

## **SECTION 8.0 - HIGHWAY SETBACK LINES & ROADSIDE REGULATIONS**

### **8.1 Classification and Setbacks.**

For the purpose of determining the distance buildings and other structures are set back, the roads and highways of the Town are hereby divided into the following classifications according to the Wisconsin Department of Transportation Functional Classification System or a locally adopted Transportation Plan.

(1) Arterial Highways.

- (A) The setback line for arterial highways shall be 150 feet from the centerline of the highway or 100 feet from the right-of-way line, whichever is greater.
- (B) Frontage roads to arterial highways shall be considered as local roads for the purpose of determining the setback along said service roads.
- (C) Minimum road right-of-way shall be 100 feet.

(2) Collector Roads.

The setback for collector roads shall be 90 feet from the centerline or 50 feet from the right-of-way line, whichever is greater. Minimum road right-of-way shall be 70 feet.

(3) Local Roads.

All local roads shall have a minimum setback of 85 feet from the centerline or 50 feet from the right-of-way line, whichever is greater. Minimum road right-of-way shall be 70 feet.

(4) Lesser Setbacks.

Lesser setbacks may be permitted by the Planning and Zoning Committee in cases of unusual topography, or existing patterns of lesser setbacks of buildings on nearby properties or varying alignment of highway right-of-way lines.

(5) Special Width Road Right-of-Ways.

Road right-of-ways which are indicated as a Special Width Road in adopted transportation plans shall be used to establish minimum setback requirements.

## 8.2 Vision Clearance at Intersections.

In each quadrant of every public street, road or railroad intersection, there shall be designated a clear vision triangle, bounded by the street or road centerline and a line connecting points on said centerline at a specified distance from their point of intersection, in the manner illustrated on the page following this Section and titled Basic Illustration of Clear Vision Triangles. The use of the term "triangle" in this Section shall not be construed to preclude reasonable modifications of a triangular shaped area, including modifications occasioned by the existence of curving streets or roads.

The term "centerline" in this Section shall be interpreted as follows:

- (1) Where there is an undivided pavement within a right-of-way, the centerline shall be the centerline of that pavement, irrespective of whether or not that coincides with the centerline of the right-of-way.
- (2) Where there is a divided pavement within a right-of-way, the centerline shall be the centerline of the median strip between the pavements, except as specified in subsection (3) below.
- (3) Where there is a divided pavement within a right-of-way, and the distance between the centerline of the pavement, measured along the centerline of the intersecting street or road, is 60 feet or greater, the centerline of the pavement shall be used separately, in the manner illustrated on the page following this Section and entitled Illustration of Designation of Centerline for Clear Vision Triangles, to designate the clear vision triangles.

The distance specified from the point of intersection of the centerline to the aforesaid points on the centerline shall be as specified in the table as follows:

<u>Classification</u>	<u>Triangle Side Distance</u>
Arterial	300 ft.
Collector	200 ft.
Local	150 ft.

Within the clear vision triangle, no object shall be allowed above a height of two and one-half feet above the average elevation of the streets at the aforesaid points on their respective centerlines, if it substantially obstructs the view across the triangle.

In situations where trees of large diameter, large numbers of trees, or some combination of these are present, this provision shall be construed to mean that a sufficient number of trees shall be removed so as to render an object such as a motor vehicle clearly visible across the clear vision triangle from one street or road to another, the intent being to provide for the public safety. However, it shall not necessarily be construed to mean that every tree in the clear vision triangle must be removed, in a like manner; this restriction shall not apply to the posts and wire fences, provided that they do not obstruct visibility across the clear vision triangle.

### **8.3 Object Permitted Within Setback Lines and Vision Triangles.**

- (1) Open fences.
- (2) Telephone and power transmission poles, lines and portable equipment that are readily removable in their entirety.
- (3) The planting and harvesting of field crops, shrubbery and trees, except that no trees or shrubbery shall be planted within a vision clearance triangle so as to obstruct the view.

### **8.4 Access Control.**

The Planning & Zoning Committee may require that common access be provided to any lots created by a division of land.

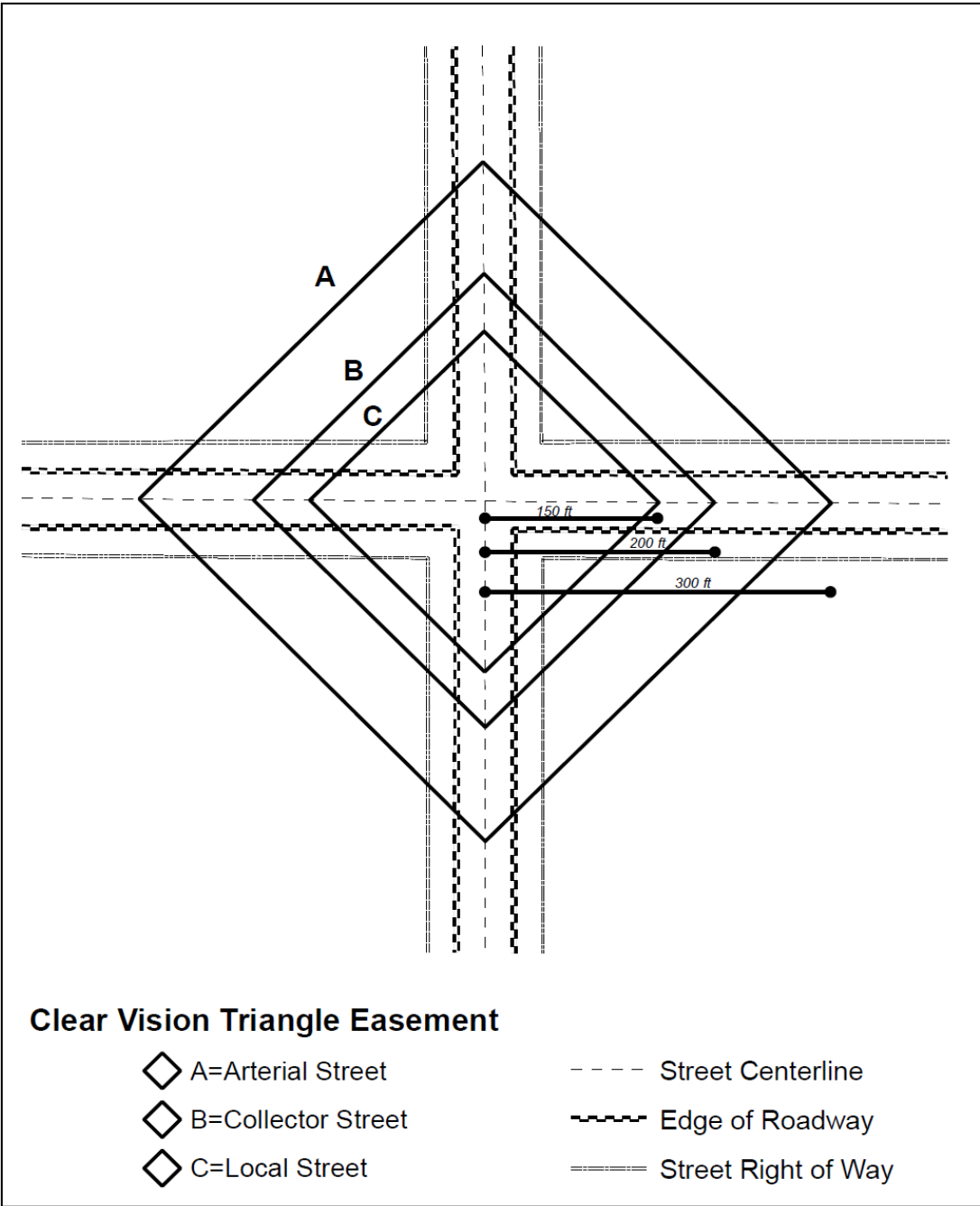
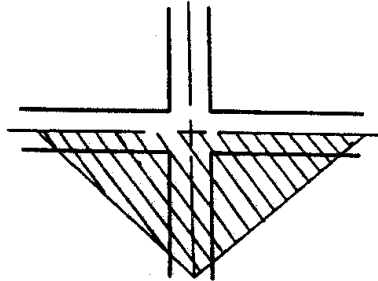
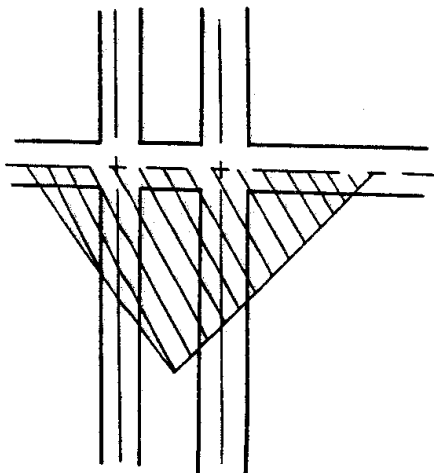


ILLUSTRATION OF  
DESIGNATION OF CENTERLINE  
FOR CLEAR VISION TRIANGLES

a. Undivided Pavement



b. Divided Pavement  
Not Widely Separated



c. Divided Pavement  
Widely Separated

