

**CODE OF GENERAL ORDINANCES FOR THE TOWN OF
GROVER MARINETTE COUNTY, WISCONSIN**

CHAPTER 12: TOWN HIGHWAY ORDINANCE

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CHAPTER 12: TOWN HIGHWAY ORDINANCE

The Town Board of the Town of Grover, Marinette County, Wisconsin, does hereby ordain as follows:

12.0100 TOWN HIGHWAYS

12.0101 PURPOSE

The purpose of this ordinance is to promote the safety and general welfare of the citizens of the Town of Grover and others who travel the Town’s highways by providing for the orderly layout and construction of Town highways.

12.0102 DEFINITION

Per Chapter 81 of State Statutes, all town roads shall hereafter be termed town highways. A town highway is any highway that the Town of Grover holds fee simple title to or has prescriptive rights in. Generally, the Town of Grover considers a highway to be a town highway if it appears on the Town’s gas tax map.

12.0103 PERMIT

To insure compliance with the standards created by this ordinance, no person shall commence construction of any highway which is intended to provide future public access to more than one (1) land owner without providing detailed plans of the proposed highway construction and obtaining a permit for such construction from the Town Board or its designees along with a copy of this ordinance and a typical highway cross section. All costs incurred by the Town in the development and construction of said highway shall be born by the private landowners or developer.

12.0104 HIGHWAY NAME

New highway names shall not duplicate the names of existing highways, but highways that are continuations of others already in existence and named, shall bear the names of the existing highways. Highway names shall be assigned as set for the in Chapter 81.01(11) of the Wisconsin Statutes and shall be subject to approval by the Town Board.

12.0105 RIGHT OF WAY

All Town highways shall have a right of way width of 66 feet.

12.0106 CLEAR ZONE

A minimum clear cut width of not less than 50 feet shall be acceptable. Said clear cut width to be determined by the Town Board or designee at the time of the permit application and site inspection.

12.0107 LENGTH

Highway right of way shall not be less than 500 feet in length.

12.0108 CUL-DE-SAC

All dead-end highways regardless of length, shall have a solid turnaround with a radius of 50 feet on the center line of said highway or a “T” type turnaround. Said “T” shall be at right angles to the center line of the highway, have a 66 foot wide right of way and be not less than 50 feet long on either side of the highway center line. The Town Board or designee shall be consulted on which method to utilize at the time of the permit application and site inspection.

12.0109 HIGHWAY WIDTH

- A. Town highways with an estimated average daily traffic count of under 100 vehicles shall have minimum road width, driving surface and shoulders, of 24 feet.
- B. Town highways with an estimated average daily traffic count of 100 to 250 vehicles or more shall have a minimum road width, driving surface and shoulders, of 26 feet.

12.0110 CONSTRUCTION STANDARDS

- A. Sub-Base The entire width of all highways shall have a minimum sub-base of four (4) inches of pit run covered with four (4) inches of crushed compacted ¾” gravel. More pit run or crushed gravel may be needed to create stability in problem areas.
- B. Surfacing Two options are available. The appropriate application will be determined by the Town Board or designee based on estimated traffic count. Option 1: shall be a minimum two (2) inch compacted Asphaltic Type AC Penetration 120-150 Single Aggregate Bituminous Pavement 18 feet wide. Option 2: shall be a minimum two (2) inches of cold mix compacted 18 feet wide.
- C. All surfacing shall be crowned a minimum of 1 ¾ inches higher at the center of the highway to allow water to run to the shoulders.
- D. Gravel shall be applied to the shoulder to be flush with the paved area.
- E. All muck and foreign material, stumps, old culverts, large rocks, etc., shall be removed and replaced with sand or pit run and brought up to grade before the sub-base shall be applied.

12.0111 DITCHES

Town highways shall be a ditch on each side, the bottom of which shall be at least one foot below the bottom of the sub-base. Deeper ditches may be necessary to provide adequate drainage. The Town Board or designee shall determine if a ditch is needed.

12.0112 BACK AND SIDE SLOPES

All highways shall have an 8 foot side slope with 4 to 1 pitch, except where geographic features or terrain would not allow for same as determined by Town

Board or designee. Back slope shall be a maximum of 2 to 1 pitch. (See Section 18 for Typical Cross Section.)

12.0113 CULVERTS

The Town Board or designee shall decide if one or more culverts are necessary, and the location and size of said culvert(s). The galvanized steel culvert(s) shall be of a size adequate to insure proper drainage, with a minimum drop of 2” across the highway. Multiple part culverts are to be banded with a band of the same size and gauge as the culvert. All costs associated with the purchase and installation of said culvert(s) shall be the responsibility of the landowner or developer.

12.0114 CURVES AND INCLINES

All curves and inclines shall be constructed in accordance with the standards set forth in Section 86.26 of the Wisconsin Statutes which standards are incorporated herein by reference.

12.0115 SEEDING

All disturbed areas (ditches, back slopes and fills) within the highway right of way not provided with surfacing and shouldering material shall be seeded for permanent cover, and protected by erosion control materials.

12.0116 HIGHWAY SURVEY

All applications for Town highways shall be accompanied by a survey of said highway with a corresponding legal description. Said survey shall be performed by a registered land surveyor. The cost for said survey to be the responsibility of the private land owner and/or developer.

12.0117 REQUIRED INSPECTIONS

Continual inspection of highways by the Town Board or designee during all phases of construction is necessary if the highway is to be considered for addition to the Town Highway System. A minimum of three inspections must take place at the following phases of construction:

- a. Sub-base grading
- b. Crushed aggregate base course; and
- c. Bituminous surface course

An inspection report and recommendation of approval will be given to the full Town Board at which time the Board will approve each phase of construction. The highway will be accepted as a Town highway only after final approval by the Town Board and the receipt of a warranty deed conveying title of the entire right of way to the Town of Grover, or through plat dedication per Chapter 236 of Wisconsin Statutes.

12.0118 TYPICAL CROSS SECTION

Attached hereto and made a part of this ordinance.

12.0119 APPLICABILITY

This ordinance shall apply to all highways; construction of which is completed after the effective date of this ordinance and all existing highways which may in the future become dedicated for public use or submitted to the Town as a Town highway.

12.0120 VARIANCE

A variance to this ordinance can be granted by Town Board action.

12.0121 VIOLATION AND PENALTY

Any person or firm or corporation who violates this ordinance shall pay a forfeiture of not less than \$10.00 nor more than \$200.00, together with the costs of prosecution, or in default of payment thereof by imprisonment in the Marinette County Jail for a term of not more than 30 days. Until such time as this ordinance is complied with, each day of the violation shall constitute a separate offense.

12.0122 SIGNING

No signs are required; signing will be done by the Town.

12.0200 PRIVATE ROADS

12.0201 PURPOSE

To insure that all individuals purchasing or already owning property abutting a private road clearly understand the provisions regarding maintenance and/or improvement of said road.

12.0202 DEFINITION

A private road is defined as a privately owned strip of land which serves as access to more than three (3) parcels of land and/or residences; title to said parcels of land are not held by the same individuals(s). If said road serves more than three (3) parcels of land and/or residences it is considered a private road.

12.0203 PERMIT

To insure compliance with the standards created by this ordinance, no person shall commence construction of any private road which is intended to provide access to more than three (3) landowners without providing detailed plans of the proposed private road construction and obtaining a permit for such construction from the Town Board or its designees, along with a copy of this ordinance. All costs incurred by the Town in the development and construction of said private road shall be born by the private landowner or developer.

12.0204 ROAD NAME

New road names shall not duplicate the names of existing roads, but roads that are continuations of others already in existence and named shall bear the names of the existing roads. Road names shall be subject to approval of the Town Board.

12.0205 RIGHT OF WAY

Private roads shall have a 66 foot wide easement right of way width.

12.0206 CUL-DE-SAC

All dead-end private roads regardless of length, shall have a solid turnaround with a radius of 50 feet on the center line of said private road or a “T” type turnaround. Said “T” shall be at right angles to the center line of private road, have a 66 foot wide right of way and be not less than 50 feet long on either side of the private road center line. The Town Board or designee shall be consulted on which method to utilize at the time of the permit application and site inspection.

12.0207 PRIVATE ROAD WIDTH AND HEIGHT

Private roads shall have a minimum clear cut width of 24 feet, with a minimum driving surface of 20 feet, and a minimum height clearance of 14 feet.

12.0208 CONSTRUCTION STANDARDS

- A. Sub-Base. The entire width of all private roads shall have a minimum sub-base of four (4) inches of pit run covered with four (4) inches of crushed compacted $\frac{3}{4}$ ” gravel. More pit run or crushed gravel may be needed to create stability in problem areas.
- B. All muck and foreign material, stumps, old culverts, large rocks, etc., shall be removed and replaced with sand or pit run and brought up to grade before the sub-base shall be applied.

12.0209 DITCHES

Private roads shall have a ditch on each side, the bottom of which shall be at least one foot below the bottom of the sub-base. Deeper ditches may be necessary to provide adequate drainage. The Town Board or designee shall determine if a ditch is needed.

12.0210 BACK AND SIDE SLOPES

All private roads shall have an 8 foot side slope with 4 to 1 pitch, except where geographic features or terrain would not allow for same as determined by Town Board or designee. Back slope shall be a maximum of 2 to 1 pitch. (See Section 18 for Typical Cross Section.)

12.0211 CULVERTS

The Town Board or designee shall decide if one or more culverts are necessary, and the location and size of said culvert(s). The galvanized steel culvert(s) shall be of a size adequate to insure proper drainage, with a minimum drop of 2” across the road desired. Multiple part culverts are to be banded with a band of the same size and gauge as the culvert. All costs associated with the purchase and installation of said culvert(s) shall be the responsibility of the landowner or developer.

12.0212 CURVES AND INCLINES

All curves and inclines shall be constructed in accordance with the standards set forth in Section 86.26 of the Wisconsin Statutes which standards are incorporated herein by reference.

12.0213 SEEDING

All disturbed areas (ditches, back slopes and fills) within the private road right of way not provided with surfacing and shouldering material shall be seeded for permanent cover, and protected by erosion control materials.

12.0214 MAINTENANCE

All persons requesting approval of a private road, shall first have said private road surveyed by a registered land surveyor. The registered land surveyor shall provide the property owner with an Affidavit of Private Road which shall be executed in such written form as it entitled to recording in the office of the Register of Deeds in Marinette County, Wisconsin. Said affidavit shall show the private road as surveyed, the legal description for the private road, and the private road certificate which shall read as follows:

“The undersigned hereby requests the Town Board of the Town of Grover to grant permission to the undersigned to name private road legally described hereon, and hereby state that it is understood and agreed that such road is a private road which will not be entitled to either maintenance or improvement by the Town of Grover at any time now or in the future unless and until such road has been dedicated to and accepted by the Town of Grover as an appropriate public highway pursuant to the then applicable ordinance governing acceptances of such highway.”

12.0215 REQUIRED INSPECTIONS

Continual inspection of private roads by the Town Board or designee during all phases of construction is necessary if the private road is to be considered a private road. A minimum of two inspections must take place at the following phases of construction:

- A. Sub-base grading
- B. Crushed aggregate base course

12.0216 FRONTAGE

All lots fronting on a private road shall extend to the center of the private road.

12.0217 AFFIDAVIT OF PRIVATE ROAD

All Affidavits of Private Roads shall have Town Board approval before recording in the office of the Marinette County Register of Deeds.

12.0218 VARIANCE

A variance to this ordinance can be granted by Town Board action.

12.0219 PENALTY

No building permit for construction of any kind will be issued until such time as the above criteria have been met.

12.0300 PRIVATE DRIVEWAYS

12.0301 PURPOSE

To allow for proper drainage of surface waters within town ditches.

12.0302 DEFINITION

A private driveway is defined as a private roadway which serves no more than three parcels of land and/or residences.

12.0303 LOCATION

The Town Board or designee shall approve the location of a private driveway at the intersection with the Town highway in relationship to the location of hills, curves, and intersections.

12.0304 CULVERTS

The Town Board or designee shall decide if a culvert is necessary, and the location and size of said culvert. The galvanized steel culvert shall be of a size adequate to insure proper drainage, with a minimum drop of 2” across the private driveway desired. Multiple part culverts are to be banded with a band of the same size and gauge as the culvert. All costs associated with the purchase and installation of said culvert shall be the responsibility of the landowner or developer.

12.0305 PERMIT

A permit to install a private driveway to a Town Highway must be obtained from the Town Board or its designee prior to construction of said private driveway.

12.0306 APPLICABILITY

This ordinance shall apply to all private driveways, construction of which will begin after the effective date of this ordinance.

12.0307 PENALTY

The private driveway will be removed by the Town of Grover at the property owners expense with the cost to be collected by special assessment.

**12.0400 PART IV GUIDELINES FOR PRIVATE DRIVEWAYS
MEASURING 100 FEET IN LENGTH OR LONGER**

If the driveway you intend to construct measures 100 feet or longer in length, the Town of Grover Board would like you to consider its guidelines regarding the construction of your new driveway. We have consulted with the Town of Grover Volunteer Fire Department regarding what they need to allow access to your home. These are the guidelines that they passed on to us.

First of all, the length of the driveway should be measured from the center line of the town road or private road abutting the property to the main residence. Secondly, driveways should have a minimum clear cut width of 18 feet, a minimum driving width of not less than 10 feet, and a minimum height clearance of 14 feet. All aprons, driveway approaches, should be a minimum of 20 feet. Some driveway approaches may have to be even wider if the driving surface of the town road or private road abutting the property is narrow, or the depth of any ditch which may

intersect the driveway is extremely deep.

These guidelines can in no way hold the Town of Grover responsible for damage done to your private property. Rather, they are given to assist you in knowing what is needed to allow access of emergency vehicles. If the property owner chooses not to comply with these guidelines that is his or her right.

Figure 12.1: Typical Cross Section, Town of Grover Road Standards



