TITLE 14

Subdivision and Platting

Land Division and Subdivision Code

Article G Design Standards

Sec. 14-1-70 General Street Design Standards.

(a) **Compliance with Statutes.** In laying out a subdivision, the owner shall conform to the provisions of Ch. 236, Wis. Stats., and all applicable Town regulations. In all cases where the requirements of this Chapter are different from the requirements of Chapter 236, the more restrictive provision shall apply.

(b) **Dedication.** The subdivider shall dedicate land and improve streets as provided in this Chapter and Sections 6-2-1 and 14-1-53. Streets shall be located with due regard for topographical conditions, natural features, existing and proposed streets, utilities and land uses and public convenience and safety. Streets shall conform to official maps adopted by the Town Board. The subdivision, certified survey parcel or land division shall be so designed as to provide each lot with satisfactory access to a public street or road.

(c) **Compliance with Comprehensive Plan.** The arrangement, character, extent, width, grade and location of all streets shall conform to any Town Comprehensive Development Plan or Official Map and to this Chapter and shall be considered in their relation to existing and planned streets, to reasonable circulation of traffic, to topographical conditions, to run-off of storm water, to public convenience and safety, and in their appropriate relation to the proposed uses of the land to be served by such streets. The arrangement of streets in new subdivisions shall make provision for the appropriate continuation at the same width of the existing streets in adjoining areas.

(d) **Areas Not Covered by Plan.** In areas not covered by a Town Comprehensive Plan, or Official Map, the layout of streets shall conform to the plan for the most advantageous development of adjoining areas of the neighborhood. Streets shall be designed and located in relation to existing and officially planned streets, topography and natural terrain, streams and lakes and existing tree growth, public convenience and safety and in their appropriate relation to the proposed use of the land to be served by such streets.

(e) **Street Classifications.** Streets/roads shall be classified as indicated below.

(1) ***Arterial Streets.*** Arterial streets shall be arranged to provide through traffic for a heavy volume of vehicles.

(2) ***Collector Streets.*** Collector streets shall be arranged so as to provide ready collection of traffic from commercial and residential areas and conveyance of this traffic to the major street and highway system and shall be properly related to special traffic generators such as schools, churches and shopping centers and other concentrations of population and to the major streets into which they feed.

(3) ***Minor Streets.*** Minor streets shall be arranged to conform to the topography, to discourage use by through traffic, to permit the design of efficient storm and sanitary sewerage systems and to require the minimum street area necessary to provide safe and convenient access to abutting property.

(4) ***Proposed Streets.*** Proposed streets shall extend to the boundary lines of the tract being subdivided unless prevented by topography or other physical conditions or unless, in the opinion of the Town Board, such extension is not necessary or desirable for the coordination of the layout of the subdivision or land division or for the advantageous development of the adjacent tracts.

(f) **Reserve Strips.** Reserve strips shall not be provided on any plat to control access to streets or alleys, except where control of such strips is placed with the Town under conditions approved by the Town Board.

(g) **Alleys.** Alleys may be provided in commercial and industrial districts for off-street loading and service access, but shall not be approved in residential districts. Dead-end alleys shall not be approved and alleys shall not connect to a major thoroughfare or federal, state or county trunk highway.

(h) **Continuation.** Streets shall be laid out to provide for possible continuation wherever topographic and other physical conditions permit. Provision shall be made so that all proposed streets shall have a direct connection with, or be continuous and in line with, existing, planned or platted streets with which they are to connect. Proposed streets shall be extended to the boundary lines of the tract to be subdivided, unless prevented by topography or other physical conditions, or unless in the opinion of the Town Board such extension is not necessary or desirable for the coordination of the layout of the subdivision with existing layout or the most advantageous future development of adjacent tracts. Dead-end streets not over five hundred (500) feet in length will be approved when necessitated by the topography.

(i) **Minor Streets.** Minor streets shall be so laid out so as to discourage their use by through traffic.

(j) **Number of Intersections.** The number of intersections of minor streets with major streets shall be reduced to the practical minimum consistent with circulation needs and safety requirements, preferably not more than two (2). Wherever practicable the distance between such intersections should not be less than six hundred (600) feet.

(k) **Frontage Roads.** Where a subdivision abuts or contains an existing or proposed arterial highway, the Town Board may require a frontage road, nonaccess reservation along the rear of the property contiguous to such highway or such other treatment as may be necessary to ensure safe, efficient traffic flow and adequate protection of residential properties.

(l) **Visibility.** Streets shall afford maximum visibility and safety and shall intersect at right angles where practicable. As required by the Town Engineer, sufficient vision clearance triangles shall be provided at intersections.

(m) **Half Streets.** Where an existing dedicated or platted half-street is adjacent to the subdivision, the other half-street shall be dedicated by the subdivider. The platting of half-streets should be avoided where possible.

(n) **Street Names.** New street names shall not duplicate the names of existing streets, but streets that are continuations of others already in existence and named shall bear the names of the existing streets. Street names shall be subject to approval by the Town Board.

Sec. 14-1-71 Specifications for Preparation, Construction and Dedication of Streets and Roads.

(a) **General Requirements.**

(1) ***Construction Standards.*** All roadway construction and materials used shall be performed in accordance with the construction methods as listed in the appropriate sections of the "State of Wisconsin Department of Transportation Standard Specifications for Road and Bridge Construction" and its supplements, and this Chapter, whichever is more restrictive. The design requirements of this Section shall be applicable to all streets and roads that are to be dedicated to the Town, regardless of whether such streets or roads are part of a new subdivision or land division.

(2) ***Project Costs.*** All roadway surveys, dedications, plans and specifications and construction will be at the expense of the applicant or applicants. This includes any expense incurred by the Town in the preparation of plans and review and inspection of plans and construction.

(3) ***Preliminary Consultation.*** Prior to the design, preparation and construction of any roadway to be dedicated to the Town of Big Bend, the applicant shall notify the Town Clerk-Treasurer. An on-site meeting will then be arranged to be attended by the Town Engineer or Town Board and the applicant. Plans must be provided in order for the Town Engineer or Town Board to check the design and the drainage.

(4) ***Material Slips.*** Copies of material slips for all materials furnished for the road construction projects shall be delivered to the Town before the Town approves the final construction.

(5) ***Required Inspections.*** Although the Town Engineer or Town Board may conduct inspections as necessary at any state of construction, the Town Engineer or Town Board shall be contacted for required inspections after the following phases of construction:

a. Subbase grading;
b. Crushed aggregate base courses;
c. Bituminous surface course; and
d. Shouldering.
e. Placement of erosion control measures (soil stabilization and stormwater retention/detention measures).

Any deficiencies found by the Town Engineer or Town Board shall be corrected before proceeding to the next phase of construction.

(6) ***Tests of Materials.*** The Town reserves the right to obtain a sample of the roadway base material prior to placement on the roadway for purposes of determining whether the material meets gradation and soundness requirements.

(7) ***Pavement Samples.*** Samples of bituminous concrete may be required to be taken by the Town at the developer's expense during pavement construction operations for purposes of determining that the material meets specifications.

(8) ***Town Board Approval.*** The finished roadway shall meet with the approval of the Town Board since the Town will include this road work in their annual request for highway aid.

(b) **General Design Requirements.**

(1) New Town roads in the Town of Big Bend shall be designed and constructed to meet the minimum road and bridge standards established in Secs. 86.26 and 96.265, Wis. Stats., including any amendments thereto, except as have otherwise prescribed.

(2) In the case of commercial, arterial or other heavy-use roads, the Town Board may, in the alternative to the above standards, have the Rusk County Highway Department and/or Town Engineer provide specifications for such roads after researching the site(s) and conducting a soil analysis.

(3) In any case, the Town Board shall have the sole discretion in determining the use and construction classification to be adhered to.

(4) In all cases, the base course shall be compacted to the extent necessary to produce a condition so that there will be no appreciable displacement of material laterally and longitudinally under traffic and shall conform to line, grades and shape shown on the approved plans, profiles and cross sections.

(c) **Specific Standards.**

(1) ***New Subdivisions.*** In new subdivisions, the Town of Big Bend will accept dedications of land for new Town roads and approve plats under Ch. 236, Wis. Stats., only if the roads are surveyed and constructed by the developer pursuant to Sec. 236.02(8), Wis. Stats.

(2) ***Acceptance of New Town Roads (Requirement Guidelines).***

a. Persons petitioning the Town under Secs. 80.02 or 80.13, Wis. Stats., or by other procedure including offers to dedicate by Certified Survey Map, for a new Town road must submit to the Town the proposed description of such road and a scale map showing the proposed location of the road. The procedures of the statutory requirements must be strictly adhered to.

b. In considering any petition, the Town Board will ordinarily require that the petitioners or others other than the Town provide:

1. Deeds in fee simple for all land for right-of-way purposes.
2. Satisfactory evidence of title to such lands.
3. A certified survey of the proposed road.
4. All construction must be done by the developer, or persons petitioning, without expense to the Town. Special bridge and culvert provisions as set forth in this Chapter and Title 6, Chapter 4, shall be adhered to.

(3) ***Road Standards.*** All new Town roads must be to the following minimum geometric design standards in accordance with Sec. 86.26, Wis. Stats.:

a. ***100 to 250 ADT.***

Right of Way	4 rods
Roadway Width	26 feet
Surface Width	20 feet
Maximum Grades	8% – 11%

b. ***251 to 400 ADT.***

Right of Way	4 rods
Roadway Width	32 feet
Surface Width	22 feet
Maximum Grades	6% – 8%
Curvature	6° – 12.5°

c. ***401 to 1,000 ADT.***

Right of Way	4 rods
Roadway Width	34 feet
Surface Width	22 feet
Maximum Grades	5% – 8%
Curvature	5° – 12.5°

d. ***1,001 to 2,400 ADT.***

Right of Way	4 rods
Roadway Width	44 feet
Surface Width	24 feet
Maximum Grades	5% – 7%
Curvature	4.5° – 7.5°

e. ***Over 2,400 ADT.*** State truck standards.

(4) ***Modifications.*** Pursuant to Sec. 86.26(2), Wis. Stats., deviations from minimum standards may be made in special cases by approval of the Town Board.

(5) ***Additional Standards.***

Culvert Widths	Minimum 32 feet
Maximum grade-ditch drainage-sodded check dams	6%
Maximum grade-ditch drainage-sodded	3%

Road, ditch profile-10 to 1 or 10% minimum of 6 feet from edge of base course to the edge of ditch

(6) ***Road Construction Materials — Minimums.***

a. ***Base Course.*** The base course shall be six (6) inches compacted gravel, shale, crushed lime rock or other such materials as approved by the Town Board or its designee. Base course must be of a quality and composition suitable for the location. In low or swampy areas, the base course must have a sandy composition to provide necessary drainage of the road bed. Any muck holes encountered before and during construction of the road bed must be removed and filled with a sandy lift to provide solid base.

b. ***Surface Course.*** The road shall be surfaced with three (3) inches of asphalt blacktop, compacted by the developer to two (2) inches.

c. ***Ditching.*** Ditching of a roadway must be complete and have proper elevation to provide for the removal of water. Where it becomes necessary to make a lateral trench leading from a main ditch, then the additional land necessary for the removal of accumulated water must be provided and deeded to the Town along with the necessary land for the highway. The additional land conveyed to the Town for drainage will be under the supervision of the Town Board at all times.

d. ***Culverts.***

1. Any culvert necessary for proper drainage shall be provided and installed after elevation and location is obtained from the Town Board. The minimum length of any culvert installed in a road bed shall be thirty-two (32) feet in length. However, the diameter and length of said culvert will be subject to the approval of the Town Board, after the amount of flowage is determined according to the standards in Title 6, Chapter 4. Any secondary culverts installed in any lateral trenches will be of a size and length as determined by the Town Board.
2. If at any time it is decided by the Town Board that the construction of a culvert or bridge would be of a size and cost that it would create a hardship to the owner or owners of land required to build said culvert or bridge, then the Town Board will proceed to accept the road, completed as required by the above rules and regulations, except that part extending one hundred (100) feet on each side of said culvert or bridge. The portion of road extending one hundred (100) feet on each side of the culvert or bridge will hereafter be known as the approach. The approach will be accepted incomplete, with the reservation that the Town will bill back to the owner or owners a portion of the cost of construction of the bridge or culvert. The Town will then proceed to build said culvert or bridge and approach with the help of bridge aid, if available, the balance of cost of construction not covered by aid will be charged to the owner or owners of land abutting the road.
3. The Town Board reserves the right to grant waivers from the provisions of this Section in special circumstances where it determines the public interest

requires it. The Town Board may consider the rural or urban nature of the areas, traffic volume, increase in tax base, needs of the public, and other factors in determining whether or not waiver is in the public interest. (The Town Board's designee may require drainage calculations for any culvert placement, the cost to be borne by the developer, proponent or petitioner.)

4. No person shall cause, allow or permit any person to alter the grade of any public highway, road, street, alley or ditch in the Town of Big Bend without written approval by the Town Board. The penalty for violation of this Subsection shall be a forfeiture of not less than Fifty Dollars ($50.00), nor more than One Thousand Dollars ($1,000.00).

(7) ***Performance Bond.*** In lieu of the completed road, the Town Board may accept a performance bond or letter of credit in an amount sufficient to guarantee that the petitioner or developer will complete the road to Town specifications. The form, manner, and terms of such bond or letter of credit as well as the sureties thereon must be approved by the Town Board, consistent with the provisions of this Chapter.

(d) **Final Inspection.** Upon completion of the proposed highway, the Town Board or Town Engineer will proceed to make final inspection, accepting or rejecting the road as the case may be. After all of the provisions of this Chapter have been complied with, the roadway or easement will be inspected by the Town officials and, at that time, proof will be made by the presenting of waivers of liens or receipted bills that all work that has been done has been paid for or arrangements have been made for the payment through written instrument by the subdivider. If the road is rejected, corrections shall be made as recommended by the Town Board, before final inspection can then be made again. If final acceptance is then made, the owner or owners shall turn over to the Town the deed of all land necessary for the road as previously mentioned.

Cross-Reference: Section 6-2-1.