

TOWN OF GRAND CHUTE POLICY FOR URBAN ROADWAYS

A. Definitions

1. Back slope – The slope ratio beginning at the ditch flowline and extending perpendicular to the match point with the existing ground toward the nearest right-of-way limits.
2. Flowline – The bottom or lowest point on the cross section of a ditch.
3. Flowline Slope – The percentage slope along the bottom of the ditch.
4. Fore slope – The slope ratio beginning at the edge of the roadway shoulder and extending perpendicular to the ditch flowline.
5. PASER condition rating – A condition rating of 1 (worst) to 10 (best) given biannually to each section of roadway within a municipality. The rating evaluates visible pavement distresses and adequacy of drainage within the road right-of-way.
6. Roadway subgrade – The soil base that the pavement structure is built upon. This base may be virgin soil or a layer of select material as defined in the Wisconsin Department of Transportation's Facilities Development Manual Chapter 11-5-15.

B. New Construction

All new plats shall require an urban typical section including curb and gutter, and storm sewer as a condition of approval. The type and size of curb and gutter, and storm sewer shall be specified by the Town. This requirement shall also apply to any subdivision requiring a new local road in which water and sewer utilities are extended or any properties located in the sewer service area.

C. Reconstruction of Existing Roadways

Roadways shall be scheduled for reconstruction when the condition of the roadway reaches a point in which maintenance will no longer maintain the integrity of the pavement structure and the current PASER road condition rating is a 3 or less. Roadways with a condition rating of 4 may be considered for reconstruction if recommended by the Town Engineer or if planned in conjunction with a subdivision whose average condition rating is 3 or less.

When a roadway is reconstructed, the typical roadway cross section shall be of an urban type consistent with the Town's standard typical section for a residential or commercial roadway if any one of the following conditions exist:

1. The proposed roadside ditch flowline slope is less than 1.0% (a fall of 1 foot in 100 feet of length) along any of roadsides.
2. The proposed fore and back slopes of the ditch are steeper than 4:1.

3. The proposed 4:1 back slope of the ditch extends outside of the existing right-of-way while maintaining a minimum ditch depth one foot below the subgrade of the roadway.

A roadway may be exempt from urbanization if the majority of the parcels along the roadway that is planned for reconstruction are larger than 0.5 acres and have frontages greater than 150 feet (lots completely within a cul de sac bulb may be omitted from the determination for a majority).



DEPARTMENT OF PUBLIC WORKS

DRIVEWAY QUESTIONS FOR URBANIZATION PROJECTS

An urbanization project includes the replacement of the existing driveway, at its current width and with its current material, to a point where the slope of the new driveway is similar to that of the existing driveway. This point is the project limit of the driveway and may extend outside of the road right-of-way.

Driveway modifications:

- If a property owner wishes to change an asphalt apron to concrete within the project limits, the difference in cost between an asphalt driveway pavement and base and a concrete driveway pavement and base will be billed to the property owner as a special charge. This special charge will be invoiced separately from the special assessment and will be due 30 days from the date of the invoice.
- If a property owner wants to have asphalt or concrete work done outside of the project limits, the work must be coordinated directly with the urbanization contractor or a contractor of the property owner's choice. The estimate for this work and the billing will come directly from this contractor. This work may include replacing the remaining part of the driveway not within the project limits or any sidewalks outside the project limits.
- If a property owner wants to widen the existing driveway, a driveway access permit (fee required) must be issued by the Town for this modification. This permit form is available at the Town Hall or on the Town's web site. The entire cost of the widened portion of the driveway within the project limits is borne by the property owner and will be invoiced separately from the special assessment as a special charge. The special charge will be due 30 days from the date of the invoice.
- If a property owner wants to move or shift the location of a driveway, there will be no additional cost if the width, material, and project limits remain the same. A driveway access permit (fee waived) must be issued by the Town for this modification. This permit form is available at the Town Hall or on the Town's web site.