

2001-02

Pierce County  
Town of El Paso  
Ordinance for  
Minimum Highway Design Standards

Whereas, It is in the public interest for the Town of El Paso, Pierce County to establish minimum highway design standards for highways being constructed in the town to accommodate anticipated traffic and afford satisfactory access to police, fire fighting, snow removal, sanitation, and road maintenance equipment;

NOW THEREFORE IT IS HEREBY ORDAINED BY THE TOWN BOARD OF SUPERVISORS OF THE TOWN OF EL PASO, PIERCE COUNTY as follows:

SECTION 1. Definitions.

In order to clarify this ordinance the following definitions are applicable:

- A. Approach—that portion of road extending 100 feet on each side of a culvert or bridge.
- B. Base Course—the supporting base material of the roadway, including shoulder.
- C. Drainage—the gradual drying of highway by system of ditches, trenches, channels, etc.
- D. Grade—the rate of ascent or descent of roadway.
- E. Highway—the road or way over which the public generally has a right to pass, to include the complete right-of-way.
- F. Road Bed—the whole material laid in place and ready for travel.
- G. Roadway—the traveled portion of the highway.
- H. Surface 1/2—the top of the roadway, or traveled surface.

SECTION 2. Applicability.

This ordinance shall be applicable to all highways laid out by the Town Board after adoption of this ordinance, including any highways dedicated in plats for proposed subdivisions submitted for review pursuant to Chapter 236 of Wisconsin Statutes, any private highways being donated to the town, and any other highways being accepted by the town as public highways in the town.

SECTION 3. Minimum Road Design Standards

The following minimum design standards shall apply under this ordinance:

All town highways shall be classified as local roads unless designated by the town board as collector or arterial. The classification of all roads under this ordinance shall be within the complete discretion of the town board considering such factors as traffic patterns within the town and other highway systems. It is intended that local be the lowest traffic count, with access to private property as principal function.

- 1. Minimum R.O.W. 66 feet
- 2. 38 feet Sub-Grade
- 3. 4 to 1 Slope 12 feet from shoulder
- 4. 2 ½ to 1 Slope beyond 12 feet
- 5. 30 feet Minimum width of Base Course 1 foot compacted breaker rock
- 6. Minimum width 26 feet crushed rock top 6 inches compacted

7. Minimum Width of Resurfacing 22 feet black top surface 2 ½ inches compacted
8. Maximum Grade (percent) 10 feet
9. Minimum Radius of Horizontal Curve (in feet) 100
10. Corner Radius at Intersections 30 feet
11. Minimum Length of Vertical Curve 100 feet, but not less than 20 feet for each algebraic difference in grade
12. Minimum Length of Tangents Between Reverse Curves 100 feet
13. Minimum Sight Distance (in feet) 200
14. Design Speed (miles per hour) 30

#### CUL-DE-SACS (permanent)

##### Maximum Length

Maximum desirable length of roads with cul-de-sacs is 1000 feet. Through roads are most desirable.

Minimum R.O.W. Radius at Cul-de-sacs 60 feet

#### Base Course

Base Course must be of a quality, thickness, and composition suitable for the location.

#### Surface Course

Surface Course must consist of either crushed aggregate or bituminous concrete composition suitable for anticipated traffic loads. The minimum amount of gravel necessary for acceptance must be at least 600 yards per mile. The minimum amount of pavement necessary for acceptance must be at least 2 ½ inches in thickness.

#### Ditching and Culverts

The ditching of the roadway must be complete and have proper elevation to provide for adequate drainage. Any culverts necessary for proper drainage shall be installed after elevation and location is obtained from the Town Board. The minimum length of any culvert install in a road bed shall be at least two feet greater than the base course width. Apron end walls shall be at least two feet greater than the base course width. Apron end walls shall be used. The diameter and length will be subject to the approval of the Town Board, after the amount of the flowage is determined. In no case shall the culvert be less than 18 inches in diameter.

#### Bridges

All bridges shall meet the minimum requirements of state and federal law. In the event it is decided by the Town Board, that the construction of a bridge would be of a size and cost; that it would create a hardship to the owner of land, required to build said bridge, then the Town Board may proceed to accept the road, complete as required above, except that part extending 100 feet on each side of said bridge. This portion of the road shall be known as the approach. The approach will be accepted uncompleted, with the reservation that the town will bill back to the owner a portion of the cost of construction of such bridge. The Town will proceed to build said

bridge and approach with the help of bridge aid if available, and billing the balance not covered by the aid or portion to be billed back to the owner.

**SECTION 4. Authority for Higher Standards.**

The road design standards in Section 3 as stated above are intended to be minimum design standards. The Town Board shall have the discretion to impose higher design standards where in the opinion of the Town Board local conditions require higher standards or anticipated traffic in quantity or quality will require higher standards.

**SECTION 5. Application for Determination of Applicable Standards**

Any person may apply to the town board to determine what design standards should apply in a particular location, giving the description of the proposed highway and proposed design standards being requested to be approved for any proposed highway being proposed to be built. No person shall commence construction of any highway anticipated to be turned over to the town without having written approval of the proposed highway design signed by the town board.

**SECTION 6. Final Inspection and Acceptance by the Town Board**

Upon completion of the proposed highway, the Town Board will proceed to make final inspection; accepting or rejecting the highway as the case may be in the discretion of the Town Board. If the highway is rejected, then corrections must be made as stated by the Town Board before final inspection will be made again. If final acceptance is made by the Town Board, the owner or owners will turn over to the Town Board, a warranty deed free and clear of any liens necessary to convey free and clear title to the town for the highway.

Adapted by the Town Board this 8<sup>th</sup> day of JANUARY, 2001

Filed in the Office of Town Clerk

This 8<sup>th</sup> day of  
JANUARY, 2001.

Lloyd E. Yarnish  
Town Clerk

Lester W. Heise  
Town Chairperson

Ronald J. Karmel  
Town Supervisor

James Pennington  
Town Supervisor