

TOWN OF WILSON
ORDINANCE #1 - 2008

ORDINANCE FOR MINIMUM HIGHWAY DESIGN STANDARDS

Whereas, it is in the public interest for the Town of Wilson, Eau Claire County to establish minimum highway design standards for highways being constructed in the Town to accommodate anticipated traffic and afford satisfactory access to police, firefighting, snow removal, sanitation, and road maintenance equipment;

Now therefore it is hereby ordained by the Town Board of Supervisors of the Town of Wilson, Eau Claire County as follows:

SECTION 1. Definitions.

In order to clarify this ordinance the following definitions are applicable:

- A. Approach – that portion of road extending 100 feet on each side of a culvert or bridge.
- B. Base Course – the supporting base material of the roadway, including shoulder.
- C. Drainage – the gradual drying of highway by a system of ditches, trenches, channels, etc.
- D. Grade – the rate of ascent or descent of roadway.
- E. Highway – the road or way over which the public generally has a right to pass, to include the complete right-of-way.
- F. Road Bed – the whole material laid in place and ready for travel.
- G. Roadway – the traveled portion of the highway.
- H. Surface ½ – the top of the roadway, or traveled surface.

SECTION 2. Applicability.

This ordinance shall be applicable to all highways laid out by the Town Board after adoption of this ordinance, including any highways dedicated in plats for proposed subdivisions submitted for review pursuant to Chapter 236 of Wisconsin Statutes, any private highways being donated to the Town, and any other highways being accepted by the Town as public highways in the Town.

SECTION 3. Minimum Road Design Standards.

The following minimum design standards shall apply under this ordinance:

All Town highways shall be classified as local roads unless designated by the Town Board as collector or arterial. The classification of all roads under this ordinance shall be within the complete discretion of the Town Board considering such factors as traffic count, character of anticipated traffic, and relation of highway to traffic patterns within the Town and other highway systems. It is intended that roads classified as local have the lowest traffic count, with access to private property as principal function. Collector highways are intended to be highways acting as collectors from local roads to higher priority roads or developed areas. Arterials are intended to serve as corridors through the town serving intra-regional and inter-area traffic movement.

	Residential Without C/G*	Commercial/Industrial Without C/G
Minimum R.O.W. (feet) *C/G = curb and gutter	66	66
Minimum width of base course including shoulders (feet)		
Local	28	32
Collector	32	50
Arterial	34	50
<u>IMPROVEMENT</u>		
Minimum Width of Surfacing (feet)		
Local	20	24
Collector	22	30
Arterial	24	48
Maximum Grade (percent)**		
Local	4	4
Collector	4	4
Arterial	4	4
**minimum grade is 0.5		
Minimum Radius of Horizontal Curve (feet)		
Local	100	200
Collector	100	200
Arterial	300	400
Corner Radius at Intersections (feet)	30	30
Minimum Length of Vertical Curve		
Local – 100 feet, but not less than 20 feet for each algebraic difference in grade		
Collector – 200 feet, but not less than 50 feet for each one percent		
Arterial – 300 feet, but not less than 50 feet for each algebraic difference in grade		
Minimum Length of Tangents Between Reverse Curves (feet)		
Local	100	200
Collector	100	200
Arterial	200	300
Minimum Sight Distance (feet)		
Local	200	200
Collector	250	250
Arterial	300	300
Design Speed (miles per hour)		
Local	30	30
Collector	35	35
Arterial	40	40

CUL-DE-SACS (permanent)

Maximum Length – Maximum desirable length of roads with cul-de-sacs is 1,000 feet. Through roads are most desirable.

Minimum R.O.W. Radius at Cul-de-sacs (feet)

Local	60	60
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Minimum Base Course Radius (feet)

Local	42	42
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Minimum Pavement Radius (feet)

Local	40	40
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BASE COURSE

Base Course must be of a quality, thickness, and composition suitable for the location.

SURFACE COURSE

Surface course must consist fo either crushed aggregate or bituminous concrete composition suitable for anticipated traffic loads. The minimum amount of gravel necessary for acceptance must be at least 1500 yards per mile. The minimum amount of pavement necessary for acceptance must be at least 2½ inches in thickness.

DITCHING AND CULVERTS

The ditching of the roadway must be complete and have proper elevation to provide for adequate drainage. Any culverts necessary for proper drainage shall be installed after elevation and location is obtained from the Town Board. The minimum length of any culvert installed in a road bed shall be at least two feet greater than the base course width. Apron end walls may be required at the discretion of the Town Board. The diameter and length will be subject to the approval of the Town Board, after the amount of flowage is determined. In no case shall the culvert be less than 18 inches in diameter.

BRIDGES

All bridges shall meet the minimum requirements of state and federal law. In the event it is decided by the Town Board, that the construction of a bridge would be of a size and cost that it would create a hardship to the owner of land required to build said bridge, then the Town Board may accept the road, complete as required above, except that part extending 100 feet on each side of said bridge, i.e. the approach. The approach will be accepted incomplete, with the reservation that the Town will bill back to the owner a portion of the cost of construction of such bridge. The Town will build said bridge and approach with the help of bridge aid if available, and will bill the owner that portion not covered by the aid.

SECTION 4. Authority for Higher Standards

The road design standards in Section 3 as stated above are intended to be minimum design standards. The town Board shall have the discretion to impose higher design standards where

in the opinion of the Town Board local conditions require higher standards or anticipated traffic in quantity or quality will require higher standards.

SECTION 5. Application for Determination of Applicable Standards

Any person may apply to the Town Board to determine what design standards should apply in a particular location. Said person shall provide a description of the proposed highway and proposed design standards being requested for approval. No person shall commence construction of any highway anticipated to be turned over to the Town without having written approval of the proposed highway design signed by the Town Board.

SECTION 6. Final Inspection and Acceptance by the Town Board

Upon completion of the proposed highway, the Town Board will proceed to make final inspection, accepting or rejecting the highway at the Board's discretion. If the highway is rejected, then corrections must be made as stated by the Town Board before final inspection will be made again. If acceptance is made by the Town Board, the owner or owners will turn over to the Town, a warranty deed free and clear of any liens necessary to convey free and clear title to the Town for the highway.

Adopted by the Town Board this 17th day of September, 2008.

Filed in the office of Town Clerk

This 18th day of September, 2008.

Cindi Haag
Cindi Haag, Clerk

Daniel Meyer
Daniel Meyer, Chairperson

Richard Selzler
Richard Selzler, Supervisor

Jay Enzenbach
Jay Enzenbach, Supervisor