

# **Village of Oliver**

## **Chapter 120. Street Standards and Subdivisions**

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### **Section 1. General Provisions**

- A. Purpose and Intent. The purpose of this ordinance is to protect the public health, safety, and general welfare through the establishment of standards for public streets, alleys and easements and through the establishment of subdivisions within the Village of Oliver.
- B. Applicability of Standards. The standards contained herein apply to all streets, roads, alleys, easements and other public rights-of-way for which the ownership and/or responsibility for maintenance is to be conveyed to the Village of Oliver.
- C. Subdivisions. A proposed subdivision shall conform to:
  - 1. The provision of Wis. Stats. Ch. 236.
  - 2. All applicable provisions of this Code and other ordinances of the Village.
  - 3. The rules of all applicable governmental agencies relating to lot size and lot elevation if the subdivision is not served by a public sewer and provision for such service has not been made.
  - 4. The rules of the state highway commission relating to safety of access and the preservation of the public interest and investment in the streets if the subdivision or any lot contained therein abuts on a state trunk highway or connecting street.

### **Section 2. Definitions**

The following definitions are applicable to this ordinance:

ALLEY. A narrow service way providing a secondary public means of access to abutting properties.

ARTERIAL OR MAJOR HIGHWAY. A street which serves or is designed to serve the rapid movement of concentrated volumes of traffic over relatively long distances. This type of street provides primarily for movement between rather than within activity areas.

BLOCK. A parcel or tract of land bounded on at least one side by a public street and on the other sides by natural or man-made barriers or unplatted lands.

**COLLECTOR STREET.** A street which serves or is designed to serve the moderate speed movement traffic from minor streets to arterials or major highways and to provide access to individual lots. This type of street provides for movement within rather than between activity areas.

**DEAD-END STREET.** A street or portion thereof with only one vehicular outlet.

**EASEMENT.** Authorization by a property owner for the use by another, and for a specified purpose, of any designated part of his property.

**LOT.** A parcel or tract of land of less than 10 acres described in a recorded plat or by a deed and abutting on a public street or easement for roadway purposes.

**MINOR OR LOCAL STREET.** A street which serves or is intended to serve primarily as an access to abutting lots.

**SUBDIVIDER.** Any person, firm, corporation, partnership, or association who shall lay out, for the purpose of sale or building development, any subdivision or part thereof as defined herein.

**SUBDIVISION.** Any division of a lot, parcel, or tract of land by the owner or his agent for the purpose of sale or building development where the act of division creates 5 or more parcels or building sites of less than 10 acres each, or 5 or more parcels or building sites of less than 10 acres each in area are created by successive divisions within a 5 year period.

### **Section 3. Streets**

- A. General considerations. The streets shall be designed and located in relation to existing and planned streets; to topographical conditions and natural terrain features such as streams and existing tree growth; to public convenience and safety; and in their appropriate relation to the proposed uses of the land to be served by such streets.
- B. Arrangement.
  - 1. Major streets shall be properly integrated with the existing and proposed system of major streets and highways.
  - 2. Collector streets shall be properly related to the mass transit system, to special traffic generating from facilities such as schools, churches and shopping centers, to population densities, and to the major streets into which they feed.
  - 3. Minor streets shall be laid out to conform as much as possible to topography, to discourage use by through traffic, to permit efficient drainage and sewerage systems, to require the minimum amount of street necessary to provide convenient safe access to property.
- D. Railroad right-of-way or limited access highway. Where a subdivision borders on or contains a railroad right-of-way or limited access highway right-of-way, the plan commission may require a street approximately parallel to and on each side of such right-of-way, at a distance suitable for the appropriate use of the intervening land for park purposes in residential districts or for commercial or industrial purposes in other districts.
- E. Major streets. Where a subdivision borders on or contains an existing or proposed major street, the plan commission may require that marginal access streets be provided, that the backs of lots abut the major streets and be provided with screen planting contained in a nonaccess reservation along the rear property line, that deep lots with rear service alleys be provided or that other provisions be made for the adequate protection of residential properties and the separation of through and local traffic.
- F. Width. The right-of-way and roadway of all streets shall be of the width specified on the official map or master plan or, if no width is specified there, they shall be not less than the width specified below:

Street Type	Right-of-way	Roadway
Major streets	80 feet	42 feet
Collector streets	66 feet	28 feet
Minor and marginal access streets	50 feet	22 feet

- G. Grades. The grade of major and collector streets shall not exceed six percent, unless necessitated by exceptional topography and approved by the plan commission. The grade of all other streets shall not exceed ten percent. The minimum grade of all streets shall be one-half percent.
- H. Horizontal curves. A minimum sight distance with clear visibility, measured along the centerline, shall be provided of at least 300 feet on major streets, 200 feet for collector streets, and 100 feet on minor streets.
- I. Vertical curves. All changes in street grades shall be connected by vertical curves of a minimum length equivalent to 15 times the algebraic difference in the rate of grade for major streets and collector streets and one-half of this minimum length for all other streets.
- J. Tangents. A tangent at least 50 feet long shall be introduced between reverse curves on major and collector streets.
- K. Street names. New street names shall not duplicate the names of existing streets, but streets that are continuations of others already in existence and named shall bear the name of the existing streets.
- L. Culs-de-sac or dead-end streets. Streets designed to have one end permanently closed shall not exceed 500 feet in length and shall terminate with a turnaround of not less than 120 feet in diameter of right-of-way, and a roadway turnaround 100 feet in diameter. Dead-end streets longer than 500 feet must be approved by the village planning commission.
- M. Reserve strips. Reserve strips controlling access to streets shall be prohibited except where their control is definitely placed in the village under conditions approved by the plan commission.
- N. Half-streets. Where a half-street is adjacent to the subdivision, the other half of the street shall be dedicated by the subdivider.
- O. Minimum typical section.
  - 1. The minimum typical gravel roadway section shall consist of Geotextile Fabric, Type SAS or SR, followed by 18" of Backfill Granular and 4" of Base Aggregate Dense 1 ¼" and 2" of Base Aggregate Dense ¾".
  - 2. The minimum typical paved roadway section shall consist of Geotextile Fabric, Type SAS or SR, followed by 18" of Backfill Granular, 6" of Base Aggregate Dense 1 ¼" and 3 ½" HMA Pavement Type E-0.3 or Asphaltic Surface (two lifts).
  - 3. Typically gravel roadways will utilize gravel shoulder (4" minimum thickness) and paved roadways may utilize gravel shoulders, paved shoulder (same surfacing requirement as roadway) or concrete curb and gutter.
  - 4. Plans must be approved by the village planning commission. Typical sections may be modified at the recommendation of a Geotechnical Engineer; this information must be submitted with the plans for approval by the village planning commission.

## **Section 4. Intersections**

- A. Intersection angle. Streets shall intersect as nearly as possible at right angles, and not more than two streets shall intersect at one point unless approved by the plan commission.
- B. Property lines. Property lines at street intersections shall be rounded with a radius of 15 feet or of a greater radius where the plan commission considers it necessary.
- C. Jogs. Street jogs with centerline offsets of less than 125 feet shall be avoided. Where streets intersect major streets, their alignment shall be continuous.

## **Section 5. Alleys**

- A. Alleys required. Alleys shall be provided in all commercial and industrial districts, except that the plan commission may waive this requirement where other definite and assured provision is made for service access such as off-street loading and parking consistent with and adequate for the uses proposed.
- B. Width. The width of alleys shall be not less than 20 feet.
- C. Dead-end alleys prohibited. Dead-end alleys are prohibited except under very unusual circumstances, and crooked and "T" alleys shall be discouraged. Where dead-end alleys are unavoidable, they shall be provided with adequate turnaround facilities at the dead end.

## **Section 6. Easements**

- A. Easements require. Easements across lots or centered on the rear or side lot lines shall be provided for utilities where required by the plan commission, and shall be at least ten feet wide.
- B. Stormwater easements. Where a subdivision is traversed by a watercourse, drainage way, channel, or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially to the lines of such watercourse, and such further width or construction, or both, as will be adequate for the purpose. Wherever possible, it is desirable that the drainage be maintained by an open channel with landscaped banks and adequate width for the maximum potential volume of flow. Such easements shall conform to the requirements and standards in Oliver Village Code, Chapter 130 Post Construction Stormwater Management and Oliver Village Code, Chapter 140 Construction Site Erosion Control.

## **Section 7. Required Improvements**

- A. Monuments. The subdivision shall be monumented as required by Wis. Stats. § 236.15 of which is adopted by reference.
- B. Streets and utilities.
  - 1. Before the final plat of a subdivision located within the village will be approved, the subdivider shall provide the following facilities, give satisfactory proof that he or she has contracted to install such facilities, or file a performance bond insuring that such facilities will be installed within the time required by the Village Board:
    - a. Water mains and laterals to the lot line where connection to the existing systems can reasonably be provided. The mains shall be of such size as to provide for fire hydrants, as specified by the chief of the fire department as well as for serving the customers in the area.
    - b. Streets shall be constructed in accordance with the standard roadway design established by the village engineer.
    - c. Storm sewers and adequate facilities to provide for surface water drainage. Such sewers and facilities shall conform to the requirements and standards in Oliver Village Code,

Chapter 130 Post Construction Stormwater Management and Oliver Village Code, Chapter  
140 Construction Site Erosion Control.

- d. Street lighting adequate, in the opinion of the director of public works, for such divisions.
- 2. The adequacy of the facilities required by this section shall be subject to the approval of the village planning commission.

History: Adopted as ordinance 2011-3 on May 31, 2011.