

ORDINANCE NO 2011-1
Town of Belvidere
Buffalo County
ORDINANCE FOR MINIMUM HIGHWAY DESIGN STANDARDS

WHEREAS, It is in the public interest for the Town of Belvidere, Buffalo 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 ORDAINED BY THE TOWN BOARD OF SUPERVISORS OF THE TOWN OF BELVIDERE, BUFFALO 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 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 and 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 standard 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 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'

<u>Improvement</u>	Residential		Commercial/Industrial	
	With C/G*	Without C/G*	With C/G*	Without C/G*
<u>Minimum Width of Surfacing</u>				
Local	30'	20'	32'	24'
Collector	32'	22'	40'	30'
Arterial	40'	24'	48'	48'

- * With C/G means with curb/gutter
- * Without C/G means without curb/gutter

<u>Maximum Grade (percent)</u>				
Local**	10	10	8	8
Collector**	8	8	6	6
Arterial**	6	6	6	

**Minimum Grade .5

<u>Minimum Radius of Horizontal Curve (in feet)</u>				
Local	100	100	200	200
Collector	100	100	200	200
Arterial	300	300	400	400

<u>Corner Radius at Intersections</u>				
	15	30	15	30

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

<u>Minimum Length of Tangents Between Reverse Curves</u>				
Local	100	100	200	200
Collector	100	100	200	200
Arterial	200	200	300	300

Minimum Sight Distance (in feet)

Local	200	200	200	200
Collector	250	250	250	250
Arterial	300	300	300	300

<u>Improvement</u>	<u>Residential</u>		<u>Commercial/Industrial</u>	
	<u>With C/G*</u>	<u>Without C/G*</u>	<u>With C/G*</u>	<u>Without C/G*</u>

Design Speed (miles per hour)

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

CUL-DE-SACS (permanent)

Maximum Length

Maximum desirable length of roads with Cul-de-sacs is 1000 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 of a quality, thickness, and composition suitable for the location.

Surface Course

Surface Course must consist of bituminous concrete composition suitable for anticipated traffic loads. The minimum amount of pavement necessary for acceptance must be at least 2 ½" in thickness.

Ditching and Culverts

The ditching of the roadways 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 18" 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 the land, required to build said bridge, then the Town Board may proceed to accept the road, complete as required above, except that part extending 100 feet on each side of said bridge. This portion of the road shall be known as the approach. The approach will be accepted uncompleted, 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 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 portion to be billed 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 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, giving the description of the proposed 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 February, 2011

Filed in the Office of Town Clerk

This 8th day of February, 2011

Deborah M. Buff
Town Clerk

Paul O'Neil
Town Chairman

Warren Smith
Town Supervisor

Robert Igo
Town Supervisor