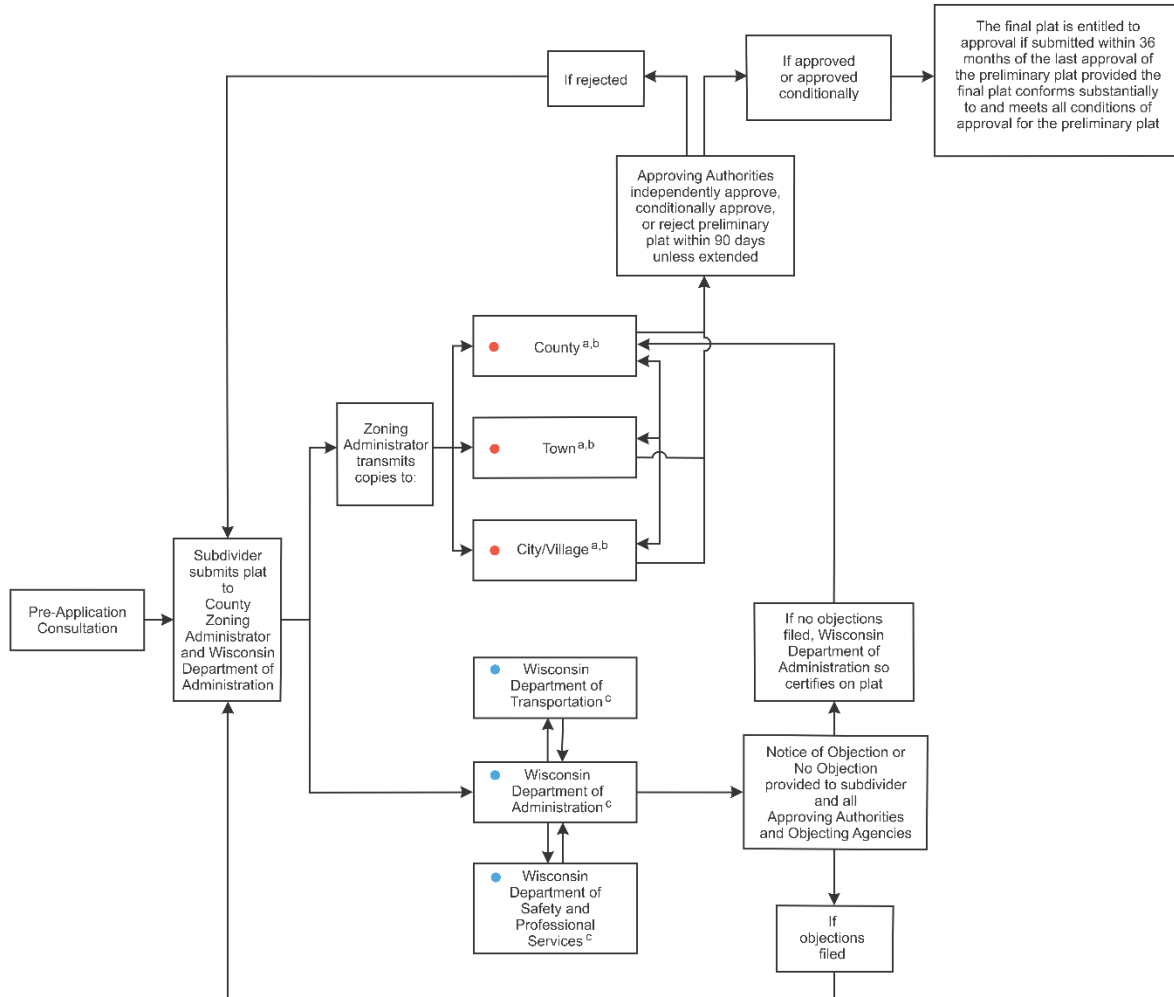


APPENDIX - ILLUSTRATIONS

Illustration No. 1 (Relates to Sections 14.03-2 and 14.03-3)

PRELIMINARY PLAT REVIEW PROCESS AND TIME FRAME



● Approving Authority

● Objecting Agency

^a Approving authorities have 90 days in which to review a preliminary plat unless extended. Both the town and county are approving authorities for plats located in a town. In cases where a plat in a town is located within the extraterritorial plat approval jurisdiction of a city or village, the city or village is also an approving authority.

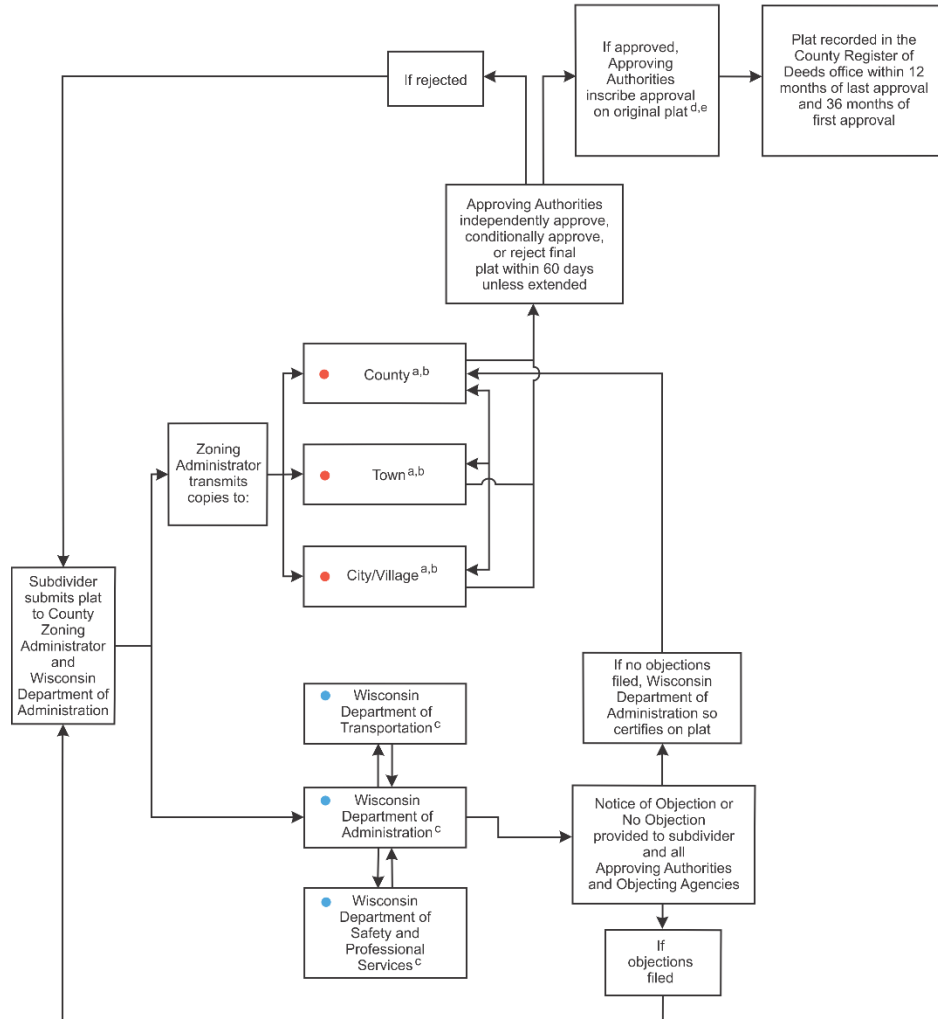
^b The authority to approve or reject preliminary plats may be delegated by the governing body to a plan commission or planning committee, however, final plats dedicating streets, highways, or other public lands must be approved by the governing body.

^c The Wisconsin Department of Administration has 30 days in which to review the plat from the date received. The other objecting agencies have 20 days, within that 30-day period, in which to review the plat. The Department of Administration coordinates the objecting agency review of plats.

Source: SEWRPC.

Illustration No. 2
 (Relates to Sections 14.03-4 and 14.03-5)

FINAL PLAT REVIEW PROCESS AND TIME FRAME



- Approving Authority
- Objecting Agency

^a Approving authorities have 60 days in which to review a final plat unless extended. Both the town and county are approving authorities for plats located in a town. In cases where a plat in a town is located within the extraterritorial plat approval jurisdiction of a city or village, the city or village is also an approving authority.

^b The authority to approve or reject final plats may be delegated by the governing body to a plan commission or planning committee, however, final plats dedicating streets, highways, or other public lands must be approved by the governing body.

^c The Wisconsin Department of Administration has 30 days in which to review the plat from the date received. The other objecting agencies have 20 days, within that 30-day period, in which to review the plat. The Department of Administration coordinates the objecting agency review of plats.

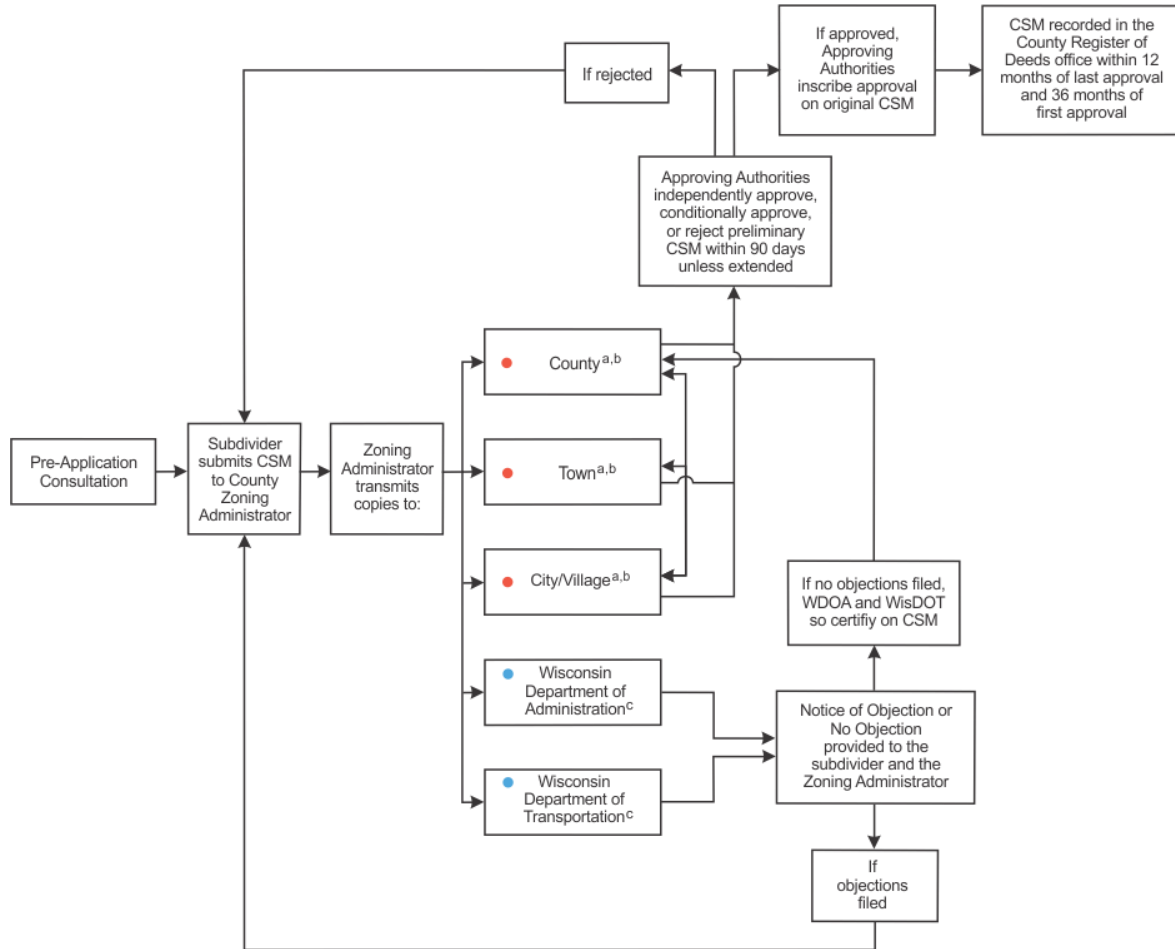
^d If a preliminary plat for a subdivision has been approved, the final plat is entitled to be approved if submitted within 36 months of the last approval of the preliminary plat, provided the final plat conforms substantially to and meets all conditions of approval placed on the preliminary plat.

^e No approving authority may inscribe its approval on a plat prior to the clerk executing the certificate that no objections were filed.

Source: SEWRPC.

Illustration No. 3
(Relates to Sections 14.03-6 and 14.03-7)

CERTIFIED SURVEY MAP (CSM) REVIEW PROCESS AND TIME FRAME



● Approving Authority

● Objecting Agency

^a Both the town and county are approving authorities for CSMs located in a town. In cases where a CSM in a town is located within the extraterritorial CSM approval jurisdiction of a city or village, the city or village is also an approving authority.

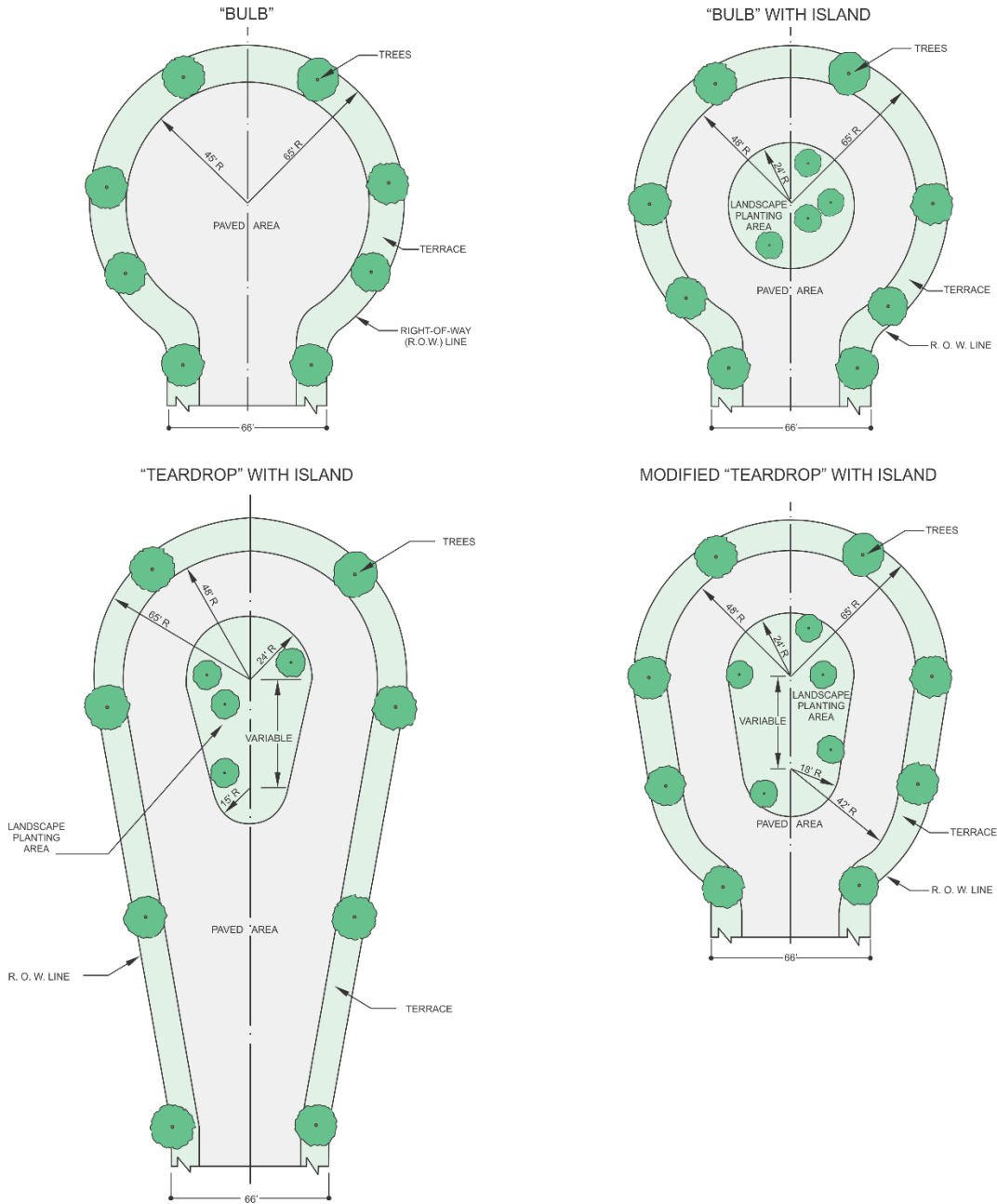
^b The authority to approve or reject CSMs may be delegated by the governing body to a plan commission or planning committee, however, CSMs dedicating streets, highways, or other public lands must be approved by the governing body.

^c The Wisconsin Department of Administration (WDOA) shall review a CSM if the provisions Section 236.34 (1m)(em) of the Wisconsin Statutes apply. The Wisconsin Department of Transportation (WisDOT) shall review a CSM if the provisions of Section 236.34 (1m)(er) of the Statutes apply.

Source: SEWRPC.

Illustration No. 4
 (Relates to Sections 14.07-4 (a) and (c))

ALTERNATIVE MINIMUM RURAL CUL-DE-SAC TURNAROUND DESIGNS

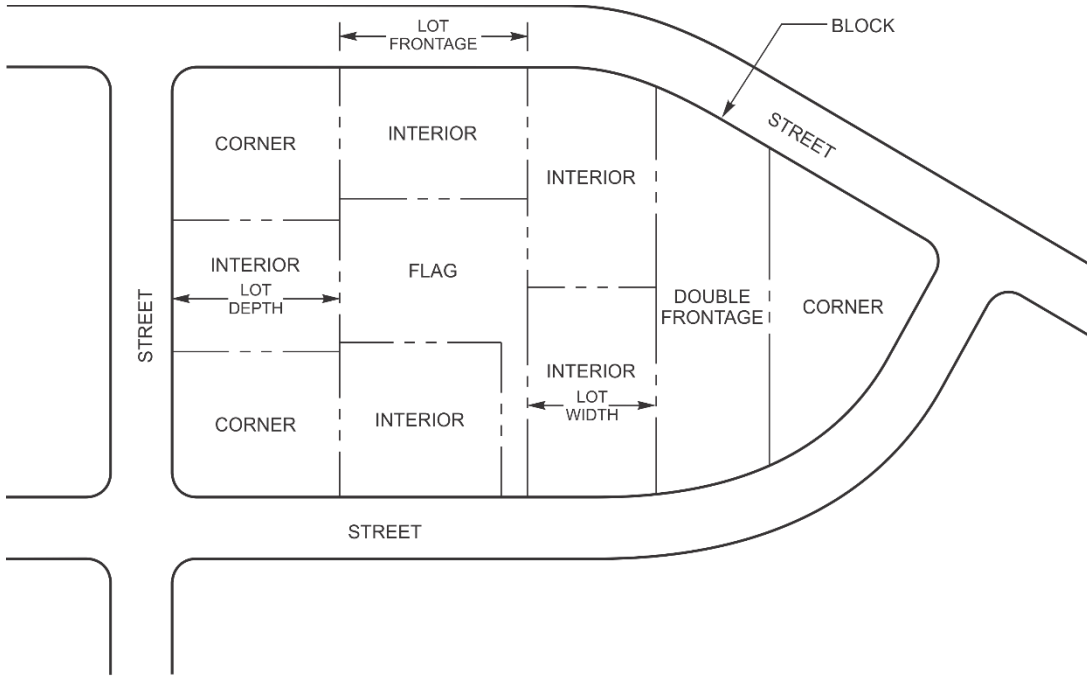


Note: The alternative designs are for rural cul-de-sac streets with roadside swales. For urban cul-de-sacs with curb, gutter, and stormwater infrastructure, the right-of-way radius as well as distance between the outside pavement edge and right-of-way line may be reduced up to 5' depending on detailed design, including if accommodating sidewalks/pedestrian paths, street trees, or bio-retention areas. The illustrations are typical and are subject to variations with regard to a number of considerations, including topography, vehicular and pedestrian traffic patterns, right-of-way widths, and relation to adjacent land uses, with such variations being subject to further consideration under subsequent preliminary engineering studies or designs.

Source: SEWRPC.

Illustration No. 5
(Relates to Section XI)

TYPICAL CORNER, DOUBLE, FLAG, AND INTERIOR LOTS



Source: SEWRPC.