

ROAD DEVELOPMENT ORDINANCE

TOWN OF OMRO, WISCONSIN

CHAPTER _____
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Ordinance No. _____

**TOWN OF OMRO
ROAD DEVELOPMENT ORDINANCE**

Road Construction Specifications and Procedures

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Ordinance No. _____

**TOWN OF OMRO
ROAD DEVELOPMENT ORDINANCE**

ROAD CONSTRUCTION SPECIFICATIONS AND PROCEDURES

PURPOSE

The purpose of this ordinance is to establish minimum construction standards for public roads in the Town. Unless the Town Engineer recommends otherwise, and the Town Board concurs, these specifications shall apply to construction, reconstruction or repair of all roads regardless of whether they are in a plat.

JURISDICTION AND APPLICATION

This ordinance applies to construction of any new road, and to the improvement of any existing road that is to be maintained by the Town. Unless waived by specific action of the Town Board, plans and specifications must be submitted and accepted before road construction commences.

DEFINITIONS

ARTERIAL STREET

A street which provides for the movement of relatively heavy volumes of traffic to, for, or within the Town. It has a secondary function of providing access to collector and minor streets and tertiary function of providing access to abutting properties.

CERTIFIED SURVEY MAP

A map intending to create not more than four parcels of land as provided in section 236.34, Wis. Stats. Certified survey maps shall, in addition to the provisions of section 236.34, Wis. Stats., bear a certificate of approval of the Town Board, certified by the Town Clerk, and shall meet the requirements of the Title.

COLLECTOR STREET

A street which collects and distributes internal traffic within a distinct urban area such as a residential neighborhood, between the arterial street and local streets. It has a secondary function for providing access to abutting properties.

COMPREHENSIVE PLAN

A comprehensive plan prepared by the Town indicating the general locations recommended for the various functional classes of land, places and structures, and for the general physical development of the Town and includes any unit or part of such

plan separately adopted and any amendment to such plan or parts thereof.

CUL-DE-SAC

A minor street with only one outlet and culminating in a permanent or temporary turnaround.

MINOR STREET

A street of minimum continuity designed for low speeds and volumes and to provide access to low traffic generating property and leading into collector and arterial street systems.

RIGHT-OF-WAY

A public way dedicated to the public for the intended use.

STREET

A public way for pedestrians and vehicular traffic and utility access including, but no limited to, highways, thoroughfares, parkways, through highways, roads, avenues, boulevards, lanes, places, and courts, and any pavements, turf, fixtures, facilities, structures, plantings, signs, and other elements of the right-of-way.

IMPROVEMENTS; DESIGN STANDARDS

Section A – REQUIRED IMPROVEMENTS

After the installation of temporary block corner monuments by the subdivider and establishment of street grades by the Town Board, 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 Board, upon recommendation of the Town engineer. The subdivider shall grade the roadbeds in the street rights-of-way to subgrade. Cut and filled land shall be graded to a minimum slope of one on four and covered with permanent vegetation.

After the installation of all utility and storm water drainage improvements, all roadways in streets proposed to be dedicated shall be surfaced to the widths prescribed by this ordinance, the Town comprehensive plan or comprehensive plan components, and any other applicable regulations. Said surfacing shall be done in accordance with plans and standard specifications approved by the Town Engineer.

The developer shall finish grade all roadways, shoulders and road ditches, finish drainage swales, install all necessary culverts at intersections and, if required, surface ditch inverts to prevent erosion and sedimentation in accordance with plans and standard specifications approved by the Town, upon recommendation by the Town Engineer.

Section B – SECURITY TO GUARANTEE IMPROVEMENTS

In lieu of requiring special assessment of all public improvements prior to the recording of the final plat or certified survey map, the developer shall provide security in a form acceptable to the Town Attorney in an amount no less than 1.5 times greater than the estimated construction cost.

Section C – REIMBURSABLE EXPENSES

All costs incurred by the Town for plan review, inspections, legal services and any other out of pocket costs related to public improvements shall be periodically billed to the developer. The developer shall pay all invoices within 30 days or be charged interest at the rate of 1.5% per month.

Section D – PLANS REQUIRED

Simultaneously with the filing of the final plat with the Town Clerk, copies of the construction plans and specifications shall be furnished for the following public improvements, if applicable to the land division:

- A. Street grading and surfacing
- B. Sanitary sewerage and laterals.
- C. Water mains and laterals.
- D. Underground gas, electric and telephone systems, including street lighting laterals.
- E. Sidewalk plans
- F. Street signs and lights
- G. Street trees.
- H. Stormwater management facilities
- I. Parkland Improvements.

In addition to plats, these plans shall be submitted no less than 60 days prior to submitting any other dedication of roadway to the Town.

Section E – APPROVAL OF PLANS

The Town Engineer shall review or cause to be reviewed the plans and specifications for conformance with the requirements of this document and other applicable standards. Plans shall be drawn to a minimum scale of 1 inch to 40 feet. Cross sections shall be included every 50 feet. A typical section shall be included which shows the width and depth of materials, existing ground elevations, erosion control measures and other matters the Town or Town Engineer deems appropriate. Plan and profile sheets shall be signed and sealed by a professional engineer for the development including extensions for a reasonable distance beyond the limits of the proposed subdivision when requested by the Town. They shall show edges of pavement, curve data, curve radii, erosion control, culvert locations, sizes and depths of culverts, spot elevations, existing ground surface, proposed and established street grades and other matters the Town or Town Engineer deem necessary to facilitate thorough review and construction.

If the Town Engineer rejects the plans, specifications, or both accordingly, s/he shall notify the applicant and Town Board in writing. When the plans and specifications are corrected, the Town

Engineer shall approve them in writing and so notify the Town Board. The Town Board shall approve the plans and specifications before the improvements are installed. Approval by the Town Board and/or acceptance by the Town Engineer does not relieve the developer or developer's engineer of any liability, or obligation to conform to this ordinance, that they would otherwise have.

Section F – CONSTRUCTION AND INSPECTION

Prior to starting any of the work by the plans approved above, the developer shall sign the developer's agreement drafted by the Town Attorney. Then, the Town Clerk or designee will have one week to schedule a pre-construction meeting. One week after the preconstruction meeting and upon compliance with applicable provisions of the developer's agreement, construction may begin. The Subdivider is responsible to obtain all necessary permits.

All roads shall be constructed to placement of the basecourse within two years from the date of the approval of the final plat or certified survey map by the Town Board, unless good cause can be shown for granting an extension of time by the Town Board. Road construction shall not begin before May 15th and shall not continue after November 15th in any calendar year.

The developer shall hire a competent party to monitor the construction process. This party shall keep the Town, Town Building Inspector and/or Town engineer (specific contact person to be determined at each preconstruction meeting) informed about the construction progress in addition to preparing and submitting grade checks to the Town prior to requesting a formal review.

The formal reviews will be conducted by the Town Engineer with 48 hours notice from the developer. These reviews are necessary when the subgrade is complete (for grades and proof roll), when the ditches are complete (grades), when erosion control is complete, when the gravel is complete (depth, layers and grades), prior to when the street is seal coated, prior to paving and after paving. In addition, the Town Building Inspector or designee of the Town will monitor the construction process on an as-needed basis.

SECTION G – RECORD DRAWINGS

After completion of all public improvements and prior to final acceptance of said improvements, the subdivider shall make or cause to be made a map showing the actual location of all valves, manholes, stubs, sewer and water mains and laterals, drainage facilities (including ditch grades, culverts, storm sewer and detention basins), final road grades and such other facilities as the Town Board requires. Changes from original plan locations and elevations of any structure/facility/etc. shall be noted. A copy of these plans shall also be submitted to Winnebago County.

SECTION H – DESIGN STANDARDS (Refer also to Sections 7.7.45, 7.7.46, 7.7.47, 7.7.48, and 7.7.49 of the Land Division Code [Ordinance No. _____] for additional design standards)

All required public improvements shall be designed and constructed as specified in this ordinance, any other applicable ordinances, and the State of Wisconsin Department of Transportation's Standard Specifications for Highway and Structure Construction, Current Edition and any Supplemental Specifications.

1. General Considerations:

In any new subdivision the street layout shall conform to the arrangement, width and location indicated on any applicable official map, comprehensive plan or plan component, or applicable plan of the Town. 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 tree 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.

All land divisions shall be designed so as to provide each lot with satisfactory access to a public street as provided herein.

2. Road Classifications

Minor streets are to be those with the lowest traffic count and are designed for low speeds and volumes. They provide access to low traffic generating property. Collector roads are intended to be highways acting as collectors from local roads to higher priority roads or developed areas. Arterial streets provide movement of relatively heavy volumes of traffic to, from, or within the City. Roads shall also be classified as residential, commercial, or industrial depending on the characteristics of traffic anticipated.

Classification of roads shall be at the discretion of the Town Board and shall be based on anticipated traffic counts, character of anticipated traffic, and relation of the proposed road to traffic patterns and other highway systems.

3. Street and Pedestrian Way Design Standards

The minimum right-of-way and roadway width of all proposed streets and alleys shall be as specified by the comprehensive plan, comprehensive plan component, official map, neighborhood unit development, or County jurisdictional highway system plan. If no width is specified therein, the minimum width for arterial, collector, and minor streets shall be as shown on Table 1. Cross-sections for freeways, expressways, and parkways should be based on detailed engineering studies.

Street grades shall be established wherever practicable so as to avoid excessive grading, the promiscuous removal of ground cover and tree growth and general leveling of the topography.

4. Required Cross Section

**TABLE 1
REQUIRED STREET CROSS SECTIONS IN THE TOWN OF OMRO**

Type of Street	Minimum Right-of-Way Width to be Dedicated	Minimum Surface Width	Minimum Shoulder Width	<i>MINIMUM</i>			
				Horizontal Curve Radius @ ϵ	Grades (Max. & Min)	Depth Asphalt	Depth Stone
Arterial	80 feet	24 feet	4 feet each side	200	6/ 0.5%	4 in	18 in*
Collector	66 feet	24 feet	3 feet each side	200	8/ 0.5%	4 in	15 in*
Minor	66 feet	22 feet	3 feet each side	100	10/0.5%	3 in	12 in*
Cul-de-sac Street	66 feet	24 feet	3 feet	N/A	N/A	3 in	12 in*
Cul-de-sac Bulb	60 foot radius (120 foot diameter)	45 foot radius (90 foot diameter)	3 feet	N/A	N/A	3 in	12 in*

* Lowest 6-inches of Stone shall be 3-6" Breaker Run.

5. Alignment Standards

	Residential	Commercial/Industrial
A. Corner Radius at Intersection (in feet)	25	30

B. Minimum Length of Vertical Curve

Minor -20 feet for each 1% algebraic difference in grade, in percent, none required for under 2% algebraic difference in grade.

Collector -50 feet for each 1% algebraic difference in grade.

6. Arrangement

“Arterial streets” (most highly traveled) shall be properly integrated with the existing and proposed system of major streets and highways. Arterial streets shall be arranged so as to provide ready access to centers of employment, high density residential areas, centers of government activity, community shopping areas, community recreation and points beyond the boundaries of the community. They shall be, insofar practicable, continuous and in alignment with existing or planned streets with which they are to connect.

“Collector streets” (streets which collect traffic from a neighborhood and convey it to the arterial street) shall be designed with consideration of traffic generating from facilities such as schools, churches and shopping centers, area population densities and the major streets into which they feed.

"Minor streets" (least highly traveled) shall be laid out to conform as much as possible to topography, to discourage use by through traffic, to permit efficient drainage and sanitary sewerage systems, to require the minimum amount of street necessary to provide convenient, safe access to property.

7. Termination of Roads (Refer also to Sections 7.7.46 of the Land Division Code [Ordinance No. _____] for additional requirements)

All road terminations shall have a cul-de-sac bulb with a minimum radius of 60-foot right-of-way. Where termination is due to phasing, a temporary turnaround shall be installed. When possible, this shall be outside the plat. This may be a cul-de-sac or by construction of a temporary "T" intersection 33 feet in width and 33 feet in length abutting the right-of-way lines of the access street on either side, at the discretion of the Town Board.

8. Intersections

Streets shall intersect as nearly as possible at right angles and not more than two streets shall intersect at one point unless approved by the Town Board.

Property lines at street intersections shall be rounded with a radius of 25 feet or of a greater radius where the Town Board considers it necessary.

Street jogs with centerline offsets of less than 150 feet shall not be approved.

9. Elevations of Roadways

Elevation of roadways passing through floodplain areas shall be designed in the following manner:

1. Arterial streets shall be designed so that they will not be overtopped by the 50-year recurrence interval flood.
2. Collector and minor streets shall be designed so that they will not be overtopped by the 25-year interval flood.

10. Storm Water

Refer to Post-Construction Stormwater Management Ordinance, Ordinance No. _____.

11. Erosion Control

Refer to Construction Site Erosion Control Ordinance, Ordinance No. _____.

12. Earthwork

Unless otherwise indicated below or specified by the Town Board, all earthwork shall comply with Part II of the "State Specifications".

Earthwork shall consist of excavating, filling, and grading operations which shape the right-of-way to the appropriate cross section. The subgrade under future graveled and/or paved areas shall be free from topsoil and other deleterious materials. Subgrade shall be so that no further appreciable consolidation is evidenced under the action of compaction equipment. Prior to the placement of crushed aggregate base course, the road contractor shall demonstrate the degree of compaction to the Town by "proof rolling" with loaded trucks or by other means acceptable to the Town. Proof rolling shall occur only when Town Engineer or his or her designee is present to observe.

13. Crushed Aggregate Basecourse

Unless otherwise indicated below or specified by the Town Board, materials and construction for crushed aggregate base courses shall conform to Section 304 of the "State Specifications".

Aggregates shall be well graded and conform to the gradation requirements of Section 304 of the "State Specifications" except an additional gradation shall also be included.

Base courses twelve inches thick shall have 6 inches of Breaker Run stone as the bottom layer and 6 inches of $\frac{3}{4}$ " stone (Gradation No. 2 per the State Specifications) as the top layer. Base courses fifteen inches thick shall have 9 inches of Breaker Run Stone as the bottom layer and 6 inches of $\frac{3}{4}$ " stone (Gradation No. 2 per the State Specifications) as the top layer. Shoulder material used after paving shall be $\frac{3}{8}$ " crusher run (Gradation No. 3 per the State Specifications). Unless otherwise approved by the Town, base courses shall be placed in lifts with a maximum compacted thickness of 6 inches.

14. Dust Control

The developer shall be responsible for dust control until final asphaltic pavement is placed.

Unless otherwise indicated below or specified by the Town Board, all seal coat materials and construction shall conform to Section 408 of the "State Specifications".

A minimum of one year after basecourse placement the road may be sealcoated at the developer's option with two layers of asphaltic seal coat with a covering of aggregate (double chip seal). The width of the seal coat shall be the same as the final pavement width.

The town shall be reimbursed by the developer for the cost of any sealcoating completed by the county or other contractor hired by the Town.

15. Asphaltic Pavement

Unless otherwise indicated below or specified by the Town Board, final asphaltic paving shall be per Part IV of the "State Specifications".

When 70%-80% of the lots are developed, a minimum of one year after basecourse placement, and not more than three years after sealcoating, the road may be paved. Asphaltic Pavements shall be constructed per the approved plans and specification, if any. All pavements shall be placed in multiple lifts, with the bottom lift being the binder course and the top lift being the

surface course. The Town Board may require pavement design to be submitted to the Town prior to paving and shall include mix designs and thickness for both binder and surface courses.

The development agreement will dictate the method of payment for the paving. Payment will come directly from the developer, from a special assessment on the development, or another method approved by the Town Board.

16. Maintenance of Surface

The developer shall be responsible for the maintenance of the roadway surface until the asphaltic pavement is placed and the final roadway accepted by recommendation of the Town Engineer and approval by the Town Board.

The developer shall, control dust, add basecourse, grade and reshape the surface, repair potholes, and patch seal coat failures to maintain a driveable all-weather surface to all developed lots.

The developer shall reimburse the Town for any expenses incurred for emergency repairs or repair work required by failure of the developer to maintain the surface.

17. Bridges and Culverts

All new and replacement bridges and culverts over perennial waterways, including pedestrian, and other minor bridges, in addition to meeting other applicable requirements, shall be designed so as to accommodate the 100-year recurrence interval flood, as established in the applicable federal flood insurance study. Larger permissible flood stage increases may be acceptable for reaches having topographic land use conditions which could accommodate the increased stage without creating additional flood damage potential upstream or downstream of the proposed structure providing that flood easements or other appropriate legal measures have been secured from all property owners affected by the excess stage increases. Such bridges and culverts shall be so designed and constructed as to facilitate the passage of ice flows and other debris.

All new and replacement bridges shall be constructed in accordance with all applicable State Statutes and Codes and plans shall be submitted to the Wisconsin Department of Natural Resources (DNR) to assure compliance therewith.

Where an existing dedicated or platted half-street is adjacent to the tract being subdivided, the other half of the street shall be dedicated by the subdivider.

SEVERABILITY

If a court of competent jurisdiction judges any section, clause, provision or portion of this ordinance unconstitutional or invalid, the remainder of the ordinance shall remain in force and not be affected by such judgment.

REPEAL OF INCONSISTENT ORDINANCES. All existing Town Ordinances, parts of

Ordinances, and Amendments thereto in conflict with any of the provisions of this Ordinance are hereby repealed.