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ORDINANCE NO. 2004 - 4
TOWN OF KINNICKINNIC

An Ordinance establishing road specifications.

The Town Board of the Town of Kinnickinnic, upon recommendation of its Plan Commission, **DO HEREBY ORDAIN AS FOLLOWS:**

Section 1. **ROADS**

1. The Town road system shall be designed to meet the following objectives: to permit the safe, efficient, and orderly movement of traffic; to meet the needs of the present and future population with a simple and logical pattern; to respect natural features and topography; and to present an attractive appearance.
2. In the course of a subdivision review, the Plan Commission may designate roads as arterial, collector, or local roads. This decision shall be based upon County or Town plans for road networks. The Plan Commission may require any road to be constructed to the boundary of the subdivision. Other requirements may consist of special setbacks, screening and other buffers along roads and may limit access along such roads. The Plan Commission shall require proof that the subdivider has given written notice of the proposed locations of the roads to owners of all adjoining lands.
3. The number of intersections along arterial roads shall be held to a minimum. Wherever practicable, the distance between such intersections shall not be less than 1000 feet.
4. Road jogs with centerline offsets of less than 150 feet shall be avoided.
5. Not more than two roads shall intersect at one point.
6. Roads shall be designed and constructed in accordance with the following standards:
 - (a) 66' minimum right-of-way width;
 - (b) 31' minimum road width before gravel or base course;
 - (c) 27' road width after base course;
 - (d) 22' surface excluding shoulders;
 - (e) 12" sub base of sand, measured after being compacted;
 - (f) 6" base of crushed limestone or 7" base of Wisconsin grade #2 gravel, measured after being compacted;
 - (g) Decomposable material shall not be used for construction;
 - (h) The intersection angle of a driveway to a road, and a road to a road, shall not be less than 75 degrees;
 - (i) The Plan Commission may require vision clearances;
 - (j) Roads at the perimeter of the subdivision shall extend to the subdivision boundary. Narrow strips of land shall not be permitted unless conditions under which the adjacent parcel can be connected to the road are established;

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- (k) A dead end road shall not exceed 1000 feet in length. The planning commission may require that a provision be made for the extension of the dead-in-road to the boundary of the subdivision. This will be in addition to the requirements that arterial and collector roads be built to the boundary of the subdivision;
- (l) A dead-end road serving three or more lots shall have a cul-de-sac turn-around with a minimum right-of-way radius of 80'. The traveled way within the cul-de-sac shall have a minimum radius of 49'. Appropriate arrangements shall be made for those parts of a temporary 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 right-of-way with the 80' cul-de-sac bulb radius shall be 80 feet in radius;
- (m) The planning, location and designations of roads in an area shall not allow the continuation of traffic from residential developments directly into commercial or industrial developments or vice versa;
- (n) A road serving two or more lots must be designed and constructed according to the above standards. A road serving three or more lots must be dedicated to the town as well as being designed and built to the above standards.

Section 2. **ROAD NAMES**

1. The Town Board must approve the naming and /or numbering of roads.
2. Where a road maintains the same general direction except for curvilinear changes for short distances, the same name shall be used for the entire length of the road.
3. A road which is not presently a through road due to intervening land over which a road extension is planned shall use the same name for existing and planned sections.
4. The name of the projection of a road shall use the same prefix as the road even if the projection terminates in a cul-de-sac.

Section 3. **PAVEMENT**

1. All roads must be paved and meet Wisconsin DOT Superpave design Mix Type E-1.
2. Roads shall have asphalt paving thickness of 3".
3. Pavement to be installed at two 1 1/2" lifts, second lift to be installed within one year or after the first full freeze thaw cycle.

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Section 4. **ROAD CROWN**

1. The center of the road on paved surfaces should be 2 ½" higher than the shoulder;
2. On gravel roads the crown shall be 5" to 6" higher than the shoulder;
3. Steep roads shall require a higher crown as determined by the Town Board due to water running down hill.

Section 5. **SHOULDERS**

1. Shoulders shall extend 2' beyond pavement;
2. Shoulders shall be excavated to the same depth as road and use the same sub base as road.
3. Gravel or crushed rock that drains well shall be used.
4. There shall be shoulder slopes of a 3:1 ratio on fills to 3 feet; there shall be a 2:1 maximum below the upper 3 feet
5. Back slopes of a 3:1 ratio or flatter shall be preferred; there shall be a 2:1 maximum back slope ratio.

Section 6. **DITCHES**

1. The ditch should be at least one foot below the bottom of the gravel base;
2. Use a smooth transition to the ditch;
3. Side slopes of 4:1 are desirable while the maximum slope should be 2 ½:1;
4. Ditches with 1% gradient are desirable (½% minimum) for proper water flow;
5. Use rubble, riprap or fabric to slow water flow on steep slopes.

Section 7. **ROADWAY CULVERTS**

1. A culvert must be strong enough to support the fill material above it and the traffic that moves over it and must meet WISDOT minimum specifications.
2. Culverts should be covered with at least 12 inches of soil from the top of the pipe to the bottom of the sub grade.
3. A culvert must have sufficient hydraulic capacity to carry away a predetermined quantity of water in a given time;
4. For roadway cross culverts, the minimum recommended size is 18 inches;
5. Culverts should slope enough so water will flow at about 2 ½ feet per second with a minimum drop of 6 inches across the road;
6. Headwalls if used should not project above the level of the roadway surface;
7. Place culverts so they match existing contours, or in the existing channel, if possible;

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8. Beveling the edge of the inlet or using side-tapers is recommended;
9. Culverts should be installed so as to not create an erosion problem, see Section 628 of the State of Wisconsin DOT standard specifications of road and bridge construction.

Section 8. **PRIVATE ACCESS ROAD AND DRIVEWAY REQUIREMENTS**

These requirements apply to new building construction. The requirements include residential, commercial, and industrial buildings.

1. Access road and driveway construction or alterations requires a permit issued by the Town.
2. Access roads and driveways must:
 - a. Have a minimum side to side width clearance of 20 feet.
 - b. Have a minimum road base width of 14 feet.
 - c. Have a minimum driving surface of 12 feet.
 - d. Have a minimum height clearance of 13.5 feet.
 - e. Have a slope no greater than 12% unless documentation is obtained stating that the slope will not effect public safety in providing emergency services.
 - f. Have the first 20 feet from the edge of the highway be near level, but slightly lower than the highway, to allow for water drainage.
 - g. Have a minimum of 6 inches of crushed rock.
 - h. Intersect with town roads at right angles, except inside cul-de-sacs.
 - i. The sight distance must be acceptable to Town.
 - j. Be at least 100 feet from any intersection.
 - k. Be placed no closer than 15 feet from the lot line, as measured from the lot line to the nearest edge of the shoulder or the ditch, whichever is nearest. Exception is shared driveways.
 - l. Driveways must be cut in and tracking pads installed prior to starting construction on site..
 - m. Contact must be made with local fire departments for determining turning radius and clearances for emergency vehicles.
 - n. Prior to occupancy the driveway must be finished with either road gravel, stone , or asphalt.
3. Access road and driveways that are over 300 feet in length that end in a dead end, must have an area sufficient for a turn around of a tandem axle truck.
4. All access roads, which connect a driveway to a public road, must also adhere to these rules.
5. Culverts must:
 - a. Have a minimum diameter of 15 inches.
 - b. Be installed at the same grade as preexisting.
 - c. Be adequate for drainage.
 - d. Be able to carry a weight load of at least 25 tons.
 - e. Have a minimum length of 24 feet with apron end walls.

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- f. Culverts must be 16 gauge up to 24-inch diameter
- g. Culverts must be 14 gauge from 25 inches to 36 inches in diameter.
- h. Culverts must be constructed of new material.

Section 9. This Ordinance shall take effect upon passage.

Passed and adopted October 5, 2004.

TOWN OF KINNICKINNIC

BY Mary R. Murphy
Mary Murphy, Town Chair

ATTEST: Al Schmidt
Al Schmidt, Town Clerk