

Chapter Trans 205

COUNTY TRUNK HIGHWAY STANDARDS

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Note: Chapter Hy 34 as it existed on December 31, 1986 was repealed and a new chapter Trans 205 was created effective January 1, 1987.

Trans 205.01 Purpose. (1) Pursuant to s. 84.01 (9) (b), Stats., the department of transportation adopts these rules relating to projects for constructing or reconstructing and relating to processes incidental to building, fabricating or bettering a county trunk highway, but not relating to maintenance of a county trunk highway. Maintenance includes all those measures and activities necessary to preserve a highway, as nearly as possible, in the condition of its construction. Maintenance generally involves no change in horizontal alignment, roadway widths or grade.

(2) Any county trunk highway improvement project, on which construction is started after January 1, 1987, shall follow this chapter.

History: Cr. Register, December, 1986, No. 372, eff. 1-1-87.

Trans 205.02 Definitions. As used in this chapter:

(1) "Average daily traffic" or "ADT" means the average 24-hour traffic volume during a stated period divided by the number of days in that stated period; unless otherwise specified, the stated period is one year.

(2) "Bridge design load" means the maximum vehicle loading that a bridge is designed to accommodate without exceeding the allowable working capacity of any structural member or group or system of structural members.

(3) "Design speed" means the maximum safe speed that can be maintained over a specified section of highway when conditions are so favorable that the design features of the highway govern.

(4) "District director" means a Wisconsin department of transportation, division of highways and transportation services, district office director.

Note: The department of transportation district offices and addresses are as follows:

District 1.....	2101 Wright Street	Madison 53704
District 2.....	141 N.W. Barstow Street	Waukesha 53187
District 3.....	944 Vanderperren Way.....	Green Bay 54304
District 4.....	1681 2nd Avenue South.....	Wisconsin Rapids 54494
District 5.....	3550 Mormon Coulee Road ...	LaCrosse 54601
District 6.....	718 W. Clairemont Avenue....	Eau Claire 54701
District 7.....	Hanson Lake Road.....	Rhineland 54501
District 8.....	1701 N. Fourth Street	Superior 54880

(5) "Functional classification" has the meaning set forth in ch. Trans 76.

(6) "HS20" has the meaning set forth in the American association of state highway and transportation officials (AASHTO) standard specifications for highway bridges, 13th edition 1983, as amended by interim specifications-bridges 1984 and 1985, published by AASHTO.

Note: The AASHTO standard specifications for highway bridges are available from AASHTO, 444 North Capitol Street, N.W., Washington, D.C. 20001. Copies of the relevant portion of the AASHTO standard are on file at the offices of the department of transportation, secretary of state and revisor of statutes.

(7) "Roadway" means the portion of a highway, including shoulders, for vehicular use.

Note: Under this definition, a divided highway has two or more roadways.

(8) "Shoulder" means that portion of a roadway that is contiguous to the traveled way and is used primarily for vehicle stopping in an emergency.

(9) "Traveled way" means the portion of the roadway designed for movement of vehicles, exclusive of the shoulders.

History: Cr. Register, December, 1986, No. 372, eff. 1-1-87.

Trans 205.03 County trunk highway standards. (1) The design standards for urban county trunk highway improvement projects shall conform with the applicable department of transportation criteria, and, if applicable, with the federal criteria for the class of highway involved. The minimum design standards for rural county trunk highway improvement projects shall be as set forth below for each of the rural county trunk highway functional classifications. The functional classification for a particular rural county trunk highway segment shall be that shown for the segment on the most current department of transportation rural functional system map prepared under ch. Trans 76 for local transportation aids purposes or, if applicable, on the most current federal aid system map.

(2) The rural county trunk highway minimum design standards for each of the rural county trunk highway functional classifications are as shown in the following tables:

TABLE (a) - ARTERIALS*

Design Class	Design ADT	Design Speed MPH	ROADWAY WIDTH DIMENSIONS IN FEET			Design Load	BRIDGES*** Clear Roadway Width in Feet
			Traveled Way	Shoulder	Roadway		
A1	Under 3500	60**	24	6	36	HS20	36
A2	3500-7000	60	24	10	44	HS20	44
A3	Over 7000	65	24(2)	6 Left 10 Right	40(2)	HS20	40

*Minimum design standards for sight distance, horizontal alignment and vertical alignment shall conform with applicable department of transportation criteria.

**For design class A1 the desirable design speed is 60 mph, but a minimum design speed of 55 mph is acceptable.

***The full width of bridge approach roadways shall continue across all new bridges, except when a bridge is a major structure on which design dimensions are subject to individual economic studies because of high unit cost.

TABLE (b) - COLLECTOR*

Design Class	Current ADT	Design ADT	Design Speed MPH	ROADWAY WIDTH DIMENSIONS IN FEET**			Design Load	Clear Roadway Width in Feet
				Traveled Way	Shoulder	Roadway		
C1	0-400		40	22-24	2-4	26-32	HS20	26-30
C2	400-750	Under 1500	50	22-24	6	34-36	HS20	28-30
C3		1500-3500	55	24	6	36	HS20	32-34***
C4		Over 3500	60	24	8	40	HS20	40***

*Minimum design standards for sight distance, horizontal alignment, and vertical alignment shall conform to the applicable department of transportation criteria.

**Where a range of widths is shown, the smaller number is the minimum width and the larger number is the maximum width eligible for federal or state project participation.

***Bridges in design classes C3 or C4 having a total length over 100 feet may be designed with a clear roadway width of 30 feet.

TABLE (c) - LOCAL*

Design Class	Current ADT	Design ADT	Design Speed MPH	ROADWAY WIDTH DIMENSIONS IN FEET**			Design Load	Clear Roadway Width in Feet
				Traveled Way	Shoulder	Roadway		
L1	0-250		40	20-22	2-4	24-30	HS20	24-28
L2	250-400		40	22	2-4	26-30	HS20	26-30
L3	400-750	Under 1500	50	22-24	6	34-36	HS20	28-30
L4		1500-3500	55	24	6	36	HS20	30-34***
L5		Over 3500	60	24	8	40	HS20	40***

*Minimum design standards for sight distance, horizontal alignment and vertical alignment shall conform with applicable department of transportation criteria.

**Where a range of widths is shown, the smaller number is the minimum width and the larger number is the maximum width eligible for federal or state project participation.

***Bridges in design class L4 or L5 having a total length over 100 feet may be designed with a clear width of 30 feet.

History: Cr. Register, December, 1986, No. 372, eff. 1-1-87.

Trans 205.04 Deviation from standards. A district director may authorize deviations from the standards in s. Trans 205.03 in special cases in which the strict application of those standards is impractical and in which the deviation is not contrary to the public interest and safety and is not contrary to the intent of s. 84.01 (9) (b), Stats. Any deviation from the standards shall be approved in writing by the district director.

History: Cr. Register, December, 1986, No. 372, eff. 1-1-87.

Trans 205.05 Project review. (1) On or before December 1 of each year, each county highway commissioner shall file with the appropriate district director a report for the county certifying that any and all county trunk highway improvement projects for which funds were expended or obligated during that year conformed to the minimum standards established under s. 84.01 (9) (b), Stats. The certification shall be on forms prescribed by the department of transportation. All county trunk highway improvement projects shall be reviewed by the district director for compliance with the standards stated in s. Trans 205.03.

(2) If any county has not complied with the standards, the district director shall notify the county in writing stating the items which are

noncomplying. When the noncomplying projects have subsequently been made to comply with the standards, the district director shall certify compliance on forms designated for this purpose by the department of transportation. If on July 1 of any year there are in a county any remaining non-complying projects that have not been made to comply as certified by the district director, those projects shall be reported by the department of transportation to the appropriate legislative committees.

History: Cr. Register, December, 1986, No. 372, eff. 1-1-87.