

**TOWN OF ST. CROIX FALLS
ROAD STANDARDS ORDINANCE
ORDINANCE NO. 97-04**

The Town of St. Croix Falls, Polk County, Wisconsin, ordains as follows:

SECTION 1. Purpose

The purpose of this ordinance is to establish minimum road design standards for roads being constructed in the Town of St. Croix Falls to accommodate anticipated traffic and afford satisfactory access to police, firefighting, snow removal, sanitation and road maintenance equipment.

SECTION 2. Jurisdiction

This ordinance shall apply to all roads laid out in the Town of St. Croix Falls after adoption of this ordinance, including any roads dedicated in plats for proposed subdivisions submitted for review pursuant to Chapter 236 of the Wisconsin Statutes, any private roads being donated to the Town of St. Croix Falls, and any other roads being accepted by the Town of St. Croix Falls as public roads in the Town of St. Croix Falls.

SECTION 3. Definitions

Approach: That portion of road extending 100 feet on either side or a culvert or bridge.

Residence: A dwelling unit.

Road: The route over which the public generally has a right to pass, including the entire right-of-way

3:1 Slope: The incline created by traveling 3 feet horizontally in one direction and 1 foot vertically in one direction.

SECTION 4. Road Standards

A. Roads shall be designed and constructed in accordance with Wisconsin Statutes, Sec. 86.26 (1). Materials and construction methods used shall conform to the provision set forth in Standard Specifications for Road and Bridge Construction, Wisconsin Department of Transportation, 1989 edition (or most recent revision). In addition all roads shall also satisfy the following requirements:

1. Public roads and driveways that provide access to more than two residences must have:
 - a. A minimum 66 foot right-of-way,
 - b. 18 inch culverts, or as otherwise specified by the Town Board, with a minimum cover of one foot to the top of the sand lift, and all culverts shall be galvanized, corrugated steep pipe, pipe arch, plate or reinforced concrete pipe in conformity with

American Association of State Highway Transportation Officials (AASHTO) specifications,

- c. A 3 to 5 foot ditch bottom,
 - d. A 31 foot minimum foot width, calculated before gravel or base course,
 - e. A 27 foot road width, calculated after base course,
 - f. A 22 foot road surface excluding shoulders,
 - g. 2½ foot shoulders,
 - h. A 12 inch base of sand, measured after being compacted,
 - i. A 6 inch base of crushed limestone or 7 inch base of Wisconsin grade #5 gravel, measured after being compacted.
 - j. Shoulder slopes of 3:1 on fills to 3 feet, 2:1 maximum below top 3 feet, and
 - k. Back slopes of 3:1 or flatter are desirable, 2:1 maximum.
- 2. Public road surfaces shall be hot mix asphalt of 2½ inches minimum thickness, measured after being compacted. The Town Board may require a greater thickness if projected traffic warrants.
 - 3. The design standards set forth at Appendix A shall be complied with.
 - 4. A dead end road shall not exceed 1000 feet in length.
 - 5. A dead end road serving one or more residences shall have a cul-de-sac turn around with a minimum right-of-way radius of 80 feet.
 - 6. The Town Board may require that an inspection or a road be performed during a designated phase of construction by an engineer hired by the Town. The expense of any such inspection shall be borne by the person constructing the road.
- B. 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 would create a hardship to the owner of land required to build said bridge, the Town Board may proceed to accept the road, completed as required above, except that part extending 100 feet of each side of said bridge. The approach will be accepted incomplete, 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 back to the owner.

SECTION 5. Authority for Higher Standards

The road design standards in Section 4, 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 6. 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 road and proposed design standards being requested to be approved for any proposed road. No person shall commence construction of any road anticipated to be turned over to the Town without having written approval of the proposed road design signed by the Town Board.

SECTION 7. Final Inspection and Acceptance by the Town Board

Upon completion of a proposed road to be turned over to the Town, the Town Board will proceed to make final inspection, accepting or rejecting the road, as the case may be, in the discretion of the Town Board. If the road 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 owner will turn over to the Town, a warranty deed, free and clear of any liens, conveying free and clear title to the Town for the road.

SECTION 8. Violations/Penalties

No person, corporation or organization shall construct or install any driveway which violates any provision of this ordinance regardless of whether intent to violate was present. Any person, corporation or organization failing to comply with the provisions of this ordinance shall forfeit not less than \$100.00 or more than \$500.00, with each day such violation exists constituting a separate offence, and/or be subject to an injunction action which demands that the condition constituting the violation cease or be cured. Any person, corporation or organization failing to comply with the provisions of this ordinance shall also be responsible for paying the costs of prosecution.

SECTION 9. Validity

Should any section, clause or provision of this ordinance be declared by the courts to be invalid, the same shall not affect the validity of the ordinance as a whole or any part thereof other than the part declared to be invalid.

SECTION 10. Effective Date

This ordinance shall take effect from and after its passage and legal publication.

Adopted on March 11, 1997, by a vote of 3-0 (in favor).
Published on June 12, 1997, in the Polk County Ledger.
Attest: James H. Beistle, Town Clerk
Amended May 21, 2008, by Ord. 08-03.

C. David Lundin, Chairperson
Curtis Lumsden, Supervisor
Steven Palmer, Supervisor