

**TOWN OF MARSHFIELD**  
**ORDINANCE #03-1**  
**AN ORDINANCE FOR MINIMUM HIGHWAY DESIGN STANDARDS**

Whereas, it is in the public interest for the Town of Marshfield, Wood County, to establish minimum highway design standards for highways being constructed in the town to accommodate anticipated traffic and afford satisfactory access to police, firefighting, snow removal and road maintenance equipment;

Now therefore it is hereby ordained by the Town Board of Supervisors of the Town of Marshfield, Wood County as follows:

**Section 1.**      **Definitions**

In order to clarify this ordinance the following definitions are applicable:

- A. Approach – that portion of the road extending 100 feet on each side of a culvert or bridge.
- B. Base course – the supporting base material of the roadway, including shoulder.
- C. Drainage – the gradual drying of highway by system of ditches, trenches, channels, etc.
- D. Grade – the rate of ascent or descent of roadway.
- E. Highway – the road or way over which the public generally has a right to pass, to include the complete right of way.
- F. Road bed – the whole material laid in place and ready for travel.
- G. Roadway – the traveled portion of the highway.
- H. Surface - the top of the roadway, or traveled surface.

**Section 2.**      **Applicability**

This ordinance shall be applicable to all highways laid out by the Town Board after adoption of this ordinance, including any highways dedicated in plats for purposed subdivisions submitted for review pursuant to Chapter 236 of Wisconsin Statutes, any private highways being donated to the town, and any other highways being accepted by the town as public highways in the town.

**Section 3.**      **Minimum Road Design Standards.**

The following minimum design standards shall apply under this ordinance. 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 within the complete discretion of the town board. It is intended that local be the lowest traffic count, with access to private property as principal function. Collector highways are intended to be highways acting as collectors from local roads to higher priority roads or developed areas. Arterials are intended to serve as corridors through the town serving intra-regional and inter-area traffic movement.

|                                                    | Residential &<br>Agricultural | Commercial &<br>Industrial |
|----------------------------------------------------|-------------------------------|----------------------------|
| Minimum ROW                                        | 66'                           | 66'                        |
| Minimum width of base course (including shoulders) |                               |                            |
| Local                                              | 28'                           | 30'                        |
| Collector                                          | 30'                           | 32'                        |
| Arterial                                           | 30'                           | 32'                        |
| Minimum width of surfacing                         |                               |                            |
| Local                                              | 22'                           | 24'                        |
| Collector                                          | 24'                           | 24'                        |
| Arterial                                           | 24'                           | 24'                        |
| Maximum grade (percent)                            | 10                            | 10                         |
| Minimum sight distance                             |                               |                            |
| Local                                              | 150'                          | 150'                       |
| Collector                                          | 200'                          | 200'                       |
| Arterial                                           | 250'                          | 250'                       |

|                             | Residential &<br>Agricultural | Commercial &<br>Industrial |
|-----------------------------|-------------------------------|----------------------------|
| Design speed (mph)          |                               |                            |
| Local                       | 35                            | 35                         |
| Collector                   | 40                            | 40                         |
| Arterial                    | 45                            | 45                         |
| Cul-de-sacs                 |                               |                            |
| Minimum right-of-way radius | 75'                           | 75'                        |
| Minimum base course radius  | 50'                           | 50'                        |
| Minimum pavement radius     | 45'                           | 45'                        |

Roads should be laid out on ¼ mile lines where possible. Consideration will be given to special cases.

#### **Base Course**

Base course must be of a quality, thickness, and composition suitable for the location.

#### **Surface Course**

Surface course must be hot mix. The minimum amount of pavement necessary for acceptance must be at least 3" in thickness. The hot mix shall be put on in two layers. The wedge coat should be 1½" in thickness (compacted), the finish coat 1½" in thickness.

#### **Ditching and Culverts**

The ditching of the roadway must be complete and have proper elevation to provide for adequate drainage. Culverts necessary for proper drainage shall be installed. The minimum length of any culvert shall be at least 50'. In no case shall the culvert be less than 15" in diameter. Culverts may be of metal or plastic on approval of the Town Board.

### **Section 4.**      **Culverts to Private Lands**

Permission to install culverts in road right of way must be obtained from the Town Board. In no case will permission be granted within 100' of an intersection. Other factors given consideration will be property access, number of culverts in given area, slope of ditch, lay of land, amount of drainage, etc. Any culvert installed without town board approval, may be removed by the town at the property owners expense.

### **Section 5.**      **Authority for Higher Standards**

The road design standards in section 3 as 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 conditions require higher standards or anticipated traffic in quantity or quality will require higher standards.

### **Section 6.**      **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 proposed design standards being requested to be approved for any proposed highway being proposed to be built. No person shall commence construction of any highway anticipated to be turned over to the town without having written approval of the proposed highway design by the town board.

**Section 7.**

**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 again. 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.

Adopted by the Town Board on February 3, 2003.

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Tom Danhof, Chairman

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John Salzmann, Supervisor

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Joe Bores, Supervisor

Posted on February 4, 2003.

Filed in the office of Town Clerk on February 4, 2003.

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Janet A. Meyer, Clerk