

## Minimum Required Road Construction Standards for the Town of Forest - *Ordinance - 03-02*

The Town Board of the Town of Forest, St. Croix County, Wisconsin does ordain as follows:

### 1. Adoption:

This ordinance adopts by reference Wisconsin State Statute Sec. 86.26 (1). Materials and construction methods used shall conform to the provisions set forth in Standard Specifications for Highway and Structure Construction, Wisconsin Department of Transportation, 1996 (or most current revision). In addition, the roads shall also satisfy the following requirements:

- a. Design and related standards for Town roads and private roads which provide access to individual lots:
  - (1) 66' right-of-way minimum;
  - (2) 18" culverts minimum, or as otherwise specified, with a minimum cover of one foot to the top of the sand lift. All culverts shall be galvanized, corrugated steel pipe, pipe arch, plate or reinforced concrete pipe in conformity with American Association of State Highway Transportation Officials' (AASHTO) specifications;
  - (3) minimum 3' ditch bottom.
  - (4) 44' minimum road width before sub-base or base course;
  - (5) 38' minimum road width after sub-base course of 12" of compacted sand;
  - (6) 32' minimum road width after base course of 8" of crushed limestone;
  - (7) 22' surface and a 2 1/2" minimum thickness of asphalt;
  - (8) 2' shoulders of crushed aggregate
  - (9) Decomposable material shall not be used in construction;
  - (10) Slopes beyond shoulder must meet 4:1 grade or grade approved by Town Board;
  - (11) Fill slopes must meet 3:1 grade or grade approved by Town Board;
  - (12) Back slopes must meet 3:1 grade or grade approved by Town Board;
- b. Materials and depth to be used during construction phases and compaction rates;
  - (1) **Sub-grade:** All roadways shall be constructed with suitable sub-grade material compacted and with uniform grade prior to placement of sand sub-base. The Town Board may require areas to be sub-cut and suitable granular fill placed in areas of unsuitable soils. Sub-grade shall be determined suitable at the Town Board's discretion or by an engineer designated by the Town Board.
  - (2) **Sub-base: 12" of sand;** measured after being compacted. Sand shall meet a minimum state specification to be determined by the St. Croix County Highway Department prior to being applied. In order to determine if sand is suitable, the developer will submit 50 pounds of product that represents the grade of material to be used and identify the location of the material source to the St. Croix County Highway Department for testing purposes. No sand shall be laid and no work will be accepted by the Town Board until such tests show that material meets acceptable state specifications. The St. Croix County Highway Department will notify the Town Board and the Town Board will then notify

the developer that work can begin. All costs associated with this testing shall be paid for by the developer. The Town Board shall require individual truck weight slip verification of total sand tonnage on individual roadways.

- (3) **Base: 8" of crushed limestone**, gradation #2 minimum, crushed gravel, gradation #2 minimum after being compacted; crushed aggregate shall meet a minimum state specification to be determined by the St. Croix County Highway Department prior to being applied. In order to determine if crushed aggregate is suitable, the developer will submit 50 pounds of product that represents the grade of material to be used and identify the location of the material source to the St. Croix County Highway Department for testing purposes. No crushed aggregate shall be laid and no work will be accepted by the Town Board until such test shows that material meets acceptable state specifications. The St. Croix County Highway Department will notify the Town Board and the Town Board will then notify the developer that work can begin. All costs associated with this testing shall be paid for by the developer. The Town Board shall require individual truck weight slip verification of total crushed aggregate on individual roadways.
- (4) **Surface: 2 1/2" minimum thickness of hot mix asphalt** measured after being compacted per Section 401, Standard Specifications for Highway and Structure Construction, State of Wisconsin Department of Transportation, 1996 (or most current revision). The asphalt mix shall consist of Wisconsin D.O.T. State-Approved Mix MV Grade 3 Mix – Surface, as outlined in Table 407.5.1.5 (Table of Minimum Required Density). The Town Board shall require individual truck weight slip verification of total paving tonnage on individual roadways.
  - a. This phase does not apply to private roads (driveways with two or less dwellings).
  - b. Minimum asphalt thickness is 2 1/2" on entire road surface. Averages will **NOT** be used.
  - c. The Town Board may require a greater thickness if projected traffic volume or type warrants.
  - d. This phase will not be started until at least 12 months after completion and approval of the Base Phase, but will be completed no later than 24 months after the completion and approval of the Base Phase.
  - e. The construction of this phase will not be conducted between October 31 and May 31.
- (5) **Shoulders**: Constructed using crushed aggregate; crushed aggregate shall meet a minimum gradation #3 state specification or to be determined by the St. Croix County Highway Department prior to being applied. In order to determine if crushed aggregate is suitable, the developer will submit 50 pounds of product that represents the grade of the material to be used and identify the location of material source to the St. Croix County Highway Department for testing purposes. No crushed aggregate shall be laid and no work will be accepted by the Town Board until such test shows that material meets acceptable state specifications. The St. Croix County Highway Department will notify the Town Board and the Town Board will notify the developer that work can begin. All costs associated with this testing shall be paid for by the developer. The Town Board shall require individual truck weight slip verification of total limestone tonnage on individual roadways.
  - a. Shoulders **MUST** be constructed using additional material. The grading of the existing base course to produce excess material to meet the asphalt surface **WILL NOT** be acceptable.
  - b. Cul-de-sacs must have a standard 2' crushed aggregate shoulder.
- (6) **Compaction**: Compaction of the sub-grade, sub-base, and base should be carried out following the State of Wisconsin, Department of Transportation, Facilities Development Manual, Procedures and Guidelines.
  - a. Width, radii and grades: (See Chapter 18 of St. Croix County Land Use Regulations).

- b. Variances: The Town Board may grant variances to design standards during the review and approval stages upon a showing that the subdivider will suffer undue hardship if strict compliance with the standard is required. The granting of a variance shall not violate the spirit or intent of this Ordinance.
- (7) The design of roads and driveways shall guarantee that lots are laid out in a way that will produce intersections, grades and other features satisfying the following statements:
- a. A dead-end road serving three or more dwellings shall have a cul-de-sac turn-around with a minimum right of way radius of 80 feet. The traveled asphalt way within the cul-de-sac shall provide a minimum radius of 67 feet. Appropriate arrangements shall be made for those parts of a turn-around outside of a road right of way to revert to the abutting lot owners at such time as the road shall be extended. Where cul-de-sacs are provided, the right of way line connecting the road shall be extended. Where cul-de-sacs are provided, the right of way line connecting the road right of way with the 80 foot cul-de-sac bulb radius shall be 80 feet in radius;
  - b. When adjacent land to the subject property presents a reasonable future possibility for a road, and the subject road does not extend to the subdivision boundary, the land map will indicate an easement between the end of the culdesac and the subdivision boundary. No building will be permitted to be built on that easement.
  - c. The Town Board may require intersection vision clearances;
  - d. The elevation of the centerline of a driveway within 35 feet of a road right of way shall not be more than 1 foot above or below the road elevation;
  - e. The town Board may require joint driveways-particularly on cul-de-sacs;
  - f. Developers shall be required, at their expense, to install base and sub-base for each residential driveway from the edge of the proposed roadway to the lot line of each lot according to standards specified in this ordinance. All driveways shall be located as designated on the approved final plat unless unforeseen problems may require placement in another location in which case the new location would require Town Board approval. If culverts are required for proper drainage, a steel culvert of appropriate size shall be installed by the developer at the developer's expense. At the time of final asphalt application, a paved stub will be installed at the developer's expense. Said stub will be 14 feet wide adjoining the roadway and extend not less than 12 inches toward the lot line;
  - g. All roads serving three or more home sites **MUST BE** designed and constructed according to all standards of this Ordinance and must be dedicated to the Town of Forest. Roads serving two or fewer home sites (and remain private driveways) must be designed and constructed according to all standards of this Ordinance to the point that is 10 feet past the drive way of the first home site, except that blacktopping will not be required. (Two single family homes, a single family home and a twin home, or two twin homes would be considered two home sites);
  - h. All lots served by gravel roads shall have on the face of the plat or Certified Survey Map notification that this lot may be subject to future special assessments for blacktopping;
  - i. **Road dedication:** Only roads complying with all requirements of this Ordinance will be accepted by the Town of Forest. Dedications, which are to be accepted by the Town, shall be accomplished pursuant to the

provisions of Section 236.10 (3) and 236.29 of the Wisconsin State Statutes.

- (1) Dedications will not take place when there is snow cover on the road right of way area.
  - (2) As part of the road dedication process, the Town Board will do a final visual inspection of the roadway.
- j. All the roads and streets which are not to be dedicated to the Town because they serve two or fewer home sites shall be identified on the face of the plat or Certified Survey Map as private roads or streets. Such identification will also contain a statement warning lot purchasers that Town obligations as to maintenance do not extend to such non-dedicated roadways. The subdivider/developer shall be required to place covenants and/or deed restrictions against properties served by a private road requiring maintenance of that road at the expense of the properties served by the road.
- k. All roads and streets dedicated to the Town shall connect to public roads.
- l. All phases of road constructions will be at the developer's expense.
- m. Inspections:
  - (1) The Town Board will require that inspection of roads be performed during designated phases of construction including: start, sub-grade construction, sub-base construction and after the sub-base phase, during base construction and after final base phase, after blacktop and shoulders.
  - (2) Inspections are required for each of the above phases and will be done by a registered professional engineer, licensed in the State of Wisconsin hired by the Town. The expenses of hiring such engineer shall be borne by the subdivider/developer.
  - (3) Any construction completed without receiving proper written approval for each completed phase will not be accepted by the Town Board.
  - (4) Prior to the Town accepting the constructed roadway as a public roadway, the engineer under whose direction the approved plans were submitted, shall supply the Town with a stamped and signed certification that the roadway has been constructed in substantial compliance with the approved plans and this Ordinance.
- n. Any substantial deviations from the approved plans shall be cause for the Town to not accept the roadway or require reconstruction to achieve substantial compliance at the whole cost of the developer.
- o. All driveways from the edge of the lot to the buildings shall have both a width and height clearance of at least 14 feet and shall be maintained in such a way so as to allow for easy emergency vehicle access.
- (8) **Access from existing private roads-** When lots of any subdivision will abut a private road that existed prior to the adoption of this Ordinance and the creation of those lots will make that road public, the portions of the road abutting those lots shall be brought into compliance with all provisions of this Ordinance, including blacktopping at the expense of the subdivider/developer. Practical problems that may occur in these instances to the developers, will in no way require the Town or adjacent land owners to participate in the road expense (an example would be if the new lots are all on only one side of a private road). These instances will require the land owner to work cooperatively with adjacent land owners to reach agreements which will provide for the total costs of the road construction.

- (9) At the time of the application to the Town Board for preliminary approval of a subdivision, the applicant shall identify the accesses, streets, and road within the subdivision which meet the specifications of this Ordinance and shall submit a schedule for the required construction and surfacing identifying the accesses, streets, and roads.

The Town Board or their appointed representatives shall specifically review this schedule. The schedule of access, road and street construction shall be approved as submitted or with modifications. The schedule of construction so approved shall be a binding and enforceable condition of the Town's of the subdivision. A financial guarantee shall be required to assure that construction will occur according to the approved schedule.

2. Town of Forest Plan Commission Fee. It is the intent of this fee to require those who wish to develop land in the Town of Forest to share in the planning costs of such development. The fee for this review by the appointed committee of the Town Board shall be \$50 per lot and shall cover both the preliminary and final plat review and is non-refundable unless the appointed committee takes no substantive action on the proposal.

3. Severability:

The several sections of this Ordinance are declared to be severable. If any section or portion thereof shall be declared by a court of competent jurisdiction to be invalid, unlawful or unenforceable, such decision shall apply only to the specific section portions thereof of the Ordinance. The remainder of the Ordinance shall remain in full force and effect. Any other Ordinances whose terms are in conflict with the provisions of this Ordinance are hereby repealed as to those terms that conflict.

4. Effective Date:

This Ordinance shall take effect immediately upon passage and posting (or publication) as provided by law. Adopted this 10th day of April, 2003 by the Town of Forest.

Leon Helgeson, Chairman

Carlton Cress, Supervisor

Roger Swanepoel, Supervisor

Attest: Terri Swanepoel, Clerk

Voted for: 3; Against: 0

Posted: May 3, 2003