

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 township 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 width 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 width shall be 80 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 width shall be 70 feet.

(4) Lesser Setbacks

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

(5) Special Width Road Rights-of-Way

Road rights-of-way which are indicated as Special Width Roads 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 following page 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 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 pavements, measured along the centerline of the intersecting street or road, is 60 feet or greater, the centerline of the pavements shall be used separately, in the manner illustrated on the following page 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.
Railroad Crossing	330 ft.

Within the clear vision triangle, no object shall be allowed above a height of 2 ½ feet above the average elevation of the streets at the aforesaid points on the respective centerlines if such object 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. Likewise, this restriction shall not apply to posts and wire fences, provided that they do not obstruct visibility across the clear vision triangle.

8.3 Objects Permitted Within Setback Lines and Vision Triangles

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

8.4 Access Control – Town Roads

Driveway access is limited to one driveway access per lot in any residential district, provided that on lots containing a duplex, at the discretion of the Planning and Zoning Committee, two separate driveways may be constructed if the design of the building or the physical characteristics of the lot reasonably require a second driveway. Common driveways may be required to provide access to any new lots or lots that do not currently have an existing driveway. Common driveways shall be built on the common property line and to the standards of a single driveway. All new driveways shall have a minimum site distance of 150 feet in each direction and be located a minimum of 6 feet from a common property line.

(Amended by Ordinance 030303B)

**BASIC ILLUSTRATION OF
CLEAR VISION TRIANGLES**

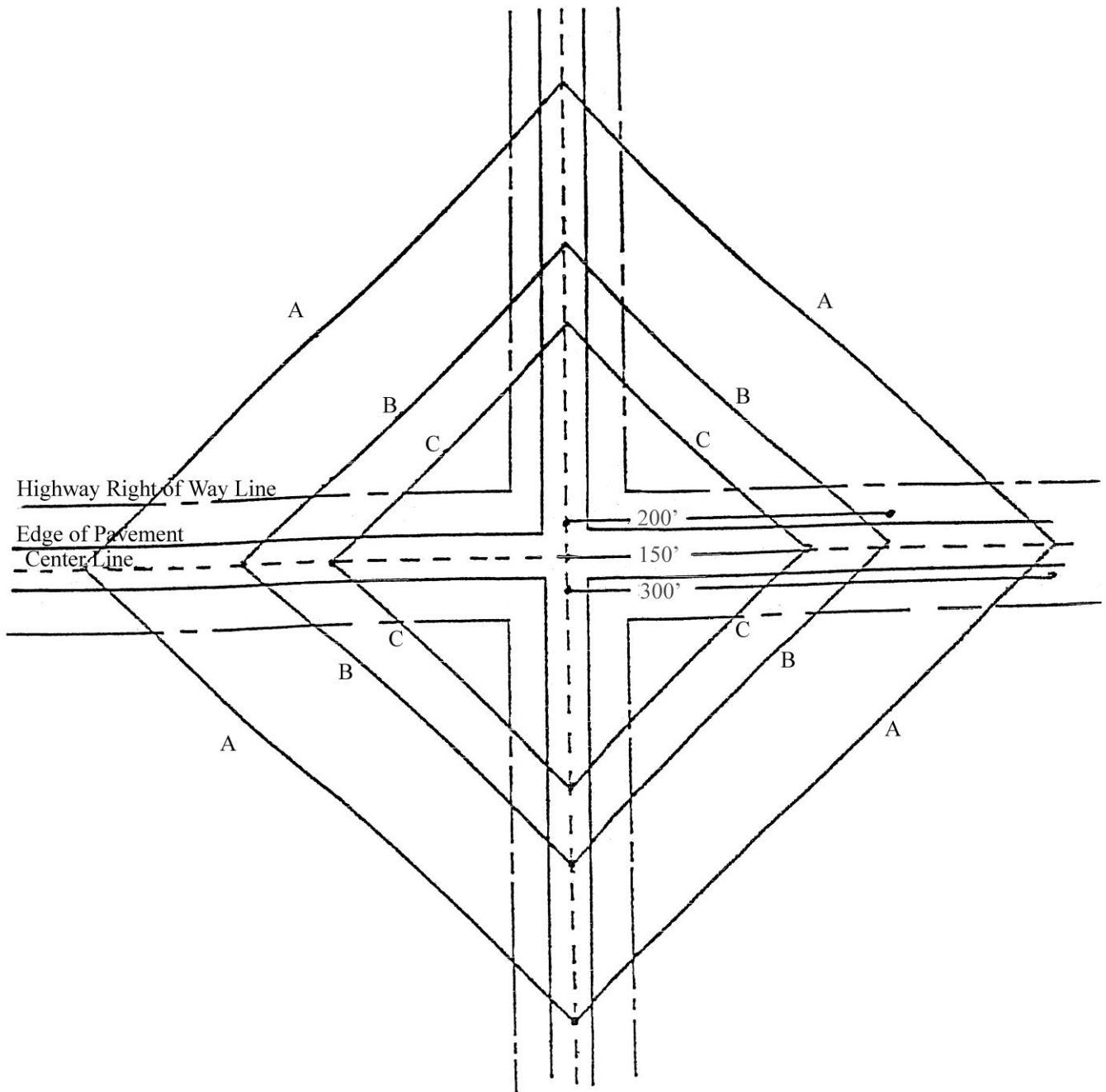
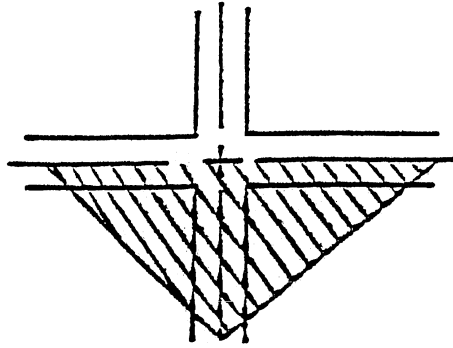
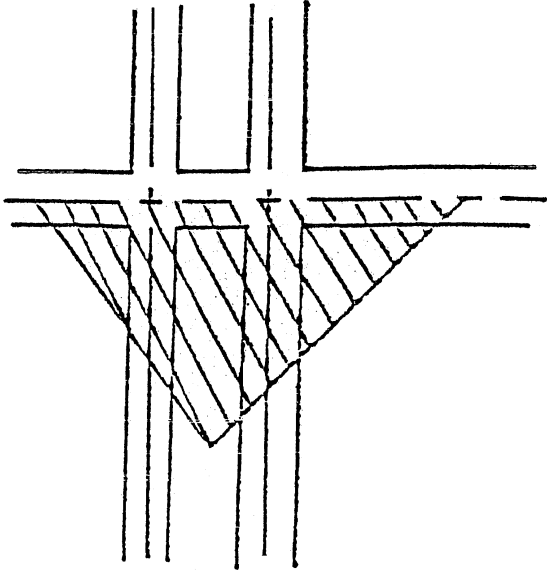


ILLUSTRATION OF DESIGNATION OF
CENTERLINE FOR CLEAR VISION TRIANGLES

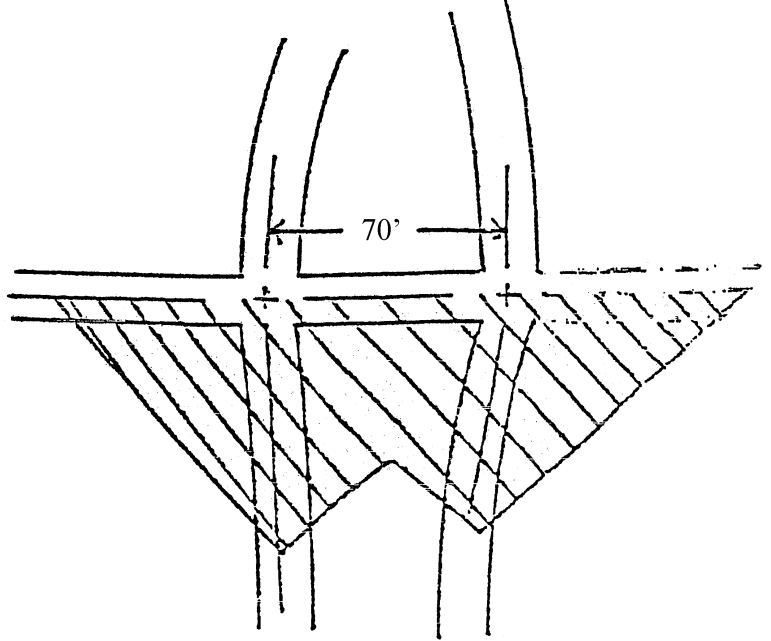
(1) Undivided Pavement



(2) Divided Pavement
Not Widely Separated



(3) Divided Pavement
Widely Separated



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