Town of Apple River
Minimum Road Standards Ordinance

The following are the minimum road standards adopted as part of this ordinance.

A. All **public and private** roads shall be designed and constructed in accordance
   with road standards adopted by the Town of Apple River or standards set forth in
   Chapter **82.50**, Wisconsin Statutes, and shall also satisfy the following:
   1. Sixty-six (66) foot (4rod) right-of-way minimum.
   2. Twelve-inch (12) culverts, or as otherwise specified, with a minimum
      cover of one foot to the top of the sand lift. All culverts shall be
      constructed of materials in conformance with DOT and American Assc. of
      State Highway Transportation Officials (AASHTO) specifications.
   3. Widths, radii and grades:

	Arterial & Collector Roads	Local Roads Serving More Than One Lot
Minimum Width of Row	80 feet	66 feet
Minimum Radius of Curvature from Centerline for Deflections of 7 degree or more.	300 feet	200 feet
Maximum Grade within 50 feet Of "T" Intersection	2 %	2 %
Maximum Grade	8%	10%

   - Includes public and private roads

      4. 3' to 5' ditch bottom.
      5. 2' shoulders.
      6. 12" sub base of sand, measured after compaction.
      7. 6" base of crushed limestone or 7" base of Wisconsin grade #2 gravel,
         measured after compaction.
      8. Decomposable materials shall not be used in construction.
      9. Shoulder slopes of 3:1 on fills to 3'; 2:1 maximum below the top 3'.
      10. Fill slopes of 3:1 on fills 3'; 2:1 maximum below top 3'.
      11. Back slopes 3:1 or flatter desirable, 2:1 maximum.

B. The Committee shall examine the design of roads and the location of driveways to assure that lots are laid out in a way that will produce intersections, grades and other features satisfying the following standards:

1. The intersection angle of a driveway to a road, and a road to a road, shall not be less than 75 degrees.
2. The Committee shall require intersection vision clearances.
3. Roads at the perimeter of the subdivision shall extend to the subdivision boundary. Narrow strips of land between the road and the subdivision boundary (spite strips) shall not be permitted unless conditions under which adjacent parcel can be connected to the road are established.
4. The vertical alignment of the centerline shall be based on the minimum safe stopping sight distance in accordance with the design standards of the DOT and the AASHTO.
5. A dead-end road or cul-de-sac shall not exceed 1,320 feet in length unless it is part of a phased development, under the same ownership, that will eventually have an outlet. The Committee may require that provision be made for the extension of the dead-end road to the boundary of the subdivision. If the committee requires the extension to the boundary, it shall not fall under the 1,320 foot length restriction. This provision is made to allow for future extensions of road neighboring properties to provide possibilities for future through roads. This is in addition to the requirement that arterial and collector roads be built to the boundary of the subdivision.
6. A dead-end road serving three or more lots shall have a cul-de-sac turn-around with minimum right-of-way radius of 80 feet. The traveled way within the cul-de-sac shall provide a minimum radius of 50 feet. 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 feet cul-de-sac bulb radius shall be 80 feet in radius. Towns may require a "T" shaped turnaround instead of cul-de-sac. If the town requires a "T" shaped turnaround, a cul-d-sac is not required.
7. 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.
8. The committee may require joint driveways.

Right-of-Way:

No person, firm or corporation may place objects, trench, plow or otherwise altar right-of-way within the town of Apple River on town, county, or state roads without the necessary approval from WisDOT and/or the Town of Apple River.

No work on the right-of-way may commence without providing the Town of Apple River a copy of an approved WisDOT "Application/Permit to Work on Highway Right-of-Way" and all required attachments. If no WisDOT permit required the town of Apple River requires documentation showing nature of the work and areas affected before work can commence.

All utilities placed in the Town of Apple River right-of-way must be placed within two (2) feet of the outer most limits. All obstacles and impediments to satisfying this requirement are the responsibility of the applicant. The Town of Apple River adopts the WisDOT "Permit Provisions and Conditions of Approval" as operational requirements and performance expectations.

The Town of Apple River requires a post construction inspection within ten (10) days of completion to verify all agreed stipulations and requirements have been fulfilled.

The Town of Apple River may require up to a $10,000 damage deposit, or equivalent, from the applicant which may be partially or fully refunded based on post construction inspection results.

Definition-Road Easement.

A perpetual and assignable easement and right-of-way in, over, and across (the land described, for the location, construction, operation, maintenance, alteration and replacement of (a) road (s) and appurtenances thereto; together with the right to trim, cut, fell and remove therefrom all trees, underbrush, obstructions and other vegetation, structures, or obstacles within the limits of the right-of-way; (reserving, however, to the owners, their heirs and assigns, the right to cross over or under the right-of-way as access to their adjoining land at the locations legally designated or established; subject, however, to existing easements for public roads and highways, public utilities, railroads and pipelines.

Amended 10-08-2007