

CHAPTER 6

HIGHWAYS

6.00 HIGHWAY COMMITTEE. For purposes of this chapter, the Planning, Development and Transportation Committee serves as the statutorily mandated Highway Committee.

6.01 HIGHWAY WIDTHS. (1) The map on file in both the County Clerk's Office and the Highway Office marked "Map of Brown County showing Highway Right of Way Widening," for which widths in excess of that actually and presently in use have been established, pursuant to Section 80.64 Wisconsin Statutes, showing the name, location, and width hereby established, and the manner in which each such highway shall be widened is hereby adopted as for the established widths of each of the highways shown thereon.

(2) This section shall become effective as to the highways in each of the towns mentioned in the foregoing schedule and said accompanying map, upon filing with the County Clerk of the approval thereof of the governing board of each such town. The County Clerk is hereby directed to transmit a certified copy of this section and of the accompanying map to each of the towns of the county and the governing authority thereof is hereby requested to file approval as to each such town with the County Clerk within 60 days from the date of adoption of this section; thereupon filing with the County Clerk of the approval of the governing body of each municipality in which the highway hereinafter designated are located the County Clerk is directed to cause this section to be published as provided by law, and to file in the office of the Register of Deeds of this county a certified copy of this section and of the accompanying map; to thereupon further cause to be published in a newspaper of general circulation in the territory in which such highways are located, once each week for three successive weeks, a notice of such establishment, and further to post such notice in each such town, in at least three public and conspicuous places along each such highway, provided that such notice need not contain legally accurate description, but shall briefly set forth the action of the County Board in a language adequate to appraise the various property owners of the effect of the action hereby taken.

6.02 SETBACK LINES ESTABLISHED. In order to promote the public health, safety, general welfare, and convenience, it is necessary that highway setback lines be, and they are hereby established in Brown County outside the limits of incorporated cities and villages; along all public highways; at the intersections of highways with highways and highways with railways, as hereafter provided and as shown on the map entitled "Brown County Highway Setback Map," which is on file in the offices of the County Clerk and Highway Commissioner, and made a part hereof. Where a highway is located on a city or village boundary, this chapter is not intended to be effective on the side within the city or village, nor on the side within another county, where the highway is located on a county boundary.

It is not intended by this chapter to repeal, abrogate, annul, impair or interfere with any existing easement, covenants, or agreements between parties or with any rules, regulations or permits previously adopted or issued pursuant to laws; provided, however, that where this chapter imposes a greater restriction upon the location of buildings or premises, the provisions of this chapter shall govern; except in any town that has established or hereafter establishes

setback lines by ordinance, the provisions of this chapter shall apply only to lands abutting county trunk highways and state trunk highways.

6.03 DEFINITIONS. Terms used in this chapter mean as follows:

Setback lines: Lines established along highways at specified distances from the center line, which prohibited buildings or structures shall be set back of, or outside of, and within which they may not be placed except as hereinafter provided. "Within" the setback line means between the setback line and the highway.

To place: The putting of a building or structure in a particular situation, whether this is by original construction or erection or by moving a building or structure to the particular situation.

Traffic lane: A strip of roadway intended to accommodate a single line of moving vehicles.

Center line: A line connecting the points on highways from which setback distances shall be measured, at any point on the highway. Surveys and plans as referred to hereinafter shall be considered as accepted by the County or Town Board if county or town funds have been used in the improvement carried out with such plans. Highways are classified and the position of the center line at such points shall be determined as follows:

Class 1 highways: Town roads that have not been improved in accordance with engineering surveys and plans accepted by the County or Town Board. The center line is at the midway point between fences or other markers indicating the boundaries of the highway on opposite sides thereof.

Town roads that have been improved in accordance with engineering surveys and plans accepted by the County or Town Board. The center line is at the center of the surfacing or pavement, or if there be none, the center of the graded roadbed.

Class 2 highways: County trunk highways that have not been improved according to engineering surveys and plans accepted by the County Board or their agent, the County Highway Committee. The center line is at the midway point between fences or other markers indicating the boundaries on opposite sides thereof.

County trunk highways that have been improved according to engineering surveys and plans accepted by the County Board, or their agent, the County Highway Committee. The center line is the center of the surfacing or pavement, or if there be none, the center of the graded roadbed.

Class 3 highways: State trunk highways that are secondary federal aid highways that have been improved according to surveys and plans of the State Highway Commission or plans accepted by the County Board, with pavement or surfacing with not more than two defined and contiguous traffic lanes. The center line is the center of the pavement or surfacing, or if there be none, the center of the graded roadbed.

Class 4 highways: State trunk highways that are federal aid primary highways that have been improved according to surveys and plans of the State Highway Commission, or plans accepted by the County Board, with pavement or surfacing with not more than two

contiguous traffic lanes. The center line is the center of the pavement or surfacing, or if there be none, the center of the graded roadbed.

Class 5 highways: County or state trunk highways that have been paved, or are planned to be paved as divided roads, with two or more defined and contiguous traffic lanes in one direction separated from two or more defined and contiguous traffic lanes in the opposite direction, by a directional separator. The center line is the center of the directional separator, as the road is paved or is planned to be paved.

Class 6 highways: Urbanized sections of highways, which are indicated on the highway setback map which is a part of this chapter and described as follows:

1. Junction of "B" and "M" (Flintville). Starting at a point in County Trunk Highway "B" 700 feet west of junction of said CTH "B" with CTH "M"; thence east along said CTH "B" 1900 feet.

2. Junction of West Kunesh Road (Old STH 32) and CTH "U" (Kunesh). Starting at a point on West Kunesh Road a distance of 520 feet west of said junction thence east along Kunesh Road a distance of 520 feet to the junction of West Kunesh Road and CTH "U" thence continuing east on CTH "U" a distance of 725 feet, also starting at a point in said junction thence south on CTH "U" a distance of 370 feet.

3. Anston. Starting at a point in CTH "C" 920 feet west of the south one-quarter corner of Section 23, T25N, R19E; thence east and north to a point 360 feet north of said one-quarter corner.

4. Junction of Riverside Drive (Old CTH "B") and CTH "HS" (Old USH 41 and 141) (Suamico). Starting at a point on Riverside Drive 575 feet west of junction with CTH "HS" thence east along said Riverside Drive to junction of CTH "HS" thence continuing east on Riverside Drive a distance of 1150 feet; also starting at a point on said CTH "HS" a distance of 400 feet south of junction with Riverside Drive thence north to said junction thence continuing north on CTH "HS" a distance of 400 feet.

5. Mill Center. Junction of Glendale Avenue (Old STH 29) and CTH "C" (Old STH 29 and 32). Starting at a point on Glendale Avenue a distance of 350 feet west of junction with CTH "C" thence east to said junction; also starting at a point on CTH "C" a distance of 410 feet north of junction with Glendale Avenue thence south 410 feet to said junction thence continuing east along CTH "C" a distance of 1746 feet.

6. Champion. Starting at a point in CTH "K" 870 feet east of the northeast corner of Sec. 3, T24N, R22E; thence east along said CTH "K" 761 feet.

7. Junction of CTH "K" and "P". Starting at point in CTH "K" 355 feet west of junction with CTH "P"; thence east along said CTH "K" 595 feet; also starting at point in said CTH "P" 205 feet south of said junction with CTH "K"; thence north along said CTH "P" 483 feet.

8. New Franken. Starting at point in STH 54, a distance of 355 feet west of junction with CTH "T"; thence east along STH 54, a distance of 800 feet; also starting at point in CTH "T" 410 feet north of junction with STH 54; thence south along CTH "T" to Railroad Xing.

9. Humboldt. Starting at point in CTH "N" 260 feet west of junction with CTH "T"; thence east along said CTH "N" 660 feet; also starting at point in CTH "T" 380 feet north of junction with CTH "N"; thence south along said CTH "T" 670 feet.

10. Sugarbush. Starting at point in CTH "N" 415 feet west of junction with CTH "P" thence east along CTH "N" 1015 feet; also starting at point in CTH "P" 230 feet north of junction with CTH "N"; thence south along CTH "P" 430 feet.

11. Henrysville. Starting at point in STH 29, a distance of 205 feet west of junction with CTH "P"; thence east along STH 29, a distance of 670 feet; also starting at point in CTH "P" 510 feet north of junction with STH 29; thence south along said CTH "P" to junction with STH 29.

12. Poland. Starting at the junction of STH 29 with CTH "T"; thence east along STH 29, a distance of 850 feet; also starting at a point in said CTH "T" 1015 feet north of the junction with said STH 29; thence south along said CTH "T" 1640 feet.

13. Bellevue. Starting at the junction of STH 29 and Old Manitowoc Road; thence east along said STH 29, a distance of 380 feet.

14. Kolb's Corners. Starting at a point in CTH "G" 615 feet west of junction with CTH "V"; thence east and southeast along said CTH "G" 850 feet; also starting at junction of said CTH "G" and "V"; thence north along CTH "V" 200 feet; also starting at junction of CTH "G" with CTH "MM"; thence east along said CTH "MM" 140 feet.

15. Steckart's Cheese Factory. Starting at a point in CTH "W" (Old STH 32), 550 feet west of NE corner of Sec. 24, T22N, R20E; thence east and south along said CTH "W", a distance of 1160 feet.

16. Shirley. Starting at a point in STH 96, a distance of 330 feet south of junction with CTH "G"; thence north and east along said STH 96, a distance of 550 feet; also starting at said junction of STH 96 with CTH "G"; thence north along said CTH "G" 515 feet.

17. Hebel's Corners. Starting at a point in CTH "X" 410 feet west of the junction with CTH "NN"; thence in a southeasterly direction along said CTH "X" 805 feet; also starting at a point in said CTH "NN" 235 feet north of said junction with CTH "X"; thence south along said CTH "NN" 735 feet.

18. Pine Grove. Starting at a point on CTH "NN", a distance of 1160 feet northwesterly of the junction with Pine Grove Road; thence in a southeasterly direction along said CTH "NN", a distance of 1525 feet.

19. Fontenoy. Starting at a point in CTH "P" 510 feet north of junction with the town road, lying on the section line between Section 14 and 23, T22N, R22E; thence south along said CTH "P" 895 feet.

20. Lark. Starting at a point in STH 96, a distance of 730 feet west of the junction with CTH "G"; thence east and north along said STH 96, a distance of 960 feet; also starting at said junction with STH 96; thence south along CTH "G" 400 feet.

21. Morrison. Starting at a point on CTH "W" (Old STH 32), a distance of 900 feet northwest of the junction with town road; thence in a southeasterly direction along said CTH "W", a distance of 1725 feet.

22. Wayside. Starting at a point on CTH "W" (Old STH 32), a distance of 300 feet northwest of junction with an east and west town road (Wayside Road); thence in a southeasterly, southerly and westerly direction along said CTH "W" to a point 350 feet west of the east one-quarter corner of Section 33, T21N, R21E; also starting at a point in CTH "G" 1135 feet southeast of the junction with CTH "W"; thence in a northwest direction along CTH "G" 1135 feet to said junction with CTH "W".

23. Greenleaf. Starting at a point in STH 96, a distance of 2230 feet west of junction with STH 57; thence east along said STH 96 a distance of 4400 feet; also starting at a point in said STH 57, a distance of 475 feet south of said junction with STH 96; thence north along said STH 57 a distance of 1680 feet.

24. Holland. Starting at the junction with CTH "D"; thence west along CTH "CE" 694 feet; also starting at junction with CTH "CE"; thence north along CTH "D" 650 feet.

25. Askeaton. Starting at the junction with STH 57; thence west along CTH "Z" 375 feet; also starting at the junction with CTH "Z"; thence north along STH 57, a distance of 275 feet.

26. Kelley's Corner, CTH "Z". Starting at NW corner of Sec. 28, T21N, R20E, thence east 300 feet.

27. Little Rapids. Starting at a point in CTH "D" 620 feet south of junction with the Little Rapids town road; thence in northeasterly direction along said CTH "D" 1420 feet.

28. Junction of CTH "P" and "SS". Starting at a point in CTH "P" 228 feet south of junction with CTH "SS"; thence north along said CTH "P" 978 feet; also starting at junction with CTH "P"; thence east along CTH "SS" 340 feet.

29. Junction of STH 57 and CTH "T". Starting at a point in STH 57, a distance of 180 feet southwesterly of junction with CTH "T"; thence in a northeasterly direction along said STH 57, a distance of 735 feet.

30. Junction of CTH "K" and STH 57 (South) or CTH "K" east of STH 57. Starting at a point in STH 57, a distance of 180 feet south of junction with CTH "K"; thence north along said STH 57, a distance of 580 feet.

31. Pete Basten Corner. Starting at a point in Bay Settlement Road a distance of 305 feet south of junction with CTH "I", thence north along Bay Settlement Road a distance of 635 feet; also starting at a point on CTH "I" 185 feet west of Bay Settlement Road and CTH "I" thence 185 feet east to said junction thence east along CTH "I" a distance of 375 feet.

32. Nicolet Road - CTH "A". Starting at the Green Bay city limits; thence northeasterly along CTH "A" to its junction with STH 57.

33. CTH "U" - Oneida - (Old STH 54). Starting at the Outagamie-Brown County line; thence easterly along said CTH "U" to STH 54.

34. CTH "J" - Oneida. Starting at the Outagamie-Brown County line; thence northerly along said CTH "J", a distance of 2500 feet.

35. CTH "U" - Oneida. Starting at the junction of CTH "J" and CTH "U"; thence north along said CTH "U", a distance of 1320 feet.

36. STH 57 - Dykesville. Starting at Kewaunee-Brown County line; thence southwesterly along STH 57, a distance of 3,000 feet.

The center line shall be the center of the surfacing or pavement, or at the mid point between the existing fences or other highway markers indicating the boundaries of the opposite sides thereof, on the above highways.

6.04 STRUCTURES PROHIBITED WITHIN SETBACK LINES. No new building, new sign or other new structure or part thereof shall be placed between the setback lines established by this chapter and the highway except as provided by this chapter, and no building, sign or structure or part thereof existing within such setback lines on the effective date of the original ordinance adopting these provisions shall be altered, enlarged, or added to in any way that increases or prolong the permanency thereof, or be reconstructed in its original existing location after having been destroyed by fire, storm or other catastrophe to the extent of 60 percent or more of its last assessed value.

6.05 STRUCTURES PERMITTED WITHIN SETBACK LINES. The following kinds of structures may be placed between the setback line and the highway:

(1) Open fences.

(2) Telephone, telegraph, and power transmission lines may be constructed within the setback lines, and additions to and replacements of its existing structures may be made, provided the owner will file with Brown County an agreement in writing to the effect that the owner will remove all new construction, additions, and replacements erected after the adoption of the original ordinance adopting these regulations, at his expense, when necessary for the improvement of the highway.

(3) Underground structures not capable of being used as foundations for future prohibited overground structures.

6.06 SETBACK DISTANCES. Except as otherwise provided, the distances from the center line to the setback line applicable to the various classifications of highways as defined by Section 6.02 shall be as provided by the following paragraphs of this section, respectively, but shall not be less than 25 feet outside the boundary of the highway in any case; provided, however, that in no case shall the effect of the setback lines be such as to reduce the buildable width of any lot of record on May 20, 1952 to less than 40 feet, nor to reduce the buildable depth of any such lot to less than 75 feet. Whenever a highway is improved to a classification requiring a greater setback distance than that required by this chapter prior to such improvement, the setback distance shall be that applicable to the latter classification. In cases where the provisions of this chapter may be interpreted to provide for different setback distances, the greater setback distance shall prevail.

(1) General. Setback distance from center line shall be as follows:

- Class 1 highways, setback distance, 65 feet.
- Class 2 highways, setback distance, 75 feet.
- Class 3 highways, setback distance, 85 feet.
- Class 4 highways, setback distance, 85 feet.

Class 5 highways, setback distance, 100 feet.

Class 6 highways, setback distance, 55 feet, except where structures are to be erected between buildings existing on September 15, 1953 located not more than 200 feet apart and having a setback line of less than 55 feet, the Board of Adjustment may vary this regulation where an unnecessary hardship or practical difficulty exists; provided that the Board of Adjustment shall establish such conditions as will save the county harmless from additional improvement damage which might accrue when and if the highway is improved.

The amendments to this chapter, upon passage and publication, shall be effective and in full force in all of the towns affected by the chapter or ordinance, if, after 40 days from the date of such adoption, a majority of the towns have not filed a certified copy of resolution disapproving such amendments with the County Clerk, or, if within a shorter time a majority of the towns in which the chapter or ordinance is in effect have filed a certified copy of resolution approving the amendments with the County Clerk.

(2) At Ordinary Highway Intersections. At grade intersections of all highways with Class 2, 3, 4 and 5 highways, there shall be setback lines which shall be straight lines across all sectors connecting points on the setback lines along the intersecting highways, which points are located 50 feet from the intersections of the projections of the setback lines along the highways.

(3) At Highway Intersections with Curve Connections. At intersections where the intersecting highways are connected with pavement or surfacing constructed on a curve, the pavement or surfacing on the curve shall be classified as provided by Section 6.02 and the setback distance along the curve shall be measured from the center line of the curved section determined accordingly.

(4) At Railroad Grade Crossings. At railroad grade crossings the setback lines shall be straight lines across all sectors, connecting points located on the railway right-of-way line and the highway setback line, respectively, each 100 feet from the intersections of the highway setback lines and the railway right-of-way line.

(5) The regulations contained in subsections (2), (3), and (4) above shall prohibit construction and planting of anything, other than erection to open fences and the planting of annual field crops, so as to maintain a clear vision at all times.

6.07 BOARD OF ADJUSTMENT. (1) Members. There shall be a Board of Adjustment consisting of three members appointed by the County Executive with confirmation by the County Board. The members first appointed shall be for terms of 1, 2 and, 3 years, respectively. Successors shall be appointed in like manner at the expiration of each term, and their terms of office shall be 3 years in all cases, beginning July 1 in the year in which they are appointed and until their successors are appointed and approved. The board shall choose its own chairperson. The members shall all reside within Brown County and outside the limits of incorporated cities or villages; provided, however, that no two members shall reside in the same town. One member of the Board of Adjustment may be a member of the County Board.

The members of the Board of Adjustment shall be entitled to per diem and expenses as determined by the County Board.

(2) Powers of the Board. The Board of Adjustment shall have the following powers:

(a) To hear and decide appeals where it is alleged there is error in any order, requirement, decision or determination made by the Highway Commissioner.

(b) To authorize upon appeal in specific cases such variance from the terms of this chapter as will not be contrary to the public interest where, owing to special and peculiar conditions applicable only to the specific property in question, a literal enforcement of the provisions of this chapter will result in unnecessary hardship and so that the spirit of this chapter shall be observed and substantial justice done.

(c) To interpret the provisions of this chapter in such a way as to carry out the intent and purpose of the plan as shown on the highway setback map accompanying and made a part of this chapter.

(d) The Board of Adjustment shall have the power to call on any other county department for assistance in the performance of its duties and it shall be the duty of such other department to render such assistance as may be reasonably required.

(e) In exercising the foregoing powers, the Board of Adjustment may in appropriate cases establish suitable conditions and safeguards in harmony with the general purpose and intent of this chapter.

(f) In every case where a variance from these regulations has been granted by the Board of Adjustment, the minutes of the board shall affirmatively show that an unnecessary hardship exists and the records of the board shall clearly show in what particular and specific respects an unnecessary hardship would be created.

(3) Rules, Meetings, Minutes. The County Board shall adopt rules for the conduct of the business of the Board of Adjustment. The Board of Adjustment may adopt further rules as necessary to carry into effect the terms of this chapter.

Meetings of the board shall be held at the call of the chairperson, and such other times as the board may determine. The chairperson, or in his/her absence the acting chairperson, may administer oaths and compel the attendance of witnesses. All meetings of the board shall be open to the public.

The board shall keep minutes of its proceedings showing the vote of each member on each question, or if absent or failing to vote, indicating such facts, and shall keep records of its examinations or other official actions, all of which shall be immediately filed in the office of the board and shall be a public record.

(4) Appeals, Hearings. Appeals to the Board of Adjustment may be taken by any person aggrieved or by any officer, department, board or bureau of any municipality affected by any decision of the Highway Commissioner. Such appeal shall be taken within a reasonable time as provided by the rules of the board, but in all cases not exceeding 90 days, by filing with the Highway Commissioner and with the Board of Adjustment a notice of appeal specifying the grounds thereof. The Highway Commissioner shall forthwith transmit to the board all the papers constituting the record upon which the action appealed from was taken. The Board of Adjustment shall fix a reasonable time for the hearing of the appeal, give public notice thereof as well as due notice to the parties in interest, and shall decide the same within a reasonable time. Upon the hearing, any party may appear in person or by agent or by attorney.

(5) Stays. An appeal shall stay all proceedings in furtherance of the action appealed from, unless the Highway Commissioner shall certify to the Board of Adjustment after the notice of the appeal shall have been filed with him/her that by reason of facts stated in the certificate, a stay would cause imminent peril of life or property. In such case, proceedings shall not be stayed otherwise than by a restraining order, which may be granted by the Board of Adjustment or by a court of record on application on notice to the Highway Commissioner and on due cause shown.

6.08 COUNTY HIGHWAY COMMISSIONER; DUTIES. The County Highway Commissioner shall have the following duties in connection with the administration of this chapter:

(1) Record of Existing Buildings. He/she shall prepare a record of all buildings and structures situated within the setback lines as established by this chapter, or any amendment thereto, which shall include the distances of such buildings or structures from the center line, their size, type of construction and use, the quarter section in which they are situated, and the names and addresses of the owner and occupant of the premises and the date on which the record is made. Such record shall be kept current, and shall show any such buildings or structures that may be removed or damaged to the extent that their reconstruction will be contrary to this chapter.

(2) Issue Building Setback Permits. No building or structure shall be placed, erected or structurally altered within 200 feet of any highway right-of-way line until a building setback permit therefor shall have been applied for and issued. Such application shall be made to the County Highway Commissioner on forms provided by him/her. It shall be accompanied by drawings in duplicate showing the situation of the proposed building or structure with reference to the highway, its width on the side nearest the highway, the distance between the nearest point on the building or structure and the center line of the highway, and such other information as shall be called for on the form or shall be deemed necessary, in any particular case. If the Highway Commissioner finds that the placing of the proposed building or structure will not be in violation of this chapter, he/she shall issue a building setback permit, retain one copy of the drawing, and return the other with his/her approval; otherwise he/she shall reject the application and inform the applicant of the reasons, in writing. Such permit shall be issued or the application be denied within 10 days after the receipt of the application. Such building setback permit shall be posted on the premises so as to be visible from the highway at all times until such construction has been completed. There shall be no charge for such building setback permit.

Statements made in the application shall be as if made under oath, and any willfully false statement in the application shall subject the person making it to the penalties of this chapter in addition to other penalties for false swearing.

(3) The Highway Commissioner is hereby delegated the authority of the County Highway Committee granted pursuant to Section 349.11(10), Wisconsin Statutes, 1987. If a highway is being constructed, reconstructed, maintained, or repaired, which highway is under the jurisdiction of the County Highway Committee, or any highway over which the County Highway Committee has authority to perform maintenance on the state trunk highway system under Section 84.07, Wisconsin Statutes, the Highway Commissioner may, for the safety of the highway construction and maintenance workers, pedestrians and highway users, post a temporary speed limit less than the speed limit imposed under other sections of law. The temporary limits must be posted only during periods when actual construction, reconstruction, maintenance or repair is taking place. Temporary speed limits imposed under this paragraph

may be posted with portable signs. As soon as practicable, and no later than the next scheduled County Highway Committee meeting, the Highway Commissioner shall inform the Committee of any action taken by him under this delegated authority.

(4) The Highway Commissioner shall have the duties specified in Sections 83.01(7) and 83.015(2)(b), Wis. Stats, 1987, as amended.

6.09 ENFORCEMENT. (1) This chapter shall be enforced by the County Highway Commissioner.

(2) No building setback permit shall be required for farm buildings and structures having a ground area of not more than 150 square feet, not permanently fixed to the ground and readily removable in their entirety. This exemption, however, shall not apply to roadside stands used for the sale of farm products or other goods or services.

6.10 CONTRACT HIGHWAY CONSTRUCTION BY COUNTY. Pursuant to Section 83.035, Wisconsin Statutes, the Highway Commissioner is hereby authorized to enter into contracts, at his discretion, with cities, villages, and towns within Brown County to enable the County Highway Department to construct and maintain streets and highways in any such city, village, or town with which the Highway Commissioner so contracts.

6.11 VIOLATIONS AND PENALTIES. Any person who violates, disobeys, neglects, omits or refuses to comply with, or who resists the enforcement of any of the provisions of this chapter shall, upon conviction, be subject to a forfeiture of not less than \$10 nor more than \$300, and in addition to such forfeiture, shall be required to remove the building, structure or part thereof which violates the terms of this chapter, within 30 days of such conviction. Upon failure to do so the Highway Committee shall remove such building, structure or part thereof which violates the terms of this chapter, and the cost of such removal shall become a lien upon the property, collected as are other taxes.

6.12 VALIDITY. Should any section clause or provision of this chapter be declared by the courts to be invalid, the same shall not affect the validity of the chapter or any part thereof, other than the part so declared to be invalid.

6.13 AMENDMENTS. Sections 6.02 through 6.09 may be amended in accordance with procedure provided in Section 59.97 (3) of the Wisconsin Statutes.