

Chapter 16.28

DESIGN STANDARDS FOR STREETS

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- 16.28.010 Design standards.**
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16.28.010 Design standards.

All land division improvements and designs shall at a minimum conform to the standards set forth in this chapter and other applicable statutes, rules, regulations and ordinances relating to standards.

A. General Consideration.

1. Arrangement. In any new land division, the street layout shall conform to the arrangement, width and location indicated on the official map, comprehensive plan, or the component neighborhood development plan of the governmental unit. In areas for which such plans have not been completed, the street layout shall recognize the functional classification of the various types of streets and shall be developed and located in proper relation to existing and proposed streets, to the topography, to such natural features as streams and vegetative growth, to public convenience and safety, to the proposed use of the land to be served by such streets, and to the most advantageous development of adjoining areas. The division shall be designed so as to provide each lot with satisfactory access to a public street.

2. Construction Standards. All streets to be constructed shall conform to the construction standards as required by the Town Board standards.

B. Street Classification.

1. Arterial streets: provide for efficient safe and direct connection to, or separation of, neighborhoods; for circulation to destination outside the residential area.

a. Where a division abuts or contains an existing or proposed major highway of primary classification the Town Board may require a frontage road or a non-access reservation along the property contiguous to such highway, or other treatment as may be necessary for adequate protection of residential properties and to separate minor and arterial traffic.

b. Where the proposed division abuts the arterial street, the width, as required, shall be dedicated. If the division abuts only one side of the arterial one-half of the width as required shall be dedicated. Where the division abuts both sides of the arterial, the entire width as required shall be dedicated.

2. Collector streets: provide for circulation to serve local traffic moving between minor streets and arterial streets.

3. Minor streets: provide access and service to abutting properties.

4. Cul-de-sac. Cul-de-sac shall normally not be longer than one thousand, two hundred (1,200) feet, except where topographical and particular conditions warrant an extension and will be subject to approval of the Planning and Zoning Committee and the Town Board. The closed end shall have a paved turning diameter of a clear one hundred (100) feet and a right-of-way diameter of one hundred fifty (150) feet.

5. Alley. Alleys shall be provided in commercial and industrial districts except that the town may waive this requirement where other provisions are made for service access such as off-street loading and parking adequate for the uses proposed. Alleys shall be prohibited in residential areas unless necessary because of exceptional circumstances. Dead end alleys shall be avoided. Alleys shall have a minimum width of thirty (30) feet.

6. Half-Streets. Half-streets are streets which are only a portion of the required width and are usually platted along property

lines. These half-streets shall be prohibited except where it is deemed essential for reasonable development in conformity with the other requirements of these regulations and where the Town Board finds it will be practical to require the dedication of the other half when the adjoining property is subdivided the other half of the street shall be platted within such tract.

C. Width. The right-of-way of all streets shall be no less than sixty-six (66) feet. Pavement widths for minor streets shall be no less than two (2) eleven (11') foot paved driving lanes with five (5) foot stone shoulders on both sides of the pavement. Right-of-way and pavement widths for collectors and arterials will be as required by the Town Board.

D. Grades. The grades of arterial streets shall not exceed six (6) percent, collector streets shall not exceed eight percent, and minor streets shall not exceed twelve (12) percent, unless necessitated by exceptional topography and approved by the Town Board. In no instance shall street grades be less than three-quarters of one percent (0.75%). Vertical curves are required at any point where the algebraic difference between street grades is one (1) percent or greater. The minimum length of vertical curves shall be equal to twenty (20) times the algebraic difference between street grades.

E. Sight Distance. Proper sight distances must be provided with respect to both horizontal and vertical alignment as per Procedure 11-10-5 of the State of Wisconsin Facilities Development Manual.

F. Curves. When a continuous street centerline deflects at any one point by more than ten (10) degrees, a horizontal curve shall be introduced having a minimum centerline radius of curvature as follows: five hundred (500) feet for arterials; three hundred (300) feet for collectors and one hundred (100) feet for minor streets. A

tangent shall be introduced between reverse curves and shall be at least one hundred (100) feet long on collector streets.

G. Street Names. Street names shall be required for all proposed public streets and shall not duplicate or be confused with the name of an existing street within the town or the same zip code. Streets that are extensions, or that are proposed to be aligned with existing named streets, must bear the names of these streets. Street signs shall be required at all intersections. Their location and design shall be coordinated with the Town Highway Superintendent and the Town Engineer. (Ord. dated 6/13/96 (part): Ord. dated 7/27/95 § 10(1))

H. Drainage Facilities. Roadside drainage facilities must be designed to convey the storm water runoff from a twenty-five (25) year reoccurrence level storm. Crossing culverts and driveway culverts must be a minimum of fifteen (15) inch diameter pipe, or as required by the Town Highway Superintendent or Town Engineer. Culverts shall be installed with at least sixteen (16) inches of cover from the top of the pipe to the finished road grade. Culvert material shall be galvanized steel or as required by the town highway superintendent or Town Engineer.

16.28.020 Intersection design.

A. Streets shall intersect at right angles and not more than two streets shall intersect at one point.

B. Intersections must be approached on all sides by grades not to exceed four percent for a distance of at least fifty (50) feet in length unless exceptional topography prohibits these grades.

C. The minimum edge of roadway turning radius at an intersection shall not be less than forty (40) feet.

D. Vision triangles providing unobstructed views in both directions perpendicular to the line of sight shall be

maintained at all intersections. Measured along the centerline, there shall be a clear sight triangle easement with sides as follows: state and federal highways, two hundred fifty (250) feet; arterials, one hundred fifty (150) feet; collectors, one hundred (100) feet. No building shall form an obstruction to the view.

E. If a proposed street is to intersect a town, county, or state highway and it is deemed a hazardous entrance by the governing body having jurisdiction over the road, it will be the responsibility of the developer to correct the potential hazard through an agreement with the Town Board or to relocate the proposed entrance to a more suitable location.

F. The following distances between intersections must be observed:

1. Minor and collector streets may not empty into state and federal highways at intervals less than one thousand (1,000) feet. They shall be in alignment with existing and planned streets entering the above highways from the opposite side.

2. If the intersections on minor and collector streets are not in alignment, the distance between streets opening up on opposite sides of any existing or proposed streets must be at least one hundred (150) feet measured along the intersecting centerline. Where the streets enter on the same side, the intersection distance measured from the centerline shall be at least three hundred (300) feet. (Ord. dated 7/27/95 § 10(2))

16.28.030 Construction standards.

All streets and roads shall be constructed in conformance with those standards adopted by the town. The minimum standards of the State of Wisconsin Department of Transportation shall apply. Restrictions may also require the installation and/or improvement of curbs, sidewalks, gutters, storm drainage, sewers, etc. These

improvements shall be constructed in accord with town requirements. (Ord. dated 7/27/95 § 10(3))

16.28.040 Final Surface Asphalt.

Final surface asphalt cannot be installed over basecoat until at least one winter season has past. (Ord. dated 9/11/08)