

**ST. CROIX COUNTY
CODE OF ORDINANCES
LAND USE AND
DEVELOPMENT**

**SUBCHAPTER VI
SECTION 17.60
ROAD OR HIGHWAY SETBACKS,
ACCESS AND DRIVEWAYS**

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**SUBCHAPTER VI
ROAD OR HIGHWAY SETBACKS, ACCESS AND DRIVEWAYS
AND REGULATION OF SIGNS**

17.60 ROAD OR HIGHWAY SETBACKS, ACCESS AND DRIVEWAYS

1. PURPOSE

- a. The purpose of this section is to promote the public safety, welfare and convenience by easing congestion on the public roads through a system of standards and regulations for limiting access to public roads and establishing setbacks from road rights-of-way.

2. JURISDICTION

- a. The jurisdiction of this section shall include lands abutting all freeways and expressways, principal arterials, minor arterials, major collectors, minor collectors, subcollectors and access roads.
- b. The functional/jurisdictional classification of existing roads is located on the St. Croix County Official Functional Classification Road Map available from the Planning and Zoning Department, Highway Department, or Wisconsin Department of Transportation (WisDOT).
- c. Where a road is located on a city, village or other county boundary, this section does not apply on the portion of the road within the city, village or other county.
- d. The Zoning Administrator will require approval from WisDOT for setbacks, road connection and driveway access to state and federal highways and on land that is adjoining state and federal highways. WisDOT may require additional standards not identified in this ordinance.
- e. The Zoning Administrator will require approval from the St. Croix County Highway Department for setbacks, road connection and driveway access to county highways and on land that is adjoining county highways. The County Highway Commissioner may require additional standards not identified in this ordinance.
- f. The minimum standards in this section shall apply to all roads, unless the town with jurisdiction establishes its own standards for town roads.

3. ROAD CLASSIFICATION SYSTEM

- a. Roads are classified based on many factors, including speed and volume of traffic. Road classifications fall into a four-category hierarchy. The classifications, in descending order, are arterial, collector, subcollector and access roads, see diagram below. The WisDOT and the St. Croix County Highway Department determine arterial and major and minor collector road status on their respective systems and the current functional classification will be used. The St. Croix County Planning and Zoning Department, in conjunction with the appropriate municipal jurisdiction, determines subcollector and access roads. Residential roads may fall into any of these classifications except arterials. The functional descriptions of each of these classifications follow.

- 1) Arterials provide for rapid speed and movement of high volumes of traffic between areas. An arterial road should have no private accesses on it. Its function is to conduct traffic between communities and activity centers and to connect communities to major state and interstate highways. There are two types of arterials, freeways or principal arterials and minor arterials. Principal arterials are those highway corridors that have trip length and travel density characteristics of an interstate or interregional nature. Principal arterials, in general, serve all urban areas greater than 5,000 population and may include: interstate highways, freeways, expressways, four-lane divided highways and two-lane highways. Minor arterials are those highways, which in combination with principal arterials, serve cities, communities and other major traffic generators providing intra-regional and inter-area travels. Minor arterials may include four-lane divided highways, two-lane highways and county trunk highways.
- 2) Collectors provide for moderate speed and movement of medium volumes of traffic and distribute traffic from arterial roads. There are two types of collector roads, major collectors and minor collectors. As the principal road within residential or commercial areas, collectors carry relatively high traffic volumes and convey traffic from arterial roads to lower-order roads. A collector's function is to promote the free flow of traffic; as such, the roads should not have parking or private residential access. A collector's secondary function is to serve abutting land uses. Major collectors provide service to moderate sized communities and other intra-area traffic generators and link those generators to larger population centers and higher function highways. Minor collectors provide service to all remaining smaller communities and tie local traffic generators with the rural surrounding area. Minor collectors are spaced consistent with population density so as to collect traffic and bring all developed areas within a reasonable distance of a higher-order road.
- 3) Subcollectors connect with access roads and convey traffic to major and minor collectors. Like an access road, a subcollector provides frontage and access to residential lots but also carries some through traffic to access roads. A subcollector is a relatively low-speed, low-volume road. Subcollectors include all roads not identified as major or minor arterials, major or minor collectors or access roads. Generally subcollectors are all town roads in the original town road grid system and town roads identified as through roads or subcollectors on a town comprehensive plan or official map. Some roads in a subdivision may be subcollectors instead of access roads if the two ends of the road extend beyond the boundary of the subdivision and one end of the road eventually connects to another subcollector or higher order road.
- 4) Access roads are designed to conduct traffic between individual parcels or lots and higher order roads. Access roads provide for low-speed and low volumes of traffic and convey traffic to collector and arterial roads. As the lowest-order road in the hierarchy, the access road usually carries little through traffic and includes short roads, cul-de-sacs, and courts. Access roads include local roads within conventional subdivisions, local roads within Conservation Design Development subdivisions, cul-de-sacs, loop roads, lakeshore roads that existed prior to 1974, and roads, not otherwise classified located in unincorporated hamlets, including Boardman, Burkhardt, Cylon, Emerald, Erin Corners, Forest, Hersey, Houlton, Huntington, Jewett, Johannesburg and New Centerville.

4. COMPLIANCE

- a. No structure or part thereof shall be located between the setback lines established by this section and the road right-of-way, except as provided in 5. below, nor shall any structure or part thereof be located within a vision triangle, nor shall more frequent access points be permitted than allowed in this section along any class of road. Structures and signs that may be permitted adjacent to state and federal highways also require permits from the WDOT.
- b. All distances unless otherwise indicated shall be measured horizontally.

5. STRUCTURES PERMITTED WITHIN SETBACK LINES

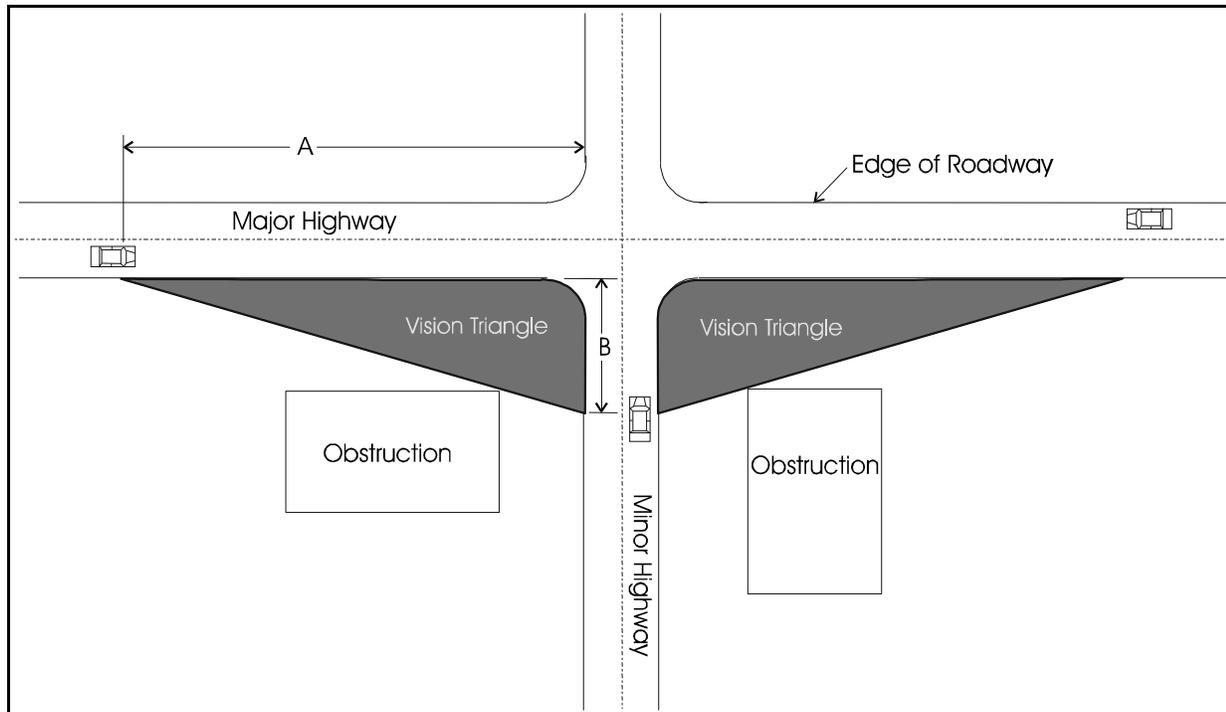
- a. If the Zoning Administrator, in conjunction with the St. Croix County Highway Department, determines that the road’s line of sight is not impaired, then structures and signs may be placed between the setback line and the right-of-way on all highways and roads as follows:
 - 1) Open fences.
 - 2) Parking lots located a minimum of 20 feet from the established highway or road right-of-way.
 - 3) Telecommunication and power transmission poles and lines and microwave radio relay structures, together with all appurtenances thereto that are readily removable as a unit, including public utility equipment housing or structures.
 - 4) Wells, septic tanks, and drainfield dispersal cells.
 - 5) Landscaping, retaining walls and utility structures that do not obstruct the line of sight.
 - 6) Nonpermanent structures less than 35 square feet.
 - 7) Frontage and service roads constructed according to plans approved by the jurisdiction having authority over the highway or road.
 - 8) Signs, but only as allowed under (§ 17.65 REGULATING SIGNS)

6. SETBACK REQUIREMENTS

- a. Road or Highway Setbacks shall meet the following requirements:

ROAD OR HIGHWAY SETBACK REQUIREMENTS	
Functional Classification	Setback from Right-of-Way
Freeways & Expressways	50 feet
Principial and Minor Arterials	50 feet
Major and Minor Collectors	50 feet
Subcollectors	50 feet
Access Roads	50 feet
One-Way Access Roads	50 feet
Permanent Cul-de-sacs	50 feet
Loop Roads	50 feet
Access, One-Way, Cul-de-sacs and Loop Roads in Conservation Design Development	35 feet

- b. The setbacks in a. above do not apply to lots with platted setbacks shown on the recorded map. Lots with setbacks on the face of the recorded map must meet the setbacks as shown.
- c. Where buildings are proposed to be erected or moved between buildings existing at the time of the adoption of this subchapter and having setback lines less than those established by this section, which existing buildings are located not more than 150' apart, the Zoning Administrator may issue a permit for such proposed building, providing that the setback of such building shall not be less than the average of the setbacks of the nearest adjoining existing buildings on either side of the locations of the proposed building.
- d. Traffic Visibility (Vision Triangle): in each quadrant of every uncontrolled or yield controlled public highway or road intersection there shall be a visual clearance triangle bounded by the highway or road edge of roadway and a line connecting points on the highway edge of roadway such as shown in the following diagram.



e. Vision triangles shall meet the following standards:

1) Table:

VISION TRIANGLE STANDARDS				
	Posted Speed Limit			
	60 m.p.h. or greater	55 m.p.h.	50 or 45 m.p.h.	40 m.p.h. or less
Major Intersecting Highway or Road, Distance "A"	600 feet	500 feet	400 feet	300 feet
Minor Intersecting Highway or Road, Distance "B"	175 feet	160 feet	150 feet	120 feet

Major intersecting highway or road: Through traffic, which does not stop at the intersection.

Minor intersecting highway or road: Controlled traffic, which stops at the intersection.

- 2) At grade intersections of road with railroads, there shall be a visual clearance triangle in each quadrant of such intersections. Each triangle shall be established by a supplementary setback line which shall be a straight line connecting points located on the setback lines along the road and the railroad right-of-way lines and 100 feet back from the intersection of the road setback lines and the railroad right-of-way.
- 3) No building, fence, structure, vegetation or any other object preventing a line of sight through a vision triangle may be placed within a vision triangle.
- 4) The vision triangle for an intersection may be expanded by the Zoning Administrator to fit site conditions with the approval of the Wisconsin Department of Transportation or the St. Croix County Highway Department.

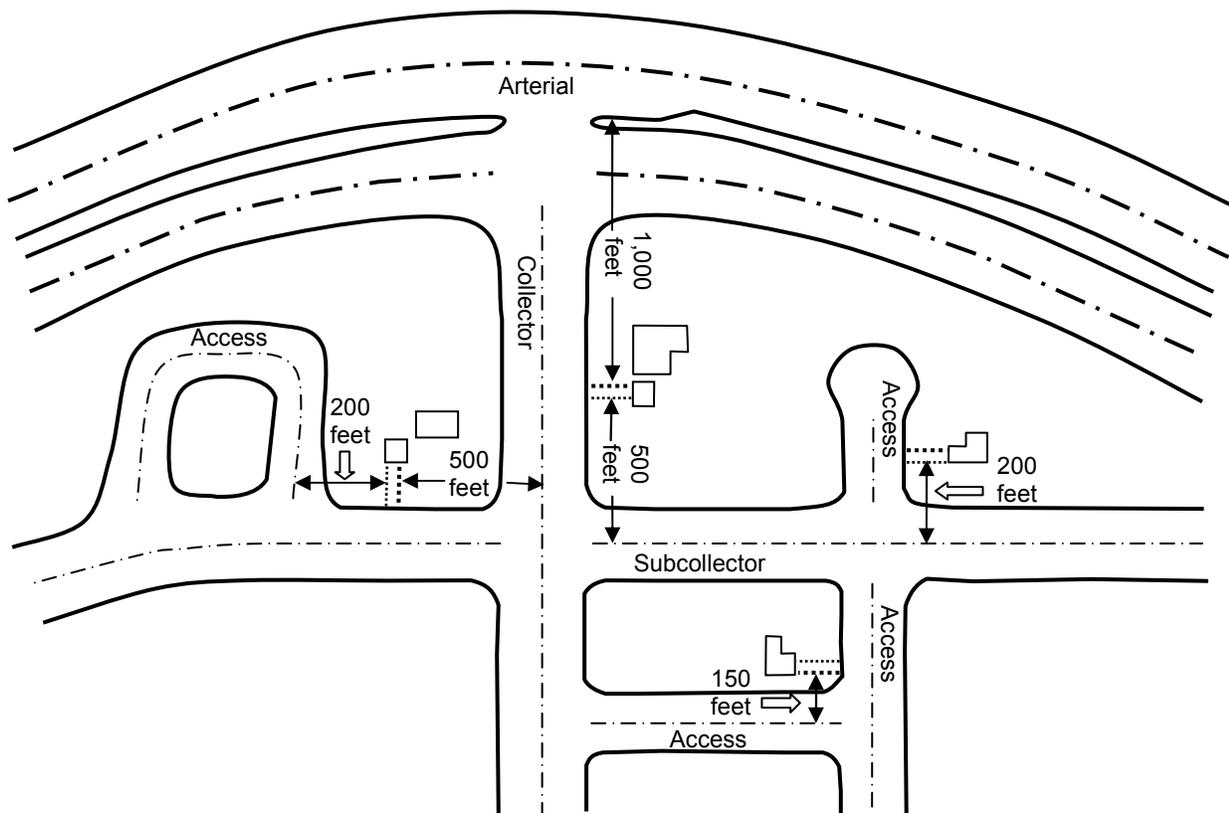
7. ROAD ACCESS AND DRIVEWAY SEPARATION

- a. All accesses serving three or more lots or parcels shall be dedicated public roads.
- b. Any private road existing prior to the effective date of this ordinance that had served two or more lots or parcels shall be dedicated in its entirety if any additional lots or parcels will take access from the private road.
- c. All lots or parcels shall have a minimum of 66 feet of road frontage, however a lot or parcel on the bulb of a cul-de-sac or loop end of a loop road shall have a minimum of 33 feet of road frontage.
- d. All driveway accesses installed, altered, changed, replaced or extended after the effective date of this ordinance shall meet the following requirements:
 - 1) Driveway access openings for vehicular ingress and egress shall not exceed 30 feet at the right-of-way line and 50 feet at the roadway surface.
 - 2) Driveway access to all roads under state and federal jurisdiction must be approved by WisDOT. Greater distances than those in the charts below may be required.
 - 3) Driveway access to all roads under county jurisdiction must be approved by St. Croix County Highway Department. Greater distances than those in the charts below may be required or lesser distances than those in the charts below may be allowed pursuant to Wisconsin Statutes § 86.07 and WisDOT Facilities Development Manual.
 - 4) All driveway accesses must meet the following minimum standards and all distances shall be measured from the centerline to the centerline, unless otherwise noted:

DRIVEWAY SEPARATION FROM INTERSECTING HIGHWAYS AND ROADS

Functional Classification of Intersecting Road or Highway	Minimum Distance from Centerline for Driveways on the Following Highways or Roads:				
	Freeways & Expressways	Principal & Minor Arterials	Major & Minor Collectors	Subcollector	All Access Roads
Freeways, Expressways & Ramp Termini	No Access Allowed	1000 feet	1000 feet	1000 feet	1000 feet
Principal & Minor Arterials	No Access Allowed	500 feet	500 feet	500 feet	500 feet
Major & Minor Collectors	No Access Allowed	500 feet	500 feet	500 feet	200 feet
Subcollectors	No Access Allowed	500 feet	500 feet	200 feet	200 feet
Access Roads	No Access Allowed	500 feet	500 feet	200 feet	150 feet
Subcollectors or Access Roads within Conservation Design Development	No Access Allowed	500 feet	500 feet	200 feet	50 feet

**Driveway Separation from Intersecting Highways and Roads Diagram
Not To Scale**



DRIVEWAY ACCESS SEPARATION REQUIREMENTS	
Functional Classification	Minimum Distance Between Driveways, Measured from Centerline to Centerline
Freeways & Expressways	N/A No Direct Private Access
Principal & Minor Arterials	N/A Very Limited Private Access
Major & Minor Collectors	500 feet Very Limited Private Access
Subcollectors	200 feet Limited Private Access
Subcollectors within Conservation Design Development	50 feet Limited Private Access
Minimum Distance Between Driveways, Measured from the Edge of the Surface Mat to the Lot Line	
Two-Way Access Roads	10 feet
One-Way Access Roads	10 feet
Bulb of a Cul-de-sac	5 feet
Curve of a Loop Road	5 feet

- 5) Where there are two or more lots or parcels along a road with insufficient frontage to meet minimum access driveway separations, a service road of not less than 50 feet of right-of-way shall be provided along the entire frontage of each such lot or parcel.
- 6) Where crossovers in divided road or highway medians have been established, access driveways shall be placed directly opposite them.
- 7) Driveway access to state or federal highways must be approved by the Wisconsin Department of Transportation.
- 8) Driveway access to county highways must be approved by the St. Croix County Highway Department before the Zoning Administrator will consider and approve any request for highway access.
- 9) The driveway access separation distance may be altered by the Zoning Administrator for an individual driveway on previously platted lots or to fit site conditions and engineering standards based upon the recommendation of the Wisconsin Department of Transportation or the St. Croix County Highway Department.
- 10) Commercial and industrial land use lots or parcels shall have a maximum of two driveway accesses with a maximum width of 35'.
- 11) Residential land use lots or parcels shall have a maximum of one driveway access with a maximum width of 24'.
- 12) All driveway access shall meet the following standards:
 - a) A maximum grade of 12 percent at any point along the driveway.
 - b) A maximum grade of 2 percent within 50 feet of the centerline of the intersecting road.
 - c) Minimum radius of curvature of 100 feet from centerline for deflections of 7° or more; and
 - d) A minimum driveway surface/mat of 12 feet.

- 13) Where a lot or parcel fronts on two existing State or County highways, driveway access shall be from the lower functionally classified highway unless this and other County ordinance standards cannot be met.