

**TOWN OF ALBANY
GREEN COUNTY
ORDINANCE FOR MINIMUM DESIGN STANDARDS**

Whereas, it is in the public interest for the Town of Albany, Green County to establish minimum highway design standards for highways being constructed in the town to accommodate anticipated traffic and afford satisfactory access to police, fire fighting, snow removal, sanitation, and road maintenance equipment; NOW THEREFORE IT IS HEREBY ORDAINED BY THE TOWN BOARD OF SUPERVISORS OF THE TOWN OF ALBANY, GREEN 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 in 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 1/2 -- the top of the roadway, or traveled surface.
- I. Clear of all trees and other obstruction.

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 the local be the lowest traffic count, with access to private property as principle 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 inter-regional and inter-area traffic movement.

With Curb/Gutter Residential Without C/G Commercial With C/G Industrial Without C/G

Minimum R.O.W.	66'	66'	66'	66'
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Minimum width of Base Course (including curb, gutter, or shoulders)

Local	30'	30'	32'	32'
Collector	32'	32'	40'	50'
Arterial	40'	36'	40'	50'

<u>Improvement</u>	<u>Residential with C/G</u>	<u>Without C/G</u>	<u>Commercial With C/G</u>	<u>Industrial Without C/G</u>
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Minimum Width of Surfacing

Local	30'	20'	32'	24'
Collector	32'	22'	40'	30'
Arterial	40'	26'	48'	48'

Maximum Grade (percent)*

Local	10	10	8	8
Collector	8	8	6	6
Arterial	6	6	6	6

*minimum grade is .5 on all classes of roadway

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

All	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 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	200'	200'	300'	300'

Minimum Sight Distance (in feet)

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

Improvement	Residential		Commercial	
	With C/G	Without C/G	With C/G	Without C/G
<u>Design Speed (miles per hour)</u>				
Local	30	30	30	30
Collector	35	35	35	35
Arterial	40	40	40	40

CUL-DE-SACS (permanent & temporary)

Maximum desirable length of Cul-de-sac roads designed to have one (1) end permanently closed is 1,000 feet with a turnaround of not less than one hundred and twenty feet (120') diameter and a roadway turnaround of ninety-six (96') in diameter. Through roads are most desirable and permanently dead ended streets shall be prohibited.

Base Course Standards

The minimum standard will be a roadway base of at least (8 inches) eight inches of (3 inch) three inch rock on the roadbed, and covered with (6 inches) six inches of (3/4 inch) three quarter inch gravel unless the Town Board considers otherwise. Base course must be of a quality, thickness, and composition suitable for the location and class of roadway.

Surface Course Standards

The surface course for local roads shall have a minimum of three (3) inches thick compacted hot-mix bituminous concrete composition, placed in two (2) layers -- a binder course of one and one-half (1 1/2) inches thick and a surface course of one and one (1 1/2) thick.

The surface course for collector and arterial roads will be determined based on anticipated traffic loads but will at a minimum meet the standards outlined for local roads.

Ditching and Culverts

The ditching of the roadway must be complete and have property 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 culvert installed in a road bed shall be 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 flowage is determined. In no case shall the

culvert be less than eighteen (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 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 (100') on each side of said bridge. This portion of the road shall be known as the approach. The approach will be accepted uncomplete, with the reversion that the town will bill back to the owner a portion of the cost of the 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 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 highway and 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 by the Town Board.

SECTION 6. Preliminary Consultation and Project Costs

All roadway surveys, dedication, plans and specifications and construction of any highway to be dedicated to the Town will be at the expense of the applicant or applicants. This includes any expense incurred by the Town in the preparation of plans and review and inspection of plans and construction. At the discretion of the Town Board a preliminary on-site meeting may be required in order for the Town Board to check the design plan and drainage prior to commencement of construction.

SECTION 7. 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 rejection 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 to convey free and clear title to the town for the highway.

Adopted by the Town Board this 25th day of July, 1995.

Filed in the Office of Town Clerk,
This 25th day of July, 1995.