

*General Code of Ordinances*  
*Chapter 5 - Traffic*

CHAPTER 5  
TRAFFIC

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5.01 TITLE/PURPOSE. This Ordinance is entitled the “Town of Centerville Traffic Ordinance”. The purpose of this Ordinance is to regulate traffic according to the authority given towns in the State Statutes.

5.02 AUTHORITY. The Town Board of the Town of Centerville has the specific statutory authority, powers and duties, pursuant to specific statutory sections noted in this Ordinance and by its adoption of village powers under Section 60.10 Wisconsin Statutes to regulate, control, prevent and enforce against certain uses, activities, businesses and operations in the Town of Centerville by persons that may affect the traffic in such town.

5.03 ADOPTION OF ORDINANCE. The Town Board of the Town of Centerville has, by adoption of this Ordinance, confirmed the specific statutory authority, powers and duties noted in the specific sections of this Ordinance and has established the regulations, controls and enforcement against certain uses, activities, businesses and operations by persons that may affect the traffic.

5.04 GENERAL PROVISIONS. Except as specifically noted otherwise in this Ordinance, Chapters 340 to 350 and Chapter 941 Wisconsin Statutes describing and defining regulations with respect to vehicles, traffic and snowmobiles for which the penalty is a forfeiture only, including penalties to be imposed and procedure for prosecution, are hereby adopted and incorporated by reference by the Town of Centerville and made part of this Ordinance as if fully set forth herein. Any future amendments, modifications, revisions, additions or deletions of the above-noted statutory Chapters shall be incorporated herein and made part of this Ordinance in order to secure uniform state regulations of traffic on the public highways, roads, streets and alleys of the State of Wisconsin.

5.05 MINIMUM HIGHWAY DESIGN STANDARDS.

A. Definitions:

1. Approach: That portion of road extending 100 feet on each side of a culvert or bridge.

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2. Base Course: The supporting base material of the roadway including shoulder.
3. Drainage: The gradual drying of highway by system of ditches, trenches, channels, etc.
4. Grade: The rate of ascent or descent of roadway.
5. Highway: The road or way over which the public generally has a right to pass, to include the complete right-of-way.
6. Right of Way: Lines delineating the outer limits of land, property or interest therein acquired for or devoted to a highway.
7. Road Bed: The whole material laid in place and ready for travel.
8. Roadway: The traveled portion of the highway.
9. Surface: The asphalt, chip seal or concrete top of the roadway or traveled surface.

B. Applicability: This section shall be applicable to all highways laid out by the Town Board after adoption of this ordinance, including any highways dedicated in plats for proposed subdivisions submitted for review pursuant to Chapter 236 Wis. Stats., any private highways being donated to the Town, and any other highways being accepted by the Town as public highways in the Town.

C. Minimum Road Design Standards. All Town highways shall be classified as local roads unless designated by the Town Board as Major, Minor or Low Use. The classification of all roads under this Ordinance shall be within the complete discretion of the Town Board considering such factors as traffic count, character of anticipated traffic and relation of highway to traffic patterns within the Town and other highway systems. It is intended that local be the lowest traffic count with access to private property as principal function. Minor highways are intended to be highways acting as collectors from local roads to higher priority roads or developed areas. Major highways are intended to serve as corridors through the Town serving intra-regional and inter-area traffic movement. Low-use highways are intended for roads serving dead-end, semi-private or seasonal roads. The following minimum design standards shall apply under this ordinance:

	With C/G*	Without C/G
Minimum R.O.W.		
Low Use/Local	66'	66'
Minor/Major	66'	66'

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Minimum width of Base Course (including curb, gutter or shoulders)

Low Use	N/A	28'
Local	28'	28'
Minor	30'	30'
Major	30'	30'

\*C/G means curb/gutter.

Improvement:

Minimum Width of Surfacing

Low Use	N/A	20'
Local	30'	22'
Minor	32'	22'
Major	34'	22'

Maximum Grade (percent)

Low Use	N/A	10
Local	10	10
Minor	9	9
Major	8	8

Minimum Radius of Horizontal Curve (in feet)

Low Use	N/A	100
Local	100	100
Minor	100	100
Major	300	300

Corner Radius at Intersections

15	30
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Minimum Length of Vertical Curve

Low Use--100' but not less than 20' for each algebraic difference in grade.

Local--100' but not less than 20' for each algebraic difference in grade.

Minor--200' but not less than 50' for each one percent.

Major--300' but not less than 50' for each algebraic difference in grade.

Minimum Length of Tangents Between Reverse Curves

Low Use	N/A	100
Local	100	100
Minor	100	100
Major	200	200

Minimum Sight Distance (in feet)

Low Use	N/A	200
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Local	200	200
Minor	250	250
Major	300	300

Maximum Length: Maximum desirable length of roads with cul-de-sacs is 1,000 feet. Through roads are most desirable.

Minimum R.O.W. Radius at Cul-de-sacs

Local	65	65
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Base Course: Base course must be of a quality, thickness and composition suitable for the location. Base course on all new construction will be a minimum of 6" breaker and 6" crushed gravel on top of subsoil--no topsoil in roadway.

Surface Course: Surface course must consist of bituminous concrete composition suitable for anticipated traffic loads. The minimum amount of gravel necessary for acceptance must be at least 600 yards per mile. The minimum amount of pavement necessary for acceptance must be at least 2" (compacted) in thickness.

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 elevation and location is obtained from the Town Board. The minimum length of any culvert installed in a road bed shall be at least two feet 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 the culvert be less than 15" in diameter.

Bridges: All bridges shall meet the minimum requirements of State and Federal law. In the event it is decided by the Town Board that the construction of a bridge would be of a size and cost that it would create a hardship to the owner of land required to build said bridge, then the Town Board may proceed to accept the road, complete as required above, except that part extending 100 feet on each side of said bridge. This portion of the road shall be known as the approach. The approach will be accepted incomplete, with the *reversation* that the Town will bill back to the owner a portion of the cost of construction of such bridge. The Town will proceed to build said bridge and approach with the help of bridge aid, if available, and billing the balance not covered by the aid or portion to be billed back to the owner.

Authority for Higher Standards: The road design standards stated 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 conditions require higher standards or anticipated traffic in quantity or quality will require higher standards. If annual average 24-hour traffic exceeds 400, town road standards in Section 86.26 Wis. Stats. shall apply.

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

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proposed highway and design standards required to be approved for any proposed highway being built. No person shall commence construction of any highway anticipated to be turned over to the Town without having written approval by the Town Board.

Final Inspection and Acceptance by the Town Board: Upon completion of the proposed highway, the Town Board will proceed to make final inspection, accepting or rejecting the highway as the case may be in the discretion of the Town Board. If the highway is rejected, then corrections must be made as stated by the Town Board before final inspection will be made. If final acceptance is made by the Town Board, the owner or owners will turn over to the Town a warranty deed free and clear of any liens necessary to convey free and clear title to the Town for the highway.

D. Road Classification and Mileage. The following are the road classifications and mileage:

<u>Road Name</u>	<u>From</u>	<u>To</u>	<u>Miles</u>
Classification A (Major)			
CENTER ROAD	CTH F	Point Creek Rd	1.00
CENTER ROAD	Point Creek Rd	.18 North of CTH X	.82
CENTER ROAD	.18 North of X	CTH X	.18
CENTER ROAD	CTH X	Dairyland Dr	.73
CLEVELAND ROAD	Range Line Rd	South Union Rd	1.00
CLEVELAND ROAD	South Union Rd	Dairyland Dr	.92
DAIRYLAND DR	Village	Cleveland Rd	.14
DAIRYLAND DR	Center Rd	Village	.93
DAIRYLAND DR	Cleveland Rd	County Line Rd	1.01
SOUTH UNION RD	CTH F	Point Creek Rd	1.00
SOUTH UNION RD	Point Creek Rd	CTH X	1.00
SOUTH UNION RD	CTH X	1.14 Miles South	1.14
SOUTH UNION RD	CTH XX (North)	.87 Miles North	.87
WESTVIEW RD	CTH F	Point Creek Rd	1.00
WESTVIEW RD	Point Creek Rd	CTH X	1.00
WESTVIEW RD	CTH X	Fischer Creek Rd	1.00
WESTVIEW RD	Fischer Crk Rd	Village	.87
Classification B (Minor)			
CENTER RD	Village	Cleveland Rd	.37
CENTERVILLE RD	CTH F	Point Creek Rd	1.00
CENTERVILLE RD	Point Creek Rd	CTH X	1.00
COUNTY LINE RD	South Union Rd	Dairyland Dr	1.00
POINT CREEK RD	Range Line Rd	South Union Rd	1.00
POINT CREEK RD	South Union Rd	Westview Rd	1.00
POINT CREEK RD	Westview Rd	Center Rd	1.08

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POINT CREEK RD	Center Rd	Centerville Rd	.43
POINT CREEK RD	Centerville Rd	Gass Lake Rd	.50
POINT CREEK RD	Gass Lake Rd	CTH LS	.76
RANGE LINE RD	CTH XX (North)	Curve	1.01
RANGE LINE RD	Cleveland Rd	.51 N County Line Rd	.51
SOUTH UNION RD	CTH XX	Cleveland Rd	1.02
SOUTH UNION RD	Cleveland Rd	County Line Rd	1.01

Classification C (Local)

CEDAR VIEW RD	Westview Rd	Center Rd	.93
CENTER RD	Fischer Crk Rd	North Ave	1.00
CENTER RD	North Ave	Village	.32
CENTERVILLE RD	CTH X	Fischer Creek Rd	1.00
CENTERVILLE RD	Fischer Crk Rd	North Ave	1.00
CLEVELAND RD	Dairyland Dr	Linden St	.46
CLEVELAND RD	Center Rd	CTH LS	.50
CLEVELAND RD	CTH LS	Lakeshore Rd	.21
FIEDLER RD	Fischer Crk Rd	South Union Rd	.51
S FISCHER CREEK RD	Curve	CTH XX	.79
S FISCHER CREEK RD	Westview Rd	Curve	.61
FISCHER CREEK RD	Dairyland Dr	Centerville Rd	.61
FISCHER CREEK RD	Westview Rd	Dairyland	.92
GASS LAKE RD	CTH F	Point Creek Rd	.98
LAKESHORE DR	Cleveland Rd	Village	.41
LINDEN RD	Cleveland Rd	Village	.21
NORTH AVE	Village	Center Rd	.19
NORTH AVE	Center Rd	Village	.63
WASHINGTON RD	End	Village	.12

Classification D (Low Use)

DAIRYLAND DR	Center Rd	Cemetery	.20
GASS LAKE RD	Point Creek Rd	End	.27

5.06 DRAINAGE DITCHES WITHIN ROAD RIGHT-OF-WAY. No person shall fill or obstruct any ditch or culvert alongside of any Town or public road, or underneath any such road with any dirt, stones or debris. No person shall cultivate, plow or remove soil from his land in such manner as to obstruct or fill any ditch along any Town road or public highway. No person shall enlarge a road drainage ditch without first obtaining a permit from the Town Board. Application for such permit shall be made to the Town Board via the Zoning Administrator (see Chapter 4, Section 4.12). Before approving a permit to enlarge any road drainage ditch in the Town, the Town Board shall forward the permit application to all County and State agencies whose approval must be obtained before such work may commence. Any person who violates this section, shall be charged for costs incurred in clean up.

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5.07 HIGHWAY OPENINGS REGULATED. PERMIT REQUIRED. (See Chapter 4, Section 4.12.)

5.08 SPECIAL OR SEASONAL WEIGHT LIMITATIONS. As per Section 349.16 Wisconsin Statutes, any officer in charge of maintenance of highways maintained by the town may impose special weight limitations on any such highway or portion thereof which, because of weakness of the roadbed due to deterioration, climatic conditions, or other special/temporary condition, would likely be seriously damaged or destroyed in the above special limitations.

5.09 OBSTRUCTING STREETS AND SIDEWALKS PROHIBITED. No person or group shall stand, sit, loaf or loiter, or engage in any sport or exercise on any public street, sidewalk, bridge or public ground within the Town in such manner as to prevent or obstruct the free passage of pedestrian or vehicular traffic thereon, or to prevent or hinder free ingress to or egress from any place of business, amusement, or any church, public hall or meeting place.

5.10 PARKING RESTRICTIONS. When an ordinance has been adopted by the Town Board and signs have been erected giving proper notice thereof, no person shall park, stop or leave standing any vehicle in violation of the parking restrictions so posted.

5.11 SPEED LIMITS. In the interest of public safety, the following roads shall have a 45 mile-per-hour speed limit posted:

- A. North Avenue from Cleveland Village limits (east of Hazel Street) to Cleveland Village limits (west of Franklin Drive).
- B. South Union Road from North Avenue (County XX) to Cleveland Road.
- C. Center Road from Village limits to Cleveland Road.
- D. Center Road from North Avenue to Village limits.
- E. Cleveland Road from Center Road to Lakeshore Road (County Road LS).

5.12 DRIVEWAY PERMITS & REQUIREMENTS.

A. The owner of lands adjacent to the right of way of a town road may not construct, maintain and use a driveway for access to the road unless the owner procures and abides by a permit from the Town Board (See Chapter 4, Section 4.12 Town Road Permits).

5.13 STOP SIGN. All stop signs on town roads, as shown on map Chapter 5 - Appendix B updated November 2006, are previously located stop signs approved by the Town Board of the Town of Centerville.

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A. STATE LAW ALSO APPLIES. Nothing contained herein shall be deemed to limit or restrict the application of any State Law or Administrative regulation of any State Agency regulating this subject.

5.14 SNOWMOBILE ROUTES.

A. MANITOWOC COUNTY PUBLIC SNOWMOBILE TRAIL. The following portion of Town of Centerville highway is designated as a snowmobile route, pursuant to Chapter 350 Wisconsin Statutes:

1. That portion of Center Road which lies within the W 1/2 SW 1/4 of Section 3, Township 17 N, Range 23 E; and the E 1/2 SW 1/4 of Section 4, Township 17 N, Range 23 E.
2. That portion of Center Road which lies within the NE 1/4 SE 1/4 of Section 16, Township 17 N, Range 23 E.
3. That portion of Westview Road which lies within the SE 1/4 NE 1/4 of Section 20 and the SW 1/4 NW 1/4 of Section 21, Township 17 N, Range 23 E.

B. CLEVELAND SNOWMOBILE CLUB. The following portions of Town of Centerville highways are designated as a snowmobile route, pursuant to Chapter 350 Wisconsin Statutes:

1. That portion of South Cleveland Road which lies within the part of the S 1/2 SW 1/4 of Section 28, Township 17 N, Range 23 E; and the N 1/2 NW 1/4 of Section 33, Township 17 N, Range 23 E.
2. That portion of Center Road which lies within the NE 1/4 NE 1/4 of Section 28 and the NW 1/4 NW 1/4 of Section 27, Township 17 N, Range 23 E.
3. That portion of South Cleveland Road which lies within the SW 1/4 SE 1/4 of Section 27 and the NW 1/4 NE 1/4 of Section 34, Township 17 N, Range 23 E.
4. That portion of Center Road which lies within the SW 1/4 SW 1/4 of Section 27 and the SE 1/4 SE 1/4 of Section 28, Township 17 N, Range 23 E.
5. That portion of County Line Road which lies within the SW 1/4 x SE 1/4 and the SE 1/4 x SW 1/4 of Section 32, Township 17 N, Range 23 E.

Said portions of above roads are located in the Town of Centerville, Manitowoc County, Wisconsin.

C. RESTRICTIONS. Any abuse of this privilege will then deem necessary action by Town Board to withdraw this section.

5.15 SNOW AND ICE REMOVAL--DEPOSIT IN STREETS RESTRICTED. No person shall cause to be deposited snow from his premises onto any road right-of-way in the Town.

5.16 MAILBOX INSTALLATION.

A. Purpose. This Ordinance is intended to establish standards for the safe installation of

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mailboxes within the right-of-way adjacent to highways in Town of Centerville. The term “mailbox” means any device used to receive mail, newspapers, packages, or similar items and the term includes any structure used to support the mailbox.

B. Authorization. A person may install and maintain a mailbox within the right-of-way adjacent to or near the person’s residence provided the mailbox complies with all requirements established by the United States Postal Service and all requirements established by this ordinance.

C. Requirements. 1. Location. A mailbox must be placed on the right side of the highway, except in the case of one-way traffic; at the far side of the driveway; and a minimum of 60 feet from any intersecting road in the direction of the delivery route.

2. Setback. The mailbox must be set back a sufficient distance so that no portion of the mailbox extends over the traveled portion of the highway or the outside edge of the shoulder.

3. Height. The bottom of the mailbox receptacle must be a minimum of 42 inches to a maximum of 48 inches from the street surface.

4. Material. A mailbox must be constructed of light sheet metal, plastic, or a similar material. The mailbox must be firmly attached to any support structure in order to minimize the possibility of its separating from the structure if struck by a vehicle.

5. Number and Separation. No more than two mailboxes may be mounted on a single support post. A light weight newspaper box mounted below a mailbox will not be counted toward this limit. Support posts must be separated by a distance that is equal to three-quarters of the height of the support posts.

6. Support Structure. A mailbox support structure must be designed to break off or move out of the way if struck by a vehicle. No support may extend more than 24 inches into the ground; be placed in concrete; or fitted with an anchor plate. A metal support may have an anti-twist device if the device does not extend more than 10 inches below the ground surface. The maximum material specifications for a support post are:

- a. A square wood post must not be larger than 4 inches by 4 inches nominal.
- b. A round wood post must not be larger than 4 inches in diameter.
- c. A metal pipe must have an inside diameter of 1½ inches or less.
- d. A metal channel must weigh less than 2 pounds per foot.

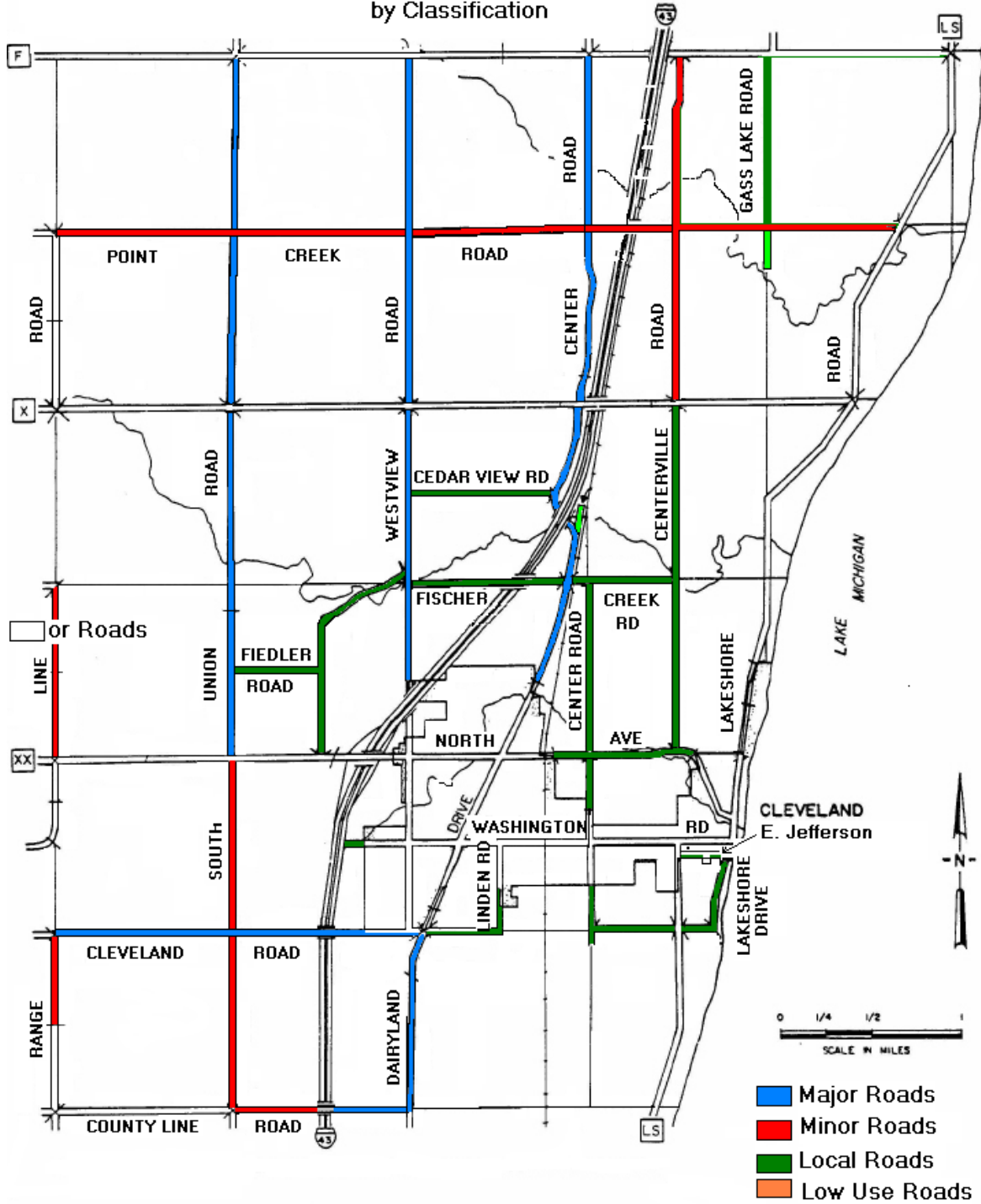
D. Variance. The Town Chairman is authorized to grant a variance on a case by case basis to any requirement specified in subsection C provided the variance is authorized in writing and does not compromise public safety.

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E. Enforcement. This Ordinance may be enforced under the provisions of Section 86.04 Wisconsin Statute pertaining to highway encroachments.

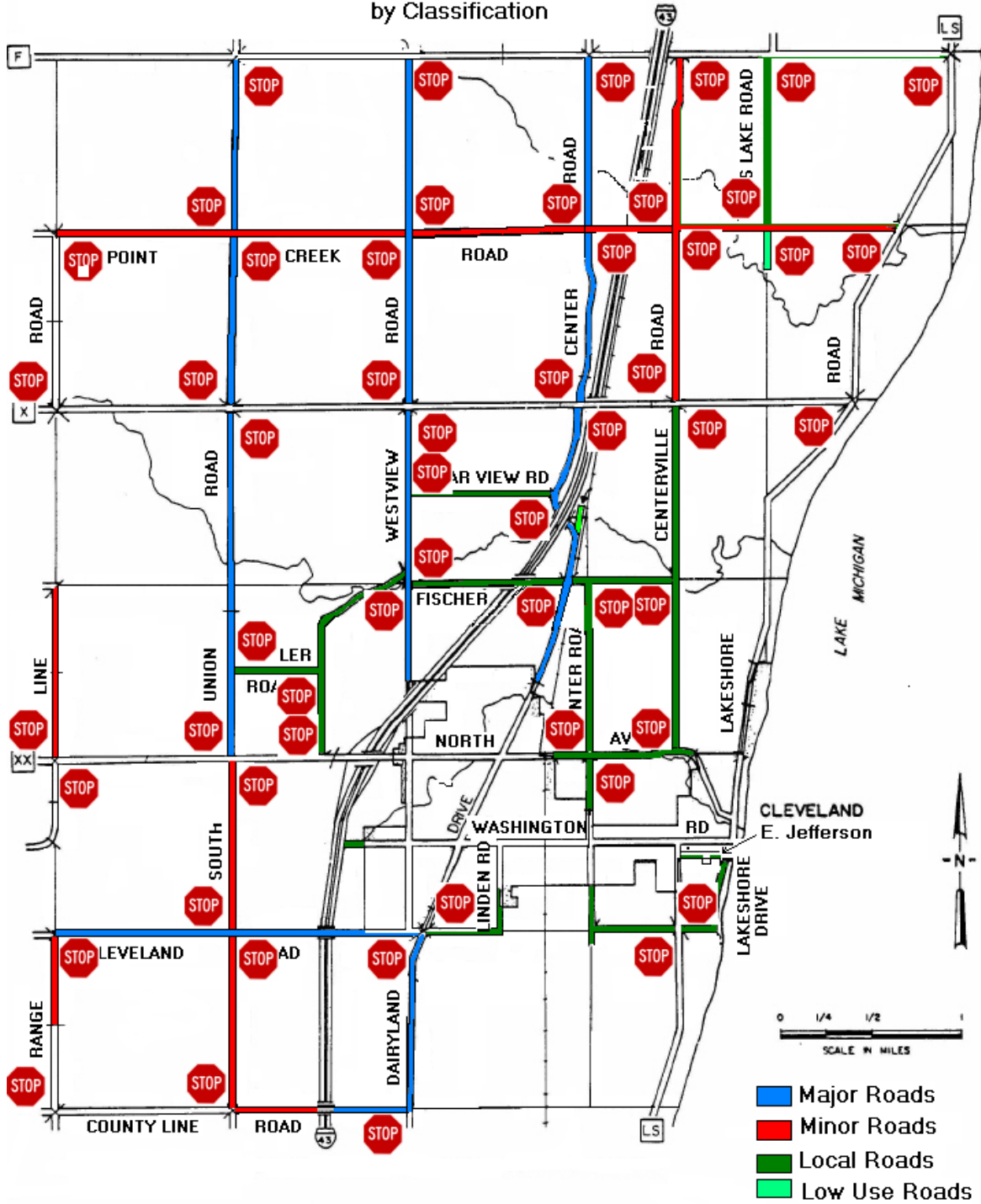
5.17 PENALTY. Any person, who violates any provision of this chapter, except as otherwise provided, shall be subject to a penalty as provided in Section 13.09 of this General Code.

**TOWN OF CENTERVILLE**  
**Official Road Map**  
by Classification



Chapter 5 – Appendix A Official Road Map

**TOWN OF CENTERVILLE**  
**Official Road Map**  
by Classification



Chapter 5 – Appendix B Stop Sign Map