

TOWN OF MILFORD
TOWN ROAD ORDINANCE

ROAD REQUIREMENTS

Before any road can be dedicated to the Town of Milford to be treated as a town road, said road must meet the following standards. The right of way must be no less than sixty-six (66) feet in width. The travel portion of the road shall be at least twenty-two (22) feet wide and shall have at least a five (5) foot shoulder on each side. The road and shoulders shall have an eight (8) inch base of Traffic Bond (TB) type limestone, recycled asphalt, recycled concrete with fines, or similar. If the road and shoulders have a base of road gravel or similar, the base shall be twelve (12) inches in depth. The base of the road and shoulders shall be of the same construction. At least three (3) inches of blacktop shall be applied to traveled portion of the road. No slopes exceeding seven percent (7%) shall be permitted, excluding intersections and cul de sacs. All roads shall be crowned.

All roads shall be designed to withstand any expected load conditions. If normal minimum standards do not meet requirements of expected usage and/or load conditions, the road shall be modified to meet required standards. This shall include an investigation by a licensed soils engineer for any sub grade under question. The minimum standards will then be determined by a design engineer with responsible parties agreeing to a two (2) year guarantee. All roadways must have all appropriate signs, painting, markers, guard rails, and similar safety equipment.

Intersections between Town roads shall be level. When sloping roads exist, every road intersecting a Town road must be level for seventy-five (75) feet of the intersection or sloping at a grade no greater than three percent (3%). Intersections shall be designed as to maintain proper visibility, drainage, maintenance, considerations for snow removal, and safety factors. Any Town road intersecting a Federal, State, or County road must meet the requirements dictated by said mentioned authorities, and shall obtain a permit authorizing a road as such.

An application to create a Town road shall be submitted along with a fee of \$200.00.

Ditches shall be provide as necessary to promote drainage patterns similar to those without the presence of the road, and shall provide good drainage of the road bed. Land or agricultural drainage is not necessarily a goal of the ditch system. If the ditch does perform these functions and its depth creates a hazard, it shall be constructed out of the normal right of way. A maintenance easement shall be provided by the Township in this situation. Where possible, ditches shall be twenty-four (24) inches deep from the edge of the road pavement. This provides sufficient depth in which to install a fifteen (15) inch minimum size round culvert and maintain appropriate cover. A road ditch hi excess of four (4) feet deep from the edge of the road pavement shall be located on additional right of way or hi easement so that safe road slopes may be maintained. In situations when safe road slopes cannot be maintained, safety structures such as guard rails shall be provide.

Drainage structures such as culverts or bridges shall be provided where drainage patterns cross the roadway. Culverts shall be constructed of corrugated metal pipe or concrete or double-

walled corrugated plastic, with a minimum diameter of fifteen (15) inches. If sizing is critical, a licensed designer/engineer shall size the culvert. Culverts shall exceed the pavement width by eight (8) feet on each side and will terminate in end sections manufactured to reduce erosion, better facilitate snow removal, and provide a safety factor. Culverts shall be properly bedded, with consideration given to native backfill and / or shallow veeing to minimize frost shrink / swell rutting. Any culverts serving a driveway shall be a minimum of fifteen (15) inches in diameter and twenty-four (24) feet in length with ends or as regulated by the driveway ordinance. Any other culvert structures or bridges shall be installed only with proper engineering presented to the Town Board in writing and approved.

Roadways ending in dead ends shall be provided with a cul de sac. The right of way for the cul de sac shall have a minimum one-hundred (100) foot radius with the pavement consisting of a sixty (60) foot radius with a five (5) foot shoulder. It shall otherwise be built to normal road standards. Any deviations shall be submitted to the Town Board in writing and the Board in considering shall specifically state the factors in a deviant situation to avoid establishing precedence. The cul de sac shall be crowned but shall not exceed a three percent (3%) slope.

In the instance of the Town road ending in a dead end the last 125' with a minimum of 115', for new home construction, of road will be considered the property owners "personal driveway" and will be the property owner's responsibility to maintain this road to normal road standards. Any cost to maintain these road standards will be the property owner's responsibility.

Anyone else petitioning for submittal of a public road not meeting adopted minimum standards shall submit in writing specific reasons for variance as to not establish a precedence.

DRIVEWAY REQUIREMENTS

Driveways are required to have a minimum twenty (20) foot width at the pavement. Any driveway entering a road posted 55 mph must have four hundred (400) feet visibility, any driveway entering a posted 30-45 mph must have three hundred (300) feet visibility, and any driveway entering a road posted below 30 mph must have two hundred (200) feet visibility. The line of sight of a driver is determined as being three (3) feet above the driveway and fifteen (15) feet from the road pavement. Any driveway entering a State, County, or Federal road shall obtain a permit authorizing a driveway as such. Any driveway exceeding two hundred (200) feet in length shall be a minimum often (10) feet wide with at least ten (10) feet of vertical clearance, and sufficient base to support an emergency vehicle (fire truck, ambulance, etc...). Driveway culverts must have a minimum fifteen (15) inch diameter with arched pipe being acceptable. The minimum length of the culvert is to be twenty-four (24) feet with the maximum length being determined by the site. End sections are required. Culverts are to be constructed of either new steel or concrete or double-walled corrugated plastic. Used pipe is unacceptable. The property owner is responsible for culvert maintenance and replacement, except in a situation in which the Town is rebuilding the road. Driveway culverts may not be required if the driveway is at the breaking point (high point) of a hill, if no ditch exists and the road slopes away from the roadway and, in some cases, the culvert may be better if placed off the right of way which would make a culvert unnecessary if the drainage is served properly. In an upslope situation at least six (6) feet

shall be level with the road or downslope. Ditches shall be provided on both sides of a driveway in order to divert any run off into the road ditch. Proper measures shall be used to control erosion. In level or downslope situations at least twenty-five (25) feet of driveway shall be level with the roadway or sloping away at a maximum of three percent (3%). In no case shall a driveway culvert be covered by less than eight (8) inches of gravel.

A permit shall be required for a driveway entrance. An application, along with a fee of \$100.00 shall be submitted to the Town Clerk in sufficient time to make the agenda of the Town Board Meeting. Upon receipt of the application, the Township may require up to fifteen (15) working days to visit the site and respond with any recommendations. The permit becomes valid upon the applicant receiving an approved copy of the application. Denial of approval will result in the loss of the fee. Any driveway constructed without a permit may result in removal of the driveway at the owner's cost, and or a fine of up to \$500.00

Ordinance adopted:

Ordinance Amended:

Date: 07/10/97

Dated: 02/09/06

Vic Imrie, Jr., Chairman

Vic Imrie, Jr., Chairman

Theodore Ziebell, Supervisor

Donald Hepp, Supervisor

Donald Hepp, Supervisor

Arnold Vandre, Supervisor