

CHAPTER 40

ROAD CONSTRUCTION

SECTION 1 – PURPOSE

This is an Ordinance to establish rules and regulations to enable development in the town of Auburn to occur in an orderly manner.

SECTION 2 – SPECIFICATIONS AND REQUIREMENTS

Before the Town Board will accept any road or right-of-way for maintenance purpose, the following requirements and specifications must be met:

1. Three (3) copies of a scale plan of construction as prepared by a professional engineer licensed in Wisconsin of the proposed road indicating location and showing relief of the area with (2) foot contour elevations shall be submitted to the Town Board. Included in the drawing shall be the area that will be served by the road and the manner in which drainage from the area served is to be treated. If the road is not included in a subdivision, then a certified survey of said road shall be provided and a deed, or deeds, of all road rights-of-way shall be tendered showing transfer to the Town of Auburn.
2. The following specifications shall be the minimum standard for all road construction. All roadways shall be designed and constructed in accordance with WISDOT specifications (current version)
 - A. Road Right-of-Way 66 feet (4 rods)
 - B. Roadway Width (base course) 28-30 feet
 - C. Traffic Lanes (surfaced area) 22-24 feet
 - D. Maximum grade 10 percent
The establishment of grade will be provided by the Town of Auburn.
 - E. No road shall dead-end without a permanent or temporary cul-de-sac with a radius of a least 60 feet or hammerhead turnaround.
 - F. Road, ditch profile – ten to one (10-1) or 10% minimum of 6 feet from edge of base course to the edge of ditch.
All ditches shall be seeded, sodded, or provided with sodded check dams at the discretion of the Town Board.
All portions of the right-of-way beyond the edge of the base course that are disturbed at the time of construction shall be adequately seeded or sodded to the Town Board's approval to prevent erosion.
 - G. There shall be sand fill to a minimum of 12" in depth or as designed by a professional engineer licensed in Wisconsin.
 - H. Bridges and Culverts:
Culverts and culvert size shall be approved by the Town Board and be adequate to handle maximum vehicle load expected; size and diameter shall be adequate to drain the area without subsequent ponding during heavy runoff.
The Town Board may require drainage calculations for any culvert placement, the cost of which shall be borne by the developer or owner.

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 would create a hardship to the owner or owners of land required to build said culvert or bridge, then the Town Board may proceed to accept the road, complete as required by the above rules and regulations, except those parts extending 100 feet on each side of said culvert or bridge will hereafter be known as the approach. Said approach shall be accepted incompletely, with a reservation that the Township will bill back to the owner or owners a portion of the costs of construction of said culvert or bridge and approach with the help of bridge aid, if available; the balance of the cost of construction not covered by said aid will be charges to the owner or owners of land abutting the road.

- I. Road Construction Material: All material shall meet WISDOT specifications (current version)

Base course shall be compacted six (6) inch minimum of crushed gravel, crushed line rock or other such materials as approved by the Town Board. Base course shall be allowed to season for one winter before application of bituminous paving.

Bituminous paving shall be applied no sooner than six (6) months and no later than thirty-six (36) months after application of base course. Bituminous paving shall conform to WISDOT specifications (current version) and shall be applied to a maximum depth of two and one half (2 ½) inches compacted in a single lift. The Town of Auburn shall have the privilege of sampling material at the plant and also on the roadway for a period of fifteen (15) days after application to determine acceptability.

SECTION 3 – PERFORMANCE BOND

In lieu of waiting until construction is complete to accept a road, the Town Board may accept a Performance bond from a developer. This Bond would be so contracted as to guarantee upon signing of both parties, that the road bonded would be completed to the specifications before mentioned or the Town Board could exercise said Bond to complete the intended improvements.

SECTION 4 – INSPECTION AND ACCEPTANCE

The Town Board, or its designated road superintendent, shall visually inspect any road before approval and acceptance, and, if the improvement passes inspection, the Town Clerk will issue a letter to that effect. The developer, shall with ten (10) days thereof, submit a deed conveying said improvement to the Town Board.

Note: Subdivisions automatically dedicate and transfer road rights-of-way when properly recorded. It shall be the responsibility of the developer to obtain acceptance of the improvement by the Town Board by correcting any problem leading to non-acceptance thereof upon first inspection. The developer shall be allowed one year to correct or rectify any said problem prior to the Town of Auburn proceeding to correct or rectify the problem and assessing developer the respective costs thereof.

ADOPTED by a vote of 3 for and 0 against at a duly constituted meeting of the Town Board on this 9 day of April, 2014.

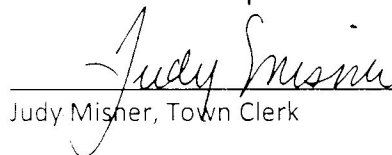
TOWN OF AUBURN


Paul Scheidecker, Town Board Chairman


Albert Blaha, Supervisor


Kevin Ludwigson, Supervisor

Attested as of April 9, 2014


Judy Misner, Town Clerk