

**TOWN OF LINCOLN
POLK COUNTY WISCONSIN**

CODE OF ORDINANCES

Chapter 3

Road Standards

TOWN OF LINCOLN

ROAD STANDARDS ORDINANCE

CHAPTER 3

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and Approval of Private Roads
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3.01 ACCEPTANCE OF ROADS FOR PUBLIC DEDICATION AND THE APPROVAL OF PRIVATE ROADS

A. PURPOSE

(1) To promote the public safety, general welfare and convenience, it is necessary that certain requirements be established and followed in the creation of new roads in the Town so the public will not be adversely affected by the action of the Town Board in accepting or approving such roads.

(2) It is not intended by this section to repeal, abrogate, annul or interfere with any existing highway rules or regulations issued pursuant to laws in regard to public highways.

B. DEFINITIONS

Approach. That portion of road extending one hundred (100) feet on each side of a culvert, bridge, driveway or other connecting road.

Arterial Street. A Street which provides for the movement of relatively heavy traffic to, from or within the Town. It has a secondary function of providing access to abutting land.

Base Course. The supporting part of a road or bottom.

Culvert. A galvanized steel, concrete channel, or smooth bore plastic, of sufficient size, to allow the unobstructed flow of water under a road or driveway surface.

Collector Street. A Street which collects and distributes internal traffic within an urban area such as a residential neighborhood, between arterial and local streets. It provides access to abutting property.

Drainage. To make gradually dry by trenches, channels, etc.

Driveway. An access used for purposes of ingress and egress serving not more than two (2) lots.

- (1) As located on a subdivision plat.
- (2) Other individual driveways.

Grade. The rate of ascent or descent of a road.

Highway. A road or way over which the public generally has a right to pass.

Road. A public or private way for vehicular traffic which includes the following:

- (1) Compliance with the Town of Lincoln Ordinances.
- (2) All no outlet roads will have hammerhead turnarounds.

Roadbed. The whole of the material laid in place and ready for travel.

Roadway. The traveled portion of a road.

Surface Course. The top of a roadway or traffic course.

Sub Base. The granular material underlying the base course.

C. APPLICATION

Individual homeowners of land abutting on that part of a road sought to be created or altered shall make application in writing to the Town Board giving the location and description of the proposed road. Subdividers creating roads shall make application with the initial consultation/concept review. Upon receipt of the application, the Town Board shall proceed to examine the proposed route of the road.

If approval is received, the applicants shall prepare a complete plan of

construction developed by a Wisconsin licensed professional engineer meeting all minimum design standards and including all information required for applicant to obtain applicable permits.

Before final plan approval can be given, a bond in favor of the Town, amounting to \$50.00 per foot for proposed Town Roads or \$35.00 per foot for proposed Private Roads, must be presented to the Town Board. Such bond shall remain in force until the road has passed the final inspection. The amount of the Bond may be reduced, by vote of the Town Board, as portions of the road construction are completed. After the Plan of construction has been submitted to, and approved by the Town Board or their designated agent, the applicants may proceed to build the road under the supervision of the Town Board.

Building Permits and/or Driveway Permits shall be denied for any lots adjoining a newly constructed Town Road or Private Road that is not in Compliance with the Town Road Standards and Requirements.

D. Road Standards

The following standards are set by the Town Board for the construction of the proposed road in compliance with good practice, general construction and safety:

(1) Width. The width for any road right of way shall not be less than sixty-six (66) feet wide, nor more than eighty (80) feet wide, and shall include a crushed rock roadway thirty (30) feet in width of which twenty-two (22) feet shall be paved with not less than three (3) inches of compacted blacktop of quality that meets or exceeds WisDOT Specifications applicable to Bituminous Materials and Construction Procedures and as approved by the Town Board or their designated agent. The shoulder material after paving will be $\frac{3}{4}$ inch crushed gravel of a type specified by the Town Board or their designated agent and at a width of three (3) feet on each side.

(2) Grade. Grades of roads shall be established by a Wisconsin Licensed Professional Engineer and shall meet all minimum standards for Town Roads. All Plans shall be approved by the Town Board or their designated agent before construction.

(3) Ditching. Ditching of the roadway shall be complete and have proper elevation to provide for the removal of water. Where it becomes necessary to make a lateral trench leading from the main ditch, the additional land necessary for the removal of accumulated water shall be provided and deeded over to the Town along with the necessary land for the highway. The additional land conveyed to the Town for drainage shall be under the supervision of the Town Board at all times.

(4) Base Course. The base course shall be of a quality and composition suitable for the location, and shall meet or exceed the applicable WisDOT Specifications. All proposed Base Course shall be approved by the Town Board or their designated agent prior to any construction. The amount of gravel necessary for acceptance shall be at least 3,820 cubic yards per mile which compressed will be approximately six (6) inches.

(5) Sub-base Course. In low or swampy areas the sub-base course shall have a sandy composition to provide necessary drainage of the roadbed. Any muck holes encountered before and during construction of the roadbed shall be removed and filled with a sandy lift to provide a solid base course with a minimum of twelve (12) inches of compacted sand, or to a depth as approved by the Town Board or their designated agent.

(6) Surface Course. The surface course shall consist of 1 ¼ inch crushed gravel of a quality and composition suitable for traffic loads. The amount of gravel necessary for acceptance shall be at least 3,820 cubic yards per mile, which compressed will be approximately six (6) inches, then surfaced with asphalt.

(7) Top Course. The top course shall consist of three (3) inches of asphalt which can not be applied until compaction of the surface course and has been tested or has rested for a twelve (12) month period.

(8) Culverts. Culverts shall be galvanized steel and be a minimum of fifteen (15) inch in diameter. End walls will be required on all culverts.

- a. Any culvert necessary for proper drainage shall be provided and installed at the applicant's or developer's expense and shall not be installed until elevation and location is approved by the Town Board or their designated agent. The minimum length of any culvert installed in the roadbed shall be thirty six (36) feet. However, the diameter and length of such culvert will be subject to approval of the Town Board after the amount of flowage is determined. Any secondary culverts installed in any lateral trenches will be of a size and length as approved by the Town Board.
- b. If at anytime it is decided by the Town Board that the construction of a culvert or bridge would be of such a size and cost that it would create a hardship to the owner of the land required to build such a culvert or bridge, the Town Board shall proceed to accept the road, complete as required by the above rules and regulations except the approach as defined in sub. (2) above. 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 the bridge or culvert. The Town will then proceed to build such culvert or bridge and approach with the help of bridge aid, if available. The balance of cost and construction not covered by aid will be charged to owners of the land abutting the road, which cost shall be added to the tax roll if not paid within 90 days with interest of 1 ½% per month.

- c. It is not the intent of this section to discriminate or favor any individual, but rather to aid in construction so as to reduce the cost of construction in areas where nature has created extreme road building conditions.

(9) Placement of Driveways and Culverts. The Plan Commission at its discretion may require the applicant to establish the location of proposed driveways and culvert along the proposed road.

3.02 ROAD STANDARDS

A. GRADES.

(1) Unless necessitated by exceptional topography, subject to the approval of the Plan Commission, the maximum centerline grade of any street or public way shall not exceed the following:

- a. Arterial Streets - 6%
- b. Collector Streets - 8%

(2) The grade of any street shall not exceed 12% or be less than 0.5%. Street grades shall be established wherever practicable so as to avoid excessive grading, removal of ground cover and tree growth and general leveling of the topography.

B. CURVES. When a continuous street centerline deflects at any one point by more than 10%, a circular curve shall be introduced having a radius of curvature on such centerline of not less than the following.

- (1) Arterial Streets and Highways - 500 feet
- (2) Collector Streets - 300 feet

C. CONTINUATION. Streets shall be laid out to provide for continuation wherever topographic and other physical conditions permit.

D. FRONTAGE ROAD REQUIRED. Where a subdivision abuts or contains an existing or proposed arterial highway, the Plan Commission may require a frontage road, no access reservation along the rear of the property contiguous to such highway or such other treatment as may be necessary to ensure safe, efficient traffic flow and adequate protection of residential properties.

E. RESERVE STRIPS. Reserve strips controlling access to streets shall be prohibited.

F. REVERSE CURVES. A tangent at least 100 feet long shall be required between reverse curves on arterial and collector streets.

G. VISIBILITY AND SAFETY. Streets shall afford maximum visibility and safety and shall intersect at right angles where practicable.

H. DEDICATION. Dedication of half-width streets shall be prohibited.

I. CUL-DE-SACS. Cul-de-sacs are discouraged and only to be used by special approval of the Town Board. The Board favors Hammerheads that meet WisDOT Design Standards.

J. LOT LINES TO BE PERPENDICULAR. Where possible, lot lines shall be perpendicular to the street line and to the tangent at the lot corner or curved streets.

K. LOTS. Lots shall follow, rather than cross, municipal boundary lines whenever practicable.

L. STREET NAMES. Street names are prohibited. Road numbers will be provided by the County system.

M. DRIVEWAYS. Where deemed necessary, the Town Board or designee may require driveways installed to the road right of way

line, prior to acceptance of the road. Culverts including end walls, where needed, must also be installed at the time of construction.

N. INSPECTION. The Town Plan Commission will require inspection by an outside source, such as an engineering firm, to assure that the above standards are met. Inspections of the road must be made a minimum of three times during the construction or more often depending on the length of roadway, construction procedures, and complexity of construction. Inspections shall occur during the initial grading phase, prior to the placement of base course and when the base course is completed prior to construction of the surface course. The cost of this function must be paid for by the applicant building the road.

O. REQUIREMENTS. The following must be met in order for acceptance and maintenance take over by the Town of Lincoln.

- (1) Black top surface course and inspection.
- (2) A minimum of one million dollars equalized value per mile of property served by the new road.

3.03 PENALTIES WILL APPLY

This Ordinance shall be in effect and in force from and after the date of its passage and publication all in accordance with the Wisconsin State Statutes.

Ordinance Adopted: July 12, 2007

Published in Amery Free Press July 17, 2007

Jay Luke Jay Luke, Town Board Chairman

Alan D Carlson Alan Carlson, Supervisor

Richard Waterman Richard Waterman, Supervisor

ATTEST:

Paula Marciniak
Paula Marciniak, Town Clerk