

**AMENDMENTS TO TOWN OF MOUNT PLEASANT
LAND DIVISION AND SUBDIVISION CODE**

1. **Section 1-6-4(a)** of the Town of Mount Pleasant Land Division and Subdivision Code (the “Code”) is amended in its entirety to read as follows:

(a) **Street Constructions Standards.** The design and construction of all new roads and streets in the Town shall be in accordance with Section 1-7-1. The design and construction of all alleys in the Town shall be in accordance with standards approved by the Town Board. After applicable utilities have been installed, when required by the Town, the land divider shall construct, as part of the Land Division, all required streets.

2. **Section 1-7-1** of the Code is amended in its entirety to read as follows:

Design and construction of all new roads and streets shall conform to the standards of this Section 1-7-1.

(a) **Construction and Materials.** All roadway construction and materials used shall be performed in accordance with the construction methods as listed in the appropriate current sections of the “State of Wisconsin Department of Transportation Standard Specifications for Highway and Structure Construction,” and its supplements, or in accordance with Town-approved plans, profiles and cross sections and specifications, if such specifications are requested by the Town Board or Town Engineer. No construction shall be started until such plans, profiles and cross sections have been approved by the Town Engineer or Town Board.

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

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

(d) **Required Inspections.** The contractor shall notify the Town Chairperson, Town Engineer, or Town Clerk, as directed by the Town Board, prior to the start of construction and when each stage of construction is ready for inspection. Any deficiencies found by the Town Chairperson, Town Board or Town engineer shall be corrected before proceeding to the next phase of construction. Inspections will be required at the completion of the following stages:

- (1) Subbase grading;
- (2) Crushed aggregate course;
- (3) Bituminous surface course

- (4) Shouldering;
- (5) Erosion control measures, such as soil stabilization and stormwater retention/detention measures;
- (6) Culverts;
- (7) Mailboxes.

Any deficiencies found by the Town Board or Town Engineer shall be corrected before proceeding to the next phase of construction. The inspections and the reports and findings issued after the inspections are not intended as, nor are they to be construed as, a guarantee. In order to so advise the owners and other interested persons, the following disclaimer shall be applicable to all inspections. These findings of inspections contained herein are intended to report conditions of noncompliance with standards that are readily apparent at the time of the inspection.

- (e) **Test of Materials.** The Town reserves the right to obtain a sample of the roadway base material prior to placement on the roadway for purpose of determining whether the material needs gradation and soundness requirements.
- (f) **Pavement Samples.** Samples of material may be required to be taken by the Town at the contractor's expense during pavement construction operations for purposes of determining that the material meets specifications.
- (g) **Town Board Approval.** The finished roadway must meet the approval of the Town Board, upon the recommendation of the Town Engineer.
- (h) **Construction Standards.** All streets and highways constructed in the Town shall fully comply with the following construction standards, with construction at the Land Divider's expense:
 - (1) **Topsoil Removal.** All topsoil shall be first removed. In addition, all subsoils which have a high shrink-swell potential, low-bearing capacity when wet or are highly elastic shall be removed and used outside of the right-of-way. Where both subsoil and substratum have a high shrink-swell potential and low bearing capacity when wet, an underdrain system shall be installed to keep the water level five (5) feet below the pavement surface.
 - (2) **Minimum Right-of-way Width.** A minimum road right-of-way width of sixty-six (66) feet is required
 - (3) **Roadway Alignment Details.** Roadway alignment shall be in the center of the road right-of-way.

- (4) Roadway Grading; Ditches. Roads shall be graded to their full width in accordance with approved plans, plus an additional distance necessary to establish proper ditch slopes. The roadway shall be compacted and graded to subgrade using, where necessary, approved fill material in accordance with Wisconsin Department of Transportation standards. Roadside ditches shall be minimum of thirty-two (32) inches below the finished roadway centerline elevation, or as approved by the Town board, upon the town Engineer's recommendation. Debris may not be buried in the designated road right-of-way. Roadway ditches shall have a normal slope ratio of four (4) to one (1) from the edge of the shoulder to the bottom of the ditch and three (3) to one (1) on the back slope.
- (5) Roadway Grades. Roads shall have a maximum grade of ten percent (10%) unless a different maximum grade is recommended by the Town Engineer and approved by the Town Board. In no instance, however, shall the maximum grade exceed twelve percent (12%). For local streets, no street shall have a grade in excess of four (4) percent within seventy-five (75) feet of an intersection. Longer areas of four (4) percent or less grade may be required as determined by the Town Engineer for collector or arterial streets or local streets where special conditions exist.
- (6) Roadway Width. Roadways shall either have a base width a minimum of twenty-six (26) feet or wider of full depth gravel.
- (7) Roadway Base Thickness.
 - a. Roads shall have a minimum roadway base thickness of ten (10) inches of compacted in-place crushed aggregate base course of three-fourths (3/4) inch crushed rock in the top layer of four inches and gradation No. 3 in two layers of three inches each, with each layer to be separately compacted.
 - b. In all cases, the base course shall be compacted to the extent necessary to produce a condition so there will be no appreciable displacement offline, grades and shape shown on the approved plans, profiles and cross sections
- (8) Pavement Width. Roads shall have a minimum pavement width of twenty (20) feet or wider when required by the Town Board on the basis of traffic and public safety considerations.
- (9) Cul de Sacs Not Permitted. All new roads shall have two intersections with an existing town road. Dead ends and cul de sacs are not permitted. The Town Board may if it finds that public safety and environmental impact considerations will not be materially impaired permit the Land Divider to substitute a turnaround loop having a minimum diameter of 240 feet for the second intersection with an existing town road. In order for an improved lot to receive a building permit, the streets must be completed across its entire lot frontage. For corner lots, streets must be improved for the entire frontage length on both streets.

- (10) Pavement Thickness. Roads shall have a minimum of three and one-half (3-1/2) inches of compacted bituminous concrete pavement, placed in two (2) layers -- a binder course of two (2) inches thick after compacting and a surface course of one and one-half (1-1/2) inches thick after compacting. The finish layer of asphalt should not be placed until 2 years after the binder course and the developer is responsible for repairing the binder and obtaining the permission of the Town Engineer before applying the finish layer of asphalt. In the case of commercial, arterial or other heavy-use roads, the Town Board may, in the alternative to the above standards, have the Town Engineer provide specifications for paving such roads with a greater thickness after researching the sites(s) and conducting a soil analysis. In any case, the Town Board shall have the sole discretion in determining the use and construction classification to be adhered to. After binder construction and again after final surface course placement, shoulder width shouldering shall be brought even to grade with the bituminous mat.
- (11) Shoulder Width. A shoulder a minimum of three (3) feet wide on each side of the road is required, unless curb and gutter construction methods are followed.
- (12) Shoulder Thickness. Road shoulders shall have a minimum thickness of three and one-half (3-1/2) inches of compacted in-place crushed state-approved aggregate base course, over a minimum ten (10) inches of compacted in-place crushed state-approved aggregate base course, except that shoulder thickness shall match the grade of the pavement.
- (13) Roadway Culverts and Bridges; Surface Drainage. Roadway culverts and bridges shall be constructed as directed by the Town Board and sized utilizing the TR 55 Standards listed in Chapter 13 of the manual entitled "Drainage" of the "Facilities Development Manual" of the Wisconsin Department of Transportation. The developer shall provide adequate facilities to provide surface water drainage as well as free flow outlets for subsurface drain tile where they are required. When drainage facilities will aid in road construction and the stabilization of the road's subgrade, drainage facilities shall be installed before road construction is started. Existing condition status shall be based on a maximum Runoff Curve Number (RCN) of sixty eight (68).
- (14) Driveway Culverts. Driveway culverts shall be installed as prescribed in the Town's Driveway Ordinance 1-98.
- (15) Topsoil, Grass, Seed, Fertilizer, and Mulch. All disturbed areas (ditches, backslopes) within the road right-of-way not provided with pavement and shouldering material shall be restored utilizing six (6) inches of topsoil and good quality seed, fertilizer, and mulch, in accordance with the seeding requirements prescribed in Wisconsin Department of Transportation standards. Ditches along the roadway shall be protected by necessary erosion control materials such as hay bales, sod, erosion control mats, rip rap, etc., as prescribed by the engineering design for the ditches as approved by the Town Engineer.

- (16) Signs. All roads constructed in the Town of Mount Pleasant shall have all street signs installed by the Land Divider, as determined by the Town Board or its designee, prior to issuance of building permits.
- (17) Extra Turn Surface. The minimum pavement radii between intersecting streets shall be forty (40) feet for minor/local roads.
- (18) Radii of Curvatures. When a continuous street centerline deflects at any one (1) point by more than ten (10) degrees, a circular curve shall be introduced having a radius of curvature on said centerline of not less than the following: Arterial streets and highways: three hundred fifty (350) feet. Collector streets: two hundred (200) feet. Minor streets: one hundred fifty (150) feet. (18) Vertical Curves. All minor road centerlines shall have a minimum “k factor” of 20 for crest curves and 30 for sag curves. Minimum “k factor” for collector and arterial roads shall be as recommended by the Town Engineer.
- (19) Existing Trees. All existing trees shall be removed from street right of ways. Trees shall also be removed from drainage, recreation path and utility easement areas when directed by the Town Board.
- (i) **Statutory Requirements.** The laying out of highways and roads shall be provided in chapters 82 and 86, Wis. Stats., except that, in the case of subdivisions and certified surveys, the provision of Sec. 236.29(2), Wis. Stats., shall apply.
- (j) **Proximity to Other Roads.** No road applied for running parallel with existing public road can be closer than three hundred (300) feet measured from the right-of-way line of the major road.
- (k) **Easements.** The Land Divider shall provide the Town with an easement to the road right of way and easements for all drainage facilities not within the road right-of-way. Where required, the Land Divider shall also furnish to the Town any special deed or easement, such as, but not limited to, sight easements, slope easements, pedestrian ways, sewer easements and such. Land owners shall be owners of the land to the midpoint of the right of way subject to the Town easement for the road right of way.
- (l) **Final Inspection.** Upon completion of the proposed road, the Town Engineer will proceed to make final inspection, accepting or rejecting road as the case may be. After all of the provisions of the 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 of receipted bills from contractors, engineers and surveyors for all work that has been done and has been paid for or arrangements have been made for the payment through written instrument by the Land Divider. If the road is rejected, corrections shall be made as recommended by Town Board, upon the Town Engineer’s recommendation, 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.

The foregoing ordinance was adopted at a regular meeting of the Board of Supervisors of the Town of Mount Pleasant on December 15, 2008.

Vote: Three for, no against.

Posted in three public places on
December _16__, 2008.

Dan Karlen, Clerk

Tim Feller, Chairman

Sally Roe, First Supervisor

Michael Gengler, Second Supervisor