

MINIMUM HIGHWAY DESIGN STANDARDS ORDINANCE

GREENFIELD TOWNSHIP, SAUK COUNTY, WISCONSIN

Whereas, It is in the public interest for the Town of Greenfield, Sauk 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 GREENFIELD, SAUK COUNTY AS FOLLOWS:

Section 1. Definitions.

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

- A. Approach; That portion of road extending 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 a 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; 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 highway 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 local be the lowest traffic count, with access to private property as the 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		Commercial/Industrial	
	With C/G	Without C/G	With C/G	Without C/G
Minimum R.O.W.	66'	66'	66'	66'

Minimum width of base course (including curb/gutter, or shoulders)

Local	30'	28'	32'	32'
Collector	32'	32'	40'	50'
Arterial	40'	34'	40'	50'

Maximum Grade (percent)

Local	11%	11%	11%	11%
Collector	11%	11%	11%	11%
Arterial	11%	11%	11%	11%

Minimum Radius of Horizontal Curve (in feet)

Local	100	100	200	200
Collector	100	100	200	200
Arterial	300	300	400	400

Corner Radius at Intersections

	15'	30'	15'	30'
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Minimum Length of Vertical Curve

Local	100', But not less than 20' for each algebraic difference in grade.
Collector	200', But not less than 50' for each one percent.
Arterial	300', But not less than 50' for each algebraic difference in grade.

Minimum Length of Tangents Between Reverse Curves

Local	100'	100'	200'	200'
Collector	100'	100'	200'	200'
Arterial	300'	300'	300'	300'

Design Speed (miles per hour)

Local	30	30	30	30
Collector	35	35	35	35
Arterial	40	40	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

Local	60'	60'	60'	60'
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Minimum Base Course Radius

Local	40'	42'	40'	42'
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Minimum Pavement Radius

Local	40'	40'	40'	40'
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Base Course

Base course must be 8 inches of compacted gravel.

Surface Course

Surface Course must consist of either compacted 2½" cold mixed bituminous material, or a minimum of 2" of bituminous concrete (hot mixed). Note; Anticipated heavy truck traffic loads may require a thicker surface.

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 shall be used. The diameter and length will be subject to the approval of the Town Board, after the amount of the flowage is determined. In no case shall the culvert be less than 15" 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 proceed to accept the road, complete as required above, except that part extending 50 feet on each side of said bridge or a maximum of 100 feet. This portion of the road shall be known as 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 the bridge. The town will proceed to build said bridge and approach with the help of bridge aid, if available, and billing the balance not covered by the aid or a portion of the balance back to the owner.

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 loading will require higher standards.

SECTION 5. Application for Determination of Applicable Standard

Any person may apply to the Town Board to determine what design standards should apply in a particular location, giving the description of the proposed highway and design standards being requested to be approved for any proposed highway being proposed to be built. 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 as the case may be in the discretion of the Town Board. If the highway is rejected, then corrections must be made as stated by the Town Board before final inspection will be made again. If final 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 8th day of August, 1995

Filed in the office of town
Clerk this 8th day of

August, 1995

Jean Burt
Town Clerk

William L. Scherber
Town Chairperson

Donald Burton
Town Supervisor

John D. Scofield
Town Supervisor