopes shall not be constructed steeper than 1 foot vertically to 3 feet horizontally (1:3) and the top of the back-slope shall be blended into the natural ground line.
- g. Ditch sections shall be a minimum of two (2) feet deep from the road shoulder elevation with a minimum bottom width of four (4) feet. Stormwater storage/holding areas shall be designed to meet current Minnesota Pollution Control Agency (MPCA) requirements.
- h. Road intersections shall be at right angles unless approved otherwise by the Town Engineer. No intersection shall be at an angle of less than 75 degrees. Horizontal and vertical alignments shall be designed to meet a 25-mph design speed as determined by the most current version of the MnDOT Road Design Manual.
- i. When connecting a proposed roadway to an existing public roadway that will require a culvert adjacent to the existing roadway, a concrete culvert shall be utilized.
- j. All graded areas as a result of road construction shall be protected from erosion to prevent destruction of the roadbed and minimize impacts to adjacent land and water features. In accordance with MPCA requirements and the NPDES Permit, topsoil, erosion control best management practices and standard turf establishment measures shall be required to prevent erosion.

#### 4. GENERAL INFORMATION

- a. The above construction requirements outline minimum acceptable standards for construction of proposed rural residential development roads, and the Town Board may amend the requirements in the future as it deems appropriate.
- b. Any proposed urban roadway designs or roadways that will serve commercial/industrial developments shall be addressed on a case-by-case basis to determine minimum requirements.
- c. The Town reserves the right to require traffic studies performed by the proposer's PE to determine which of the minimum requirements listed above are not adequate. The items to be determined shall include, but not limited to, impacts to connecting roads, the need for turn/ bypass lanes, intersection lighting, intersection control evaluation, traffic signal justification, lane width, shoulder width, number of traffic lanes, trail/ sidewalk considerations, and access control.
- d. Items deemed necessary by the Town for the long-term safety and functionality of any proposed changes to the roadway system shall be discussed during the plat/ subdivision development process.
- e. The most current edition of the Ideal Township Policy on Driveway/Entrance Access Permit Information shall be referenced as a guide when determining driveway locations and drainage considerations.

THIS CROSS-SECTION REFERS TO THE IDEAL TOWNSHIP  
 "ROAD CONSTRUCTION SPECIFICATIONS" ON FILE AS  
 ADOPTED BY THE IDEAL TOWNSHIP BOARD ON  
 02/09/2026.



**TYPICAL ROADWAY CROSS-SECTION**

