

**ORDINANCE NO. 2021-23**  
**TOWN OF MILTON**  
**AN ORDINANCE TO ESTABLISH ROAD CONSTRUCTION STANDARDS**

**WHEREAS**, the Town of Milton has previously established a Roadway Ordinance which was adopted October 18, 1977, and has been from time to time amended; and

**WHEREAS**, the Town Board deems it expedient and necessary to rescind the October 18, 1977 Roadway Ordinance, as well as any amendments thereto, and replace it with a new Roadway Ordinance;

**NOW THEREFORE**, the Town Board of the Town of Milton does hereby ordain as follows:

Section I: The Road Ordinance dated October 18, 1977, and any amendments thereto, are hereby rescinded.

Section II: The following Road Construction Standards are hereby established for the Town of Milton:

(a) Minimum Road Design Standards. All Town highways shall be classified as local roads unless designated by the Town Board as collector or arterial. The classification of all roads under this Ordinance shall be determined by the Town Board based upon anticipated traffic and relation of the highway to traffic patterns within the Town and other highway systems. Local roads are those with the lowest traffic count, with access to private property as their principal function. Collector highways are those intended to act as collectors from local roads to higher priority roads or developed areas. Arterials are intended to serve as corridors through the Town serving inter-regional and inter-area traffic movement.

(b) Road Width. All roads, whether local, collector, arterial or in a subdivision shall have a right-of-way of 66', They shall be graded in such a manner not to exceed 6% unless necessitated by exceptional topography and approved by the Town Board.

(c) Surface. Road base shall have a minimum of 10" of pea gravel (or breaker rock) covered with 7½" of crushed rock to a width of 26' and road surface covered with 2" of compacted blacktop to a width of 22'. The Town Board may approve 20' width of blacktop because of terrain, speed limit, or other items considered by the Town Board to justify a narrower width.

(d) Center Line. Minimum radii or curvature on the center line of 300'.

(e) Visibility. Clear visibility measured along the center line, shall be provided for at least 300'.

(f) Cul-De-Sacs. Cul-de-sacs or dead end streets designed with one end closed shall not exceed 500' in length and shall provide a turnaround having a minimum radius to the outside curb of 70'. See "Exhibit A" at the end this Chapter.

(g) Drainage. Roads shall have adequate facilities to provide surface water drainage, as deemed necessary by the Town Board.

(h) Ditching and Culverts. The ditching of the roadway must be complete and have proper elevation to provide for adequate drainage. Any culverts necessary for proper drainage shall be installed after the installation elevation and location is obtained from the Town Board. The minimum length of any culvert installed in a road bed shall be at least 2' greater than the base course width. Apron end walls shall be used. The diameter and length will be subject to the approval of the Town Board, after the amount of the flowage is determined. In no case shall a culvert be less than 18" in diameter.

(i) Erosion Control. Erosion control is the responsibility of the land developer.

(j) New Roads. New roads when intersecting with existing highways shall do so at a right angle (90°). Roads that are to be taken over by the Town must be allowed to settle for one full year after the base and crushed rock have been applied before blacktopping. Sufficient funds to complete the road, by blacktopping, must be set aside in an escrow account. Any shouldering after blacktop is applied shall be at the expense of the land developer, along with signs, barriers, culverts, bridges, and the like.

(k) Authority for Higher Standards. The road design standards stated above are intended to be minimum design standards. The Town Board shall have the discretion to impose higher design standards where in the opinion of the Town Board local condition or anticipated traffic in quantity or quality will require higher standards.

(l) Application for Determination of Applicable Standards. Any person may apply to the Town Board to determine what design standards should apply in a particular location, giving the description of the proposed highway and design standards. No person shall commence construction of any highway anticipated to be made a town road without first having written Town Board approval of the proposed highway design.

(m) Final Inspection and Acceptance of the Town Board. Upon completion of the proposed highway the Town Board will proceed to make a final inspection, accepting or rejecting the highway in its discretion. If the highway is rejected, then corrections must be made as stated by the Town Board before final inspection will be made again. If final acceptance is made by the Town Board, the owner of owners will convey the road to the

Town by warranty deed free and clear of any liens or encumbrances.  
Note: Where the Town Board approves a plat, which plat is intended to dedicate roads to the Town of Milton, responsibility for maintenance, including snowplowing, shall not be assumed by the Town until acceptance of the highway is made by the Town Board pursuant to this Ordinance, and any developer presenting a proposed plat to the Town Board for approval may be required to execute an agreement to be bound by the provisions of this Ordinance with respect to final inspection and acceptance of all roads lying within the proposed plat.

Section III: This Ordinance shall take effect upon passage and posting.

**TOWN BOARD, TOWN OF MILTON**

Passed and Adopted: December 8, 2021

By:   
Benjamin Adank, Town Chair

ATTEST:   
Kalene Engel, Town Clerk

I, the undersigned Village Clerk, hereby certify the foregoing Ordinance was posted in the following three public places in the Town of Milton on December 8, 2021.

W823 Engel Rd

S2838 Fern Cir

S2794 State Rd 88

ATTEST:   
Kalene Engel, Town Clerk

# Road Construction Standards

