

Hy 34

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS


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OCT 15 1976  
3:10 pm  
REVISOR OF STATUTES  
BUREAU *Ed. Carlson*

TO ALL WHOM THESE PRESENTS COME, GREETINGS:

I, John W. Fuller, Secretary of the State Highway Commission, and custodian of the official records of the Commission, do hereby certify that the annexed rules relating to county trunk highway standards were duly adopted by this Commission on October 12, 1976.

I further certify that the copy has been compared by me with the original on file in this Commission and that the same is a true copy thereof, and of the whole of the original.

IN TESTIMONY WHEREOF, I have hereunto set my hand at the Hill Farms State Office Building in the City of Madison, this 14 day of October, 1976.

  
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John W. Fuller, Secretary  
State Highway Commission  
Wisconsin Department of Transportation  
Division of Highways

ORDER OF THE HIGHWAY COMMISSION  
ADOPTING, AMENDING, AND REPEALING RULES

Pursuant to authority vested in it by Section 84.01(9)(b), Wisconsin Statutes, the Highway Commission hereby repeals, amends, and adopts rules as follows:

Section Hy 34.01(2) of the Wisconsin Administrative Code is amended to read:

Effective date of compliance. Any county trunk highway improvement project, where construction is started after January 1, ~~1971~~ 1977 shall follow the rules stated herein.

Section Hy 34.02 of the Wisconsin Administrative Code is repealed and recreated to read: County trunk highway standards. (1) GEOMETRIC DESIGN. The geometric design standards to be applied to urban county trunk highway improvement projects shall be in conformance with the current state (Division of Highways) criteria, and, if applicable, federal criteria for the class of highway involved. The minimum geometric design standards to be applied to county trunk highway improvement projects shall be:

MINIMUM DESIGN STANDARDS FOR RURAL COUNTY TRUNK HIGHWAYS

DESIGN CLASS	TRAFFIC VOLUME ①		ROADWAY							STRUCTURE	
	CURRENT ADT	DESIGN YEAR ADT	DESIGN SPEED	ROADWAY WIDTH	SURFACE WIDTH	MAXIMUM HORIZONTAL CURVE ②	TERRAIN ③	MAXIMUM % GRADE	STOPPING SIGHT DISTANCE	HIGHWAY LOAD	CLEAR RDWY. WIDTH FOR STRUCT. ④
C1	Under 250	Under 500	40	28	20	12°-30'	F	10	275	H 20	24
							R	12			
							M	15			
C2	250-400	500-800	50	30	22	7°-30'	F	6	350	H 20	28
							R	7			
							M	9			
C3	400-750	800-1500	50	34	22	7°-30'	F	6	350	HS 20	28
							R	7			
							M	9			
C4	750-2000	1500-4000	50	40	24	7°-30'	F	6	350	HS 20	40
							R	7			
							M	9			
C5	Over 2000	Over 4000	60	44	24	5°-00'	F	5	475	HS 20	44
							R	6			
							M	6			

① Use DESIGN YEAR ADT to determine DESIGN CLASS for highways where a substantial traffic growth is expected. The ratio of DESIGN YEAR ADT to CURRENT ADT is not necessarily 2:1 as may be interpreted from comparing the two traffic columns.

② Maximum curvature for design speed shown and superelevation rate of 0.08 foot per foot.

③ Terrain: Flat (F), Rolling (R), Mountainous (M).

④ Structures in Design Classes C4 and C5 with a total length over 100 feet may be designed with a clear roadway width of 30 feet.

LEGEND

MAX = Maximum  
% = Percent

STRUCT. = Structure  
RDWY. = Roadway

(2) DEFINITIONS. (a) Average daily traffic (ADT). The average 24-hour volume, during a stated period divided by the number of days in that period. Unless otherwise specified, the period is one year.

(b) Design speed. 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.

(c) Roadway width. The portion of a highway including shoulders, for vehicular use. A divided highway has 2 or more roadways.

(d) Surface width. The portion of the roadway, exclusive of shoulders, for the movement of vehicles. This portion of the roadway may also be referred to as the traveled way.

(e) Shoulder width. The portions of the roadway between the traveled way and the inside edges of slopes of ditches or fills exclusive of auxiliary lanes, curbs, and gutters.

(f) Horizontal curve. Any change in direction on a horizontal plane based on circular curvature.

(g) Percent grade. The rate of rise or fall of the surface of the roadway measured along the centerline expressed as a percentage. Thus a 1% grade will rise or fall one foot in 100 feet.

(h) Sight distance (stopping sight distance). The distance required by a driver of a vehicle, traveling at the average speed for a given highway design speed to bring his vehicle to a stop after an object on the roadway becomes visible. The height of eye in this case is 3.75 feet and the height of object is 6 inches.

(i) District engineer. The Wisconsin Department of Transportation, Division of Highways, District Office, District Engineer.

(j) Highway load. The highway live load for which the structures on the county trunk highways are to be designed.

Signed at Madison, Wisconsin this 12 day of October, 1976.

STATE HIGHWAY COMMISSION  
WISCONSIN DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

  
John W. Fuller, Secretary