

TOWN OF GIBRALTAR
ORDINANCE NO 1998-01

ORDINANCE FOR
MINIMUM HIGHWAY DESIGN STANDARDS

WHEREAS, It is in the public interest for the Town of Gibraltar, door County to establish minimum highway design standards for highways being constructed in the Town to accommodate anticipated traffic and afford satisfactory access to police, firefighting, sanitation, and road maintenance equipment:

NOW THEREFORE IT IS HEREBY ORDAINED BY THE TOWN BOARD OF SUPERVISORS OF THE TOWN OF GIBRALTAR, DOOR 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. Draining: The gradual drying of highway by system of ditches, trenches, channels, et cetera.
- D. Grade: The rate of ascent or descent of a roadway.
- E. Highway: The road or way over which the public generally has a right to pass, to include 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: 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, and/or the Door County Land Division ordinance, 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 count, character of anticipated traffic, and relation of highway to traffic patters with the Town and other highway systems. It is intended the “Local” designation be the lowest traffic count, with access to private property as the principal function. Collector highways are intended to be highways acting as collectors from local roads to higher priority roads or developed areas. Arterials are intended to serve as corridors through the Town serving intro-regional and inter-area traffic movement.

<u>IMPROVEMENT</u>	<u>Residential</u>		<u>Commercial/Industrial</u>	
	With C/G*	Without C/G*	With C/G	Without C/G*

*With C/G means with curb/gutter Without C/G means without curb/gutter

Minimum Right of Way

66'	66'	66'	66'
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Minimum Width Base Course (including curb, gutters & shoulder)

Local	30'	28'	32'	32'
Collector	32'	32'	40'	50'
Arterial	40'	34'	40'	50'

Minimum Width of Surfacing

Local	30'	20'	32'	24'
Collector	32'	22'	40'	30'
Arterial	40'	24'	48'	48'

Maximum Grade (per cent)

Local**	10	10	8	8
Collector**	8	8	6	6
Arterial**	6	6	6	6

**Minimum grade .5

Minimum Radius of Horizontal Curve (in feet)

Local	100	100	200	200
Collector	200	200	200	200
Arterial	300	300	400	400

Corner Radius at Intersection (in feet)

Local	15	30	15	30
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IMPROVEMENT

	<u>Residential</u>		<u>Commercial/Industrial</u>	
	With C/G*	Without C/G*	With C/G	Without C/G*

*With C/G means with curb/gutter Without C/G means without curb/gutter

Minimum Length of Vertical Curve

Local	100 feet, but not less than 20 feet for each algebraic difference in grade
Collector	200 feet, but not less than 50 feet for each one per cent.
Arterial	300 feet, but not less than 50 feet for each algebraic difference in grade

Minimum Length in Tangents Between Reverse Curves (in feet)

Local	100	100	200	200
Collector	100	100	200	200
Arterial	200	200	300	300

Minimum Sight Distance (in feet)

Local	200	200	200	200
Collector	350	350	250	250
Arterial	500	500	300	300

Design speed (miles per hours)

Local	30	30	30	30
Collector	35	35	35	35
Arterial	40	40	40	40

Cul-De-Sacs (permanent)

(Through roads are most desirable)

Minimum Right of way Radius at Cul-De-Sacs

Local	60	60	60	60
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Minimum Base Course Radius

Local	40	42	40	42
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Minimum Pavement Radius

Local	40	40	40	40
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Base Course

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

Surface Course

Surface course must consist of 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 approval of elevation and location is obtained from the Town board. The minimum length of any culvert installed in a roadbed 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 determination of the amount of flowage. In no case shall the culvert be less than 12 inches in diameter.

SECTION 4. Authority for High 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 the anticipated quantity or quality of traffic will require higher standards.

SECTION 5. Application for Determination of Applicable Standards

Any person may apply to the Town Board to determine the applicable design standards in a particular location, giving the description of the proposed highway and proposed design standards to be approved for any proposed highway. 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 by the Town board. The Town Board or its agent shall conduct inspections during construction with a 72-hour prior notice of the inspection need required from applicant.

SECTION 6. Final Inspection and Acceptance by the Town board

Upon completion of the proposed highway, the Town board will proceed to make a final inspection, accepting or rejecting the highway, as the case may be, at the discretion of the Town Board. If the highway is rejected, then corrections must be made as stated by the town Board before another final inspection will be made. If final acceptance is made by the Town board, the owner will deed the highway to the Town by way of a warranty deed, free and clear of any liens, conveying clear title to the Town.

Adopted by the town Board the 17th day of June, 1998.

Filed in the Office of the Town Clerk on this ____ day of _____, 1998

Wallis Parker, Clerk

Richard Skare, Town Chairman

Myrvin Somerhalder, Town Supervisor

Merrell Runquist, Town Supervisor

Michael J. Burda, Town Supervisor

Judith Kalb, Town Supervisor