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ORDINANCE NO. 542

AN ORDINANCE AMENDING CITY OF POLSON'S STREET AND SIDEWALK STANDARDS:

BE IT ORDAINED by the City Council of the City of Polson that the "Detailed Performance Standards of the Design and Construction of Streets, Sidewalks and Trails within the City of Polson", a copy of which is attached hereto as Exhibit "A" and by this reference made a part hereof as though fully set forth at this place, be and hereby are adopted by the City of Polson. Said standards amend and supplement the sidewalk and street standards contained in Chapter 12.02 and 12.08, respectively, Polson Municipal codes.

REPEALING CLAUSE: All ordinances or parts of ordinances in conflict herewith are hereby repealed.

FIRST READING: May 6, 1996  
SECOND READING: May 20, 1996.

NOW THEREFORE, it is resolved that the following Ordinance is hereby effective immediately:

PASSED AND ADOPTED THIS 20th day of May, 1996.

CITY OF POLSON

*[Signature]*  
John W. Glueckert, Mayor

ATTEST:

*[Signature]*  
Agg. Loeser, City Clerk

EXHIBIT 'A'

Detailed performance standards of the design and construction of streets, sidewalks and trails within the City of Polson.

**PURPOSE:**  
The purpose of these regulations is to provide standards for the construction of public streets.

**LARGE-SCALE DEVELOPMENT:**  
Any requirement of these regulations may be altered by the recommendations of a community impact report. Polson Development Code XVIII.V.

**STREET LAYOUT:**  
The design of street systems shall:  
a) respect terrain and protect water quality, minimizing the potential for accelerated runoff and erosion, slope failure, and visual "scars."  
b) be based on sound street classification principles.  
c) minimize the flow of traffic through residential neighborhoods.  
d) minimize the number of points of access to arterial streets.  
e) minimize the potential for conflict between traffic and pedestrians.

**PRIVATE STREETS:**  
Private streets shall be limited to the internal circulation systems of multiple-family or attached residential developments, mobile home parks, and commercial and industrial developments that remain in single ownership or control.

**RIGHT-OF-WAY:**  
Street right-of-way, surface, and sidewalk widths shall conform with the following standards:

City minimum	arterial	collector	local
right-of-way	60 feet	55 feet	55 feet
surface	33 feet	26 feet	24 feet
sidewalk residential	6 feet	6 feet	6 feet

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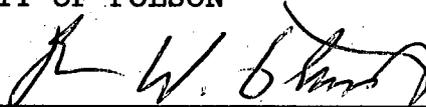
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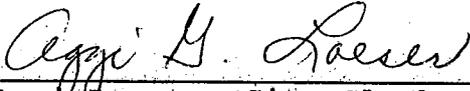
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right-of-way	60 feet	55 feet	55 feet
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sidewalk residential	6 feet	6 feet	6 feet

side walks commercial or industrial	10 feet	10 feet	10 feet
trail	10 feet	10 feet	10 feet
buffer between sidewalks/trails and streets	3-5 feet	3-5 feet	3-5 feet

**PARKING:**

On street parking is prohibited on streets less than 33 feet of finished width. The City Council may waive the requirement for sidewalks on one or both sides of any cul-de-sac or other street segment serving fewer than 15 dwelling units.

**SURFACE CONSTRUCTION:**

Street surfaces shall be laid over a properly compacted subgrade and shall consist of:

- a) a geo textile (woven) mat shall be installed over the existing excavated material.
- b) a sub-base of well graded 3 inch minus pit run material 18 to 24 inches in depth.
- c) a base of well graded 3/4 inch minus crushed gravel a minimum 4 inches in depth.
- d) a wearing surface consisting of a minimum 2 inch asphalt pavement.
- e) Curbs and gutters may be required any street at the discretion of the City Council.

**SIDEWALK AND TRAIL CONSTRUCTION:**

A soil sterilant shall, except where inconsistent with shoreline or wellhead protection regulations, be applied before sidewalk or trail surfaces are laid.

- a) Sidewalks shall be installed over a properly compacted subgrade and consist of a minimum four inches of concrete over a minimum base of 18 inches of 3 inch minus gravel, with expansion joints every six feet. The compacted subgrade and base shall extend at least two inches beyond the concrete surface on both sides of the walk.

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- b) Trails shall be installed over a properly compacted subgrade and consist of a minimum two inches of hot mix asphalt over a minimum base of 18 inches of 3 inch minus gravel. The compacted subgrade and base shall extend at least two inches beyond the asphalt surface on both sides of the trail.

**DRAINAGE:**

- a) Street, sidewalk and trail surfaces shall be crowned so as to slope away from the centerline at a grade of 2 percent, or otherwise designed and constructed for proper drainage.
- b) Storm and melt water runoff will have to be collected and conveyed from some locations, including arterial streets and areas where there is extensive impervious surface coverage, drainage should generally rely on infiltration into shallow, "U or V" shaped vegetated swales on both sides of the street.
- c) The City Engineer may require subsurface drainage along any street, sidewalk or trail where such drainage is necessary to protect the street, sidewalk or trail surface from slumping, frost heaving, or other groundwater-related damage.

**GRADE:**

The maximum grade of any street shall be 8 percent, except at intersections, where the maximum grade at, and within 60 feet along both approaches shall be a maximum of 3 percent.

**CULS-DE-SAC:**

The minimum cul-de-sac radius shall be 50 feet and the maximum number of lots or dwelling units served on any cul-de-sac shall be 15. The maximum length of a cul-de-sac street shall be 1500 feet. Alternatives to the construction of a cul-de-sac may be proposed provided that the alternative meets with the standards of the Uniform Fire Code and are approved by the City Council.

**DEAD END STREETS:**

Dead-end streets are prohibited, except where temporarily permitted by the City Council as a portion of a phased subdivision plan or to provided for future connections between developments. A cul-de-sac, or other approved all weather turn around shall be provided wherever a temporary dead-end street serves four or more lots.

ALIGNMENT OF INTERSECTIONS:

All intersections shall be at a 90°, ± 5° angle, with the approaching roads running at 90°, ± 5° for at least 50 feet before the intersection.

MINIMUM CENTERLINE OFFSET OF INTERSECTIONS:

The minimum centerline offset of intersections shall be 125 feet, except for intersection with arterial streets, where the offset shall be 200 feet.

VISIBILITY AT INTERSECTIONS:

- a) Clear vision triangles shall be provided at all intersections. A clear vision triangle is defined by extending a line between two points, each of which shall be 30 feet from the intersection of the rights-of-way along the lot lines. For intersections with arterials, the distance shall be increased to 45 feet.
- b) No parking, and no solid fence or wall, planter, hedge, shrub or other visual obstruction more than 3 feet in height above grade shall be permitted in a clear vision triangle. Trees may be permitted in clear vision triangles, but only where all branches are pruned to a height of at least eight feet above grade.

SIGNS:

The developer shall install stop signs at all intersections with arterial and collector streets. The developer shall also install all other signs required for safe traffic and pedestrian movement as required by the City Council.

CULVERTS AND BRIDGES:

All culverts and bridges shall be designed by a licensed professional engineer. Bridges and culverts are subject to the shoreline buffer and floodplain requirements of the City of Polson, Lake County and the following criteria:

- a) Bridges and culverts on natural watercourses shall be designed to pass a 100-year flood without damage to the structure or its approaches, without diverting flood waters onto neighboring properties or increasing the level of the base flood upstream.
- b) The minimum gross vehicle load supported by any bridge or culvert shall be 48,000 pounds.

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- c) There shall be a minimum 50 foot, 90° approach to all bridges and culverts.

ILLUMINATION:

The developer shall provide street lights as directed by the City Council.

DEFINITIONS:

ARTERIAL STREET:

For the purposes of these regulations, the following roads within the City-County Master Planning and Zoning Area shall be considered to be Arterial Streets: Highway 93, Highway 35, 1st Street East, 7th Avenue, Main Street, 7th Street, Kerr Dam Road and Rocky Point Road.

COLLECTOR STREET:

A street that will serve more than 15 dwelling units.

LOCAL STREET:

A street that will serve 15 or fewer dwelling units.