

**TOWN OF LEON
ROAD DESIGN ORDINANCE**

I. STREET DESIGN STANDARDS

A. Definitions. The terms used herein are defined as follows:

1. Approach. That portion of road extending 100 feet on each side of a culvert or bridge.
2. Base Course. The supporting base material of the roadway, including shoulder.
3. Drainage. The gradual drying of highway by system of ditches, trenches, channels, etc.
4. Grade. The rate of ascent or descent of roadway.
5. Highway. The road or way over which the public generally has a right to pass, which includes the complete right of way.
6. Road Bed. The whole material laid in place and ready for travel.
7. Roadway. The traveled portion of the highway.

B. Applicability. This subsection shall be applicable to all highways laid out by the Town Board after adoption of this subsection, including any highways dedicated in plats for proposed subdivisions submitted for review pursuant to Ch. 236, Wis. Stats., any private highways being donated to the Town, and any other highways being accepted by the Town as public highways in the Town.

C. Minimum Road design Standards. All Town highways shall be classified as local roads unless designated by the Town Board as collector. The classification of all roads under this subsection 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 county, 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.

DESIGN STANDARDS FOR ROADS

<u>Improvement</u>	<u>Residential</u>	<u>Commercial/ Industrial</u>
Minimum R.O.W.	66 ft.	66 ft.
Minimum width of base (including shoulders)		
Local	28 ft.	32 ft.
Collector	32 ft.	50 ft.
Minimum width of surfacing		
Local	20 ft.	24 ft.
Collector	22 ft.	30 ft.
Maximum grade		
Local	10%	8%
Collector	8%	6%
Percentages Greater Than 10% at Board Discretion.		
Minimum radius of horizontal curve		
Local	100 ft.	200 ft.
Collector	100 ft.	200 ft.
Corner radius at intersections	30 ft.	30 ft.
Minimum length of tangents between reverse curves		
Local	100 ft.	200 ft.
Collector	100 ft.	200 ft.
Minimum sight distance		
Local	200 ft.	200 ft.
Collector	250 ft.	250 ft.
Minimum length of vertical curve		
Local -	100 ft., but not less than 20 ft. for each algebraic difference in grade.	
Collector -	200 ft., but not less than 50 ft. for each 1%	
Maximum length – Maximum desirable length of roads with cul-de-sacs is 1,000 ft. through roads are most desirable		
Cul-de-sacs		
Minimum R.O.W. radius	60 ft.	60 ft.
Minimum Base Course Radius	42 ft.	42 ft.
Minimum Pavement Radius	40 ft.	40 ft.

- D. Base Course. Base Course must be of a quality, thickness and composition suitable for the location. The minimum base course shall be 6 inches of compacted breaker-size material with 6 inches of compacted $\frac{3}{4}$ inch gravel on top of the breaker run. Increase in breaker depth at Town Board discretion.
- E. Surface Course. Surface course must consist of either double seal coat or bituminous concrete composition suitable for anticipated traffic loads. The minimum amount of pavement necessary for acceptance must be at least 2-1/2 inches in thickness. The Town board may determine when the surface course is to be applied. If it is determined to be done after the roadway is accepted, the estimated cost of application shall be entered into escrow before the road is accepted. This cost shall be the responsibility of the developer.
- F. Ditching and Culverts. The ditching of the roadway must be complete and have proper elevation to provide for adequate drainage. The 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 2 feet greater than the base course width. Apron and walls shall be used. The diameter and length shall 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 inches in diameter.
- G. 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 the bridge, the Town Board may accept the road, complete as required above, except that part extending 100 feet on each side of the bridge. 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 such bridge. The Town shall construct the bridge and approach with the help of State bridge aids, if available, and the balance not covered by the aid or portion thereof shall be billed back to the owner.
- H. Authority for Higher Standards. The road design standards as provided above are intended to be minimum design standards. The Town Board shall have the discretion to impose higher design standards where, in its opinion, local conditions require higher standards or anticipated traffic in quantity or quality will require higher standards.
- I. 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. 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.

- J. Final Inspection and Acceptance by the Town Board. Upon completion of the highway, the Town board shall make final inspection, accepting or rejecting the highway. If the highway is rejected, corrections shall be made as stated by the Town Board before final inspection will again be made. Upon final acceptance by the Town Board, the owner shall 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.

II. STREET INTERSECTIONS.

- A. Streets shall intersect each other at as nearly right angles as topography and other limiting factors of good design permit. In addition:
1. The number of streets converging at one intersection shall be reduced to a minimum, preferably not more than 2.
 2. The number of intersections along arterial streets and highways shall be held to a minimum . Wherever practicable, the distance between such intersections shall not be less than 1,000 feet.
 3. Intersections on local streets shall be offset at least 125 feet measured from the center lines of the 2 streets.
 4. Property lines at street intersections shall be rounded with a minimum radius of 20 feet or of a greater radius when required by the Town Board, or shall be terminated by a straight line through the points of tangency of an arc having a radius of 15 feet.
 5. Local streets shall not necessarily continue across arterial or collector streets, but if the center lines of such local streets approach the major streets from opposite sides within 300 feet of each other, measured along the center line of the arterial or collector street, then the location shall be so adjusted that the adjoinment across the arterial or collector street is continuous, and a jog is avoided.

III. LOTS.

Area and dimensions of lots shall conform to the requirements of the Monroe County Zoning code and, in areas not served by public sewers, shall in addition conform to the requirements of Wis. Adm. Code ILHR 83.

IV. BUILDING SETBACK LINES.

Where not controlled by zoning regulations, building setback lines, appropriate to the location and type of development contemplated, shall be established as may be required by the Town Board.

V. EASEMENTS.

A. Electric and Communication Facilities.

1. Adequate easements shall be provided and dedicated on each side of all rear lot lines, and on side lot lines, across lots or along front lot lines where necessary, for the installation of electric and communications facilities. Such easements shall be noted as "Utility Easements" on the final plat or certified survey map. Prior to approval of the final plat or certified survey map, the concurrence of the electric and communications companies serving the area as to the location and width of the utility easements shall be noted on the final plat or certified survey map.
2. Electric and communications facilities are to be installed underground and the utility easements shall be graded to within 6 inches of final grade by the subdivider, prior to the installation of such facilities, and earth fill, piles or mounds of dirt or construction materials shall not be stored on such easement areas.
3. A note shall be placed on the final plat or certified survey map stating that the final grade established by the subdivider on the utility easements shall not be altered by more than 6 inches by the subdivider or his agent, or by subsequent owners of the lots on which such utility easements are located, except with written consent of the utility or utilities involved.

- B. Drainage Easements. Where a subdivision is traversed by a watercourse, drainageway channel or stream, and adequate drainageway or easement shall be required subject to the approval of the Town Chairman; and parallel streets or parkways may be required in connection therewith. Where necessary, storm water drainage shall be maintained by landscaped open channels of adequate size and grade to hydraulically accommodate maximum potential volumes of flow. These design details are subject to review and approval by the Town Chairman.

VI. REQUIRED IMPROVEMENTS.

- A. **SURVEY MONUMENTS.** The subdivider shall install survey monuments placed in accordance with the requirements of 236.15, Wis. Stats., and as may be required by the Town Chairman.

- B. **GRADING.** After the installation of temporary block corner monuments by the subdivider and establishment of street grades, the subdivider shall grade the full width of the right of way of all streets proposed to be dedicated in accordance with plans and standard specifications approved by the Town Chairman. The subdivider shall grade the roadbeds in the street rights of way to subgrade together with side slopes beyond the street right of way when required. Cut and filled lands shall be graded to a maximum slope of 3:1 or the soil's angle of repose, whichever is the lesser, and covered with permanent vegetation. All graded lands, with the exception of the roadbeds of streets, shall be treated for sediment and erosion control purposes, pursuant to County regulations.
- C. **SURFACING.** After the installation of all utility and storm water drainage improvements, the subdivider shall prepare the subgrade and install gravel in accordance with Town Chairman specifications all roadways in streets proposed to be dedicated to the widths prescribed by this section and the General Plan or General Plan Components of the Town. The subdivider shall pay the cost of paving, as estimated by the Town Chairman, into an escrow account. The Town shall pave the streets with said escrowed funds after 50% development of the subdivision. Any roadway in a planned development shall be dedicated to the Town and shall comply with Town Standards.
- D. **STORM WATER DRAINAGE FACILITIES.** The subdivider shall construct storm water drainage facilities adequate to serve the subdivision which may include curbs and gutters, catch basins and inlets, storm sewers, road ditches, culverts, open channels, water retention structures and settling basins. All such facilities shall be of adequate size and grade to hydraulically accommodate the maximum potential volumes of flow through and from within the subdivision and shall be so designed as to prevent and control soil erosion and sedimentation and to present no hazards to life or property. In addition:
1. Unpaved road ditches and back slopes shall be shaped and seeded and/or sodded as grassed waterways. Where the velocity of flow is in excess of 4 feet per second on soils having a severe or very severe erosion hazard and in excess of 6 feet per second on soils having moderate, slight or very slight erosion hazard, the subdivider shall install a paved invert or check dams, flumes or other energy dissipating devices.
 2. Drainage facilities shall, if required, include water retention structures and settling basins so as to prevent erosion and sedimentation where such facilities discharge into streams or lakes. The design criteria, the size, type, grades and installation of all storm water drains and sewers and other cross-section, invert and erosion control paving check dams, flumes or other energy dissipating structures and seeding and/or sodding of open channels and unpaved road ditches proposed to be constructed shall be in

accordance with the plans and standard specifications approved by the Town Chairman..

- E. OTHER UTILITIES. The subdivider shall have arranged with the affected utility companies for gas, electric, telephone or CATV facilities to be installed in such a manner as to make adequate service available to each lot in the subdivision when needed. Where underground utility cables are to be installed in a new residential subdivision, the utility may install conduit for street crossings before the street is surfaced to facilitate later installation of the necessary cable to serve such subdivision or portions thereof. The installation of conduit shall be in lieu of direct installation of the underground cable. Plans indicating the proposed location of all gas, electrical power and telephone distribution and transmission lines required to service the plat shall be approved by the Town Chairman.

VII. STREET SIGNS.

The subdivider shall pay a fee of \$25 per sign required by the Town Board and the Town shall install such signs.

VIII. FUNDING.

Any road taken over by the Town of Leon shall be paid for by the developer. Also, the developer has to bring the road up to the Town of Leon specifications at the developer's expense before it is taken over. The Town Board will have final say.

EFFECTIVE DATE: This ordinance shall be effective from and after it's passage and publication as required by law.

Passed: April 13, 1999 – Town of Leon Annual Meeting

Published: April 19, 1999.

This "Road Design Ordinance" was approved at the Annual Town Meeting on April 13, 1999 and adopted by the Town of Leon Board at the regular monthly board meeting on Wednesday, April 14, 1999.

TOWN OF LEON

Greg Selbrede, Chairman

Tim Greeno, 1st Supervisor

Malcolm Kirkeeng, 2nd Supervisor

ATTEST: _____
Susan M. Cox, Clerk