INTRODUCTION

Setbacks of objects along provincial highways are controlled for various reasons:

- To protect the right-of-way for future widening;
- To control snow drifting;
- To maintain the integrity of the highway and protect the public investment; and
- To provide a safe driving environment.

There is a minimum setback distance specified for any object along a provincial highway. A setback line is a defined line established outside of the highway property line and generally parallels the highway centerline. The location of a setback line varies depending on the type of highway and stage of development of the ultimate facility and on the type of objects. All new buildings, structures, tree plantings, etc., must be set back a specified minimum distance from the centerline of the highway or property line. FIGURE 550-10-1 (page 7 of 12) shows the location of a setback line.

Motorist’s lines of sight must not be restricted at intersections. These lines of sight form a triangular area commonly known as a sight triangle. This sight triangle is defined by measuring fixed distances along the centerline of each intersecting roadway. See FIGURE 550-10-2 (page 8 of 12).

Similarly, sight triangles must not be restricted at the intersection of a highway and railway. See FIGURE 550-10-3 (page 9 of 12)
SETBACKS ALONG HIGHWAYS

Four-lane Divided Highways

The allowable setback distance along a completed four-lane divided highway with frontage roads is less than on a proposed four-lane-divided facility.

The allowable setback on a completed four-lane facility is less because the transportation facility is more complete.

1) The minimum setbacks for completed four-lane divided highways with a frontage road are:

   **HOMES**  9 m from highway property line.

   **TREES, SHRUBS, GRANARIES, DUGOUTS, ETC.**  4 m from highway property line.

   **COMMERCIAL DEVELOPMENTS**  4 m from highway property line.

2) The minimum setbacks for completed four-lane divided highways without a frontage road are:

   **HOMES**  60 m from highway centerline

   **TREES, SHRUBS, GRANARIES, DUGOUTS, ETC.**  55 m from highway centerline

   **COMMERCIAL DEVELOPMENTS**  55 m from highway centerline

The minimum setbacks should be applied to new buildings, structures, etc., along the existing four-lane divided highways shown in FIGURE 550-10-5 (page 11 of 12).
Two-Lane Highway

The permit issuer must consider on which side the second roadway will be constructed when an existing two-lane highway is to be upgraded to a four-lane divided highway.

The setbacks given below are measured from the centerline of the nearest roadway. Therefore, if the development is on the same side as the future roadway, the setback will be the setback distance shown below plus the center line spacing between the two roadways. The centerline spacing between the two roadways is usually 39 m.

1) The minimum setbacks for two-lane highways without a frontage road, proposed to become four-lane are:

- **HOMES** 100 m from highway centerline
- **TREES, SHRUBS, GRANARIES, DUGOUTS, ETC.** 95 m from highway centerline
- **COMMERCIAL DEVELOPMENTS** 95 m from highway centerline

These minimum setbacks should be applied to developments along proposed four-lane divided highways. Highways for proposed future four-laning are shown in **FIGURE 550-10-5** (page 11 of 12).

2) The minimum setbacks for two-lane highways without a frontage road, not proposed to become four-lane are:

- **HOMES** 60 m from highway centerline
- **TREES, SHRUBS** 55 m from highway centerline
- **COMMERCIAL** 55 m from highway centerline
Two-lane Highways  
– Access Management Levels

On two-lane access-managed highways, the setback allows a parallel frontage road to be constructed.

1) The minimum setbacks for two-lane highways with a frontage road, Access Management Levels 3, 4, 5 are:

   **HOMES**  
   9 m from highway property line.

   **TREES, SHRUBS, GRANARIES, DUGOUTS, ETC.**  
   4 m from highway property line.

   **COMMERICAL DEVELOPMENTS**  
   4 m from highway property line.

   These minimum setbacks should be applied to the two-lane Access Managed Highways, Levels 3, 4, 5. See the Access Management Levels Map in FIGURE 430-30-9.

2) The minimum setbacks for two-lane highways without a frontage road, Access Management Levels 4, 5 are:

   **HOMES**  
   60 m from highway centerline

   **TREES, SHRUBS, GRANARIES, DUGOUTS, ETC.**  
   38 m from highway centerline

   **COMMERICAL DEVELOPMENTS**  
   55 m from highway centerline

   These minimum setbacks should be applied to the two-lane Access Managed Highways, Levels 4 and 5. See the Access Management Levels Map in Figure 430-30-9.

**AIRPORTS**

Refer to the “Saskatchewan Airport Assistance Program” and to Transport Canada’s “Aerodrome Standards and Recommended Practices”.
SETBACKS GREATER THAN MINIMUM

It is often desirable to set buildings further from the highway centerline than the minimum setback. For example, a house should be placed beyond the minimum setback to allow for the planting of a lawn and shelterbelt in front of the building.

Some of the immediate advantages are:

- More freedom for the homeowner for future landscaping;
- Higher tolerance for error when locating shelterbelts. For example, shelterbelts often require more space than originally estimated. The typical shelterbelt is a series of three to five rows of trees and space is required between each row. Therefore, a shelterbelt could be up to 15 metres in width. In addition, space is required between the shelterbelts and buildings to prevent drifting into the building area. A typical farmstead shelterbelt design is shown in FIGURE 550-10-4 (page 10 of 12);
- Greater scope for commercial developments to arrange other facilities such as parking, display areas, etc.
TABLE 550-10-1
Minimum Setback Lines on Provincial Highways

<table>
<thead>
<tr>
<th>Highway Type</th>
<th>Access Management Levels</th>
<th>Homes</th>
<th>Tree’s, Shrubs, Granaries, Dugouts, etc.</th>
<th>Commercial Developments</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Four-Lane Highways with Frontage Road</td>
<td>1, 2</td>
<td>9 m from highway property line</td>
<td>4 m from highway property line</td>
<td>4 m from highway property line</td>
<td>The minimum setbacks shall be applied to new buildings, structures, etc., along the existing four-lane divided highways.</td>
</tr>
<tr>
<td>Four-Lane Highways without Frontage Road</td>
<td>1, 2</td>
<td>60 m from highway centerline</td>
<td>55 m from highway centerline</td>
<td>55 m from highway centerline</td>
<td>The minimum setbacks shall be applied to new buildings, structures, etc., along the existing four-lane divided highways.</td>
</tr>
<tr>
<td>Two-Lane Highway without Frontage Road Proposed to become Four-Lane</td>
<td>2, 3</td>
<td>100 m from highway centerline</td>
<td>95 m from highway centerline</td>
<td>95 m from highway centerline</td>
<td>The centerline spacing between the two roadways is usually 39.4 m.</td>
</tr>
<tr>
<td>Two-Lane Highway without Frontage Road Not Proposed to become Four-Lane</td>
<td>3</td>
<td>60 m from highway centerline</td>
<td>55 m from highway centerline</td>
<td>55 m from highway centerline</td>
<td></td>
</tr>
<tr>
<td>Two-Lane Highways with frontage road</td>
<td>3, 4, 5</td>
<td>9 m from highway property line</td>
<td>4 m from highway property line</td>
<td>4 m from highway property line</td>
<td>Includes those highways that will likely “never” be four-lane highway.</td>
</tr>
<tr>
<td>Two-Lane Highways without frontage road</td>
<td>4, 5</td>
<td>60 m from highway centerline</td>
<td>38 m from highway centerline</td>
<td>55 m from highway centerline</td>
<td></td>
</tr>
</tbody>
</table>

NOTE: Refer to Table 430-20-1 for the Provincial Rural Highway Classification Relationships

On a two-lane highway, if a study has been approved designating the future location of a second set of lanes for a 4-lane highway, the setbacks on the side opposite from the future lanes should be applied as if it were a complete four-lane highway.

On a highway designated as a future four lane-highway, if no planning study has been approved, then the setbacks on both sides shall be considered the same as those for proposed four-lane highways.

In urban or suburban speed reduced environments, the setbacks in this policy should be considered as guidelines. Other considerations should include setbacks of existing developments, TAC clear zone guidelines, and future infrastructure requirements. A context-sensitive approach should be used to determine setback requirements.
APPLICATION OF SETBACKS TO EXISTING AND PROPOSED 4-LANE DIVIDED HIGHWAYS

The following provincial highways are or may be four-laned in the future. Therefore, setbacks shall be applied as stated in this section.

No. 1 Manitoba Border to Alberta Border including Regina Bypass.
No. 1 Manitoba Expressway in Moose Jaw.

No. 2 Jct. 2-6-40 to No. 1.
No. 2 Jct. No. 11 (South of Prince Albert) to Jct. No. 263.

No. 3 Melfort to Prince Albert.
No. 3 Jct. No. 2 to 10 km west.

No. 4 Jct. No. 363 to No. 1.
No. 4 Battleford to North Battleford.
No. 4 North Battleford to Jct. No. 26

No. 5 Jct. No. 41 to Saskatoon.

No. 6 North Jct. No. 39 to N.E. corner of Section 31-20-19-2.
No. 6 Jct. No. 3 to 3 km south of Jct. Highway No. 3.

No. 7 Saskatoon to Rosetown.

No. 9 Jct. No. 16 to Jct. No. 309.
No. 10 Yorkton to Jct. No. 1
No. 11 Regina to Prince Albert
No. 12 Jct. No. 11 to Jct. No. 305.
No. 14 Saskatoon to Asquith.
No. 16 Manitoba Border to Alberta Border

No. 17 From 9.7 km south to 6.5 km north of No. 16 Highway.
No. 33 Regina Bypass to Kronau.
No. 40 Jct. No. 4 to Jct. No. 29.
No. 55 Pulp Mill to Prince Albert

See FIGURE 550-10-5.
FIGURE 550-10-1
LOCATION OF SETBACK LINE

NOTE: NO FENCE, EARTH, TREE, BRUSH, OR OTHER IMPROVEMENT TO BE CONSIDERED OR PLACED WITHIN SHAPED AREA.
FIGURE 550-10-2
SIGHT TRIANGLES – INTERSECTION OF HIGHWAY AND ROADWAY

QUADRANT 3
ABH – SIGHT TRIANGLE REQUIRED BETWEEN SOUTH BOUND AND EAST BOUND TRAFFIC.

ARROW DENOTES DIRECTION OF TRAFFIC FLOW.

SETBACK DISTANCE

QUADRANT 1
ABE – SIGHT TRIANGLE REQUIRED BETWEEN SOUTH BOUND AND WEST BOUND TRAFFIC.

DKG – SIGHT TRIANGLE REQUIRED BETWEEN WEST BOUND AND SOUTH BOUND TRAFFIC ON FRONTAGE ROAD.

SETBACK LINE DETERMINED BY SIGHT TRIANGLE

CENTRELINE

QUADRANT 4
CIL – SIGHT TRIANGLE REQUIRED BETWEEN NORTH BOUND AND EAST BOUND TRAFFIC.

SETBACK DISTANCE

NOTE
NO BUILDING OR OTHER PERMANENT INSTALLATION, TREE, BRUSH OR SHRUB TO BE CONSTRUCTED OR PLACED WITHIN CROSSHATCHED AREA.

THE SIGHT TRIANGLE REQUIREMENTS FOR INTERSECTING HIGHWAYS AS GIVEN IN THE STANDARD PLAN NO. 20640 IN DESIGN MANUAL, PART 1.

CENTRELINE MAIN DIVIDING LINES

QUADRANT 2
CFJ – SIGHT TRIANGLE REQUIRED BETWEEN NORTH BOUND AND WEST BOUND TRAFFIC.

DGJ – SIGHT TRIANGLE REQUIRED BETWEEN WEST BOUND AND NORTH BOUND TRAFFIC ON FRONTAGE ROAD.

SETBACK LINE DETERMINED BY SIGHT TRIANGLE

TYPICAL LAYOUT AT INTERSECTION OF 1 LAKE HIGHWAY AND MUNICIPAL ROAD OR OTHER HIGHWAY
FIGURE 550-10-3
SIGHT TRIANGLES INTERSECTION OF HIGHWAY AND RAILWAY

NOTE:
NO BUILDING OR OTHER PERMANENT INSTALLATION, TREE, BRUSH, OR SHRUB TO BE CONSTRUCTED OR PLACED WITHIN CROSSHATCHED AREA.

SIGHT DISTANCE "S" AND "T" ARE SPECIFIED IN STANDARD PLAN No. 20645 IN DESIGN MANUAL, PART 1.
FIGURE 550-10-4 TYPICAL FARMSTEAD SHELTERBELT LAYOUT

Wind currents broken and lifted

When wind speed is approximately 60 km/hr

Toe of snowdrift

SETBACK DISTANCE 38 m

116 m

Not to Scale
FIGURE 550-10-5 EXISTING AND FUTURE FOUR LANE HIGHWAYS
INTERSECTION SIGHT DISTANCE

Sight Distance: the distance along both roadways at an intersection and across their included corners must be adequate to allow vehicle operators approaching simultaneously to see each other in time to prevent a collision at the intersection. The minimum sight triangle is related directly to vehicle speeds. A sight triangle is also required at railway crossings. Typical sight triangles are shown in FIGURE 550-10-2 and FIGURE 550-10-3.

INTERSECTION SIGHT TRIANGLE REQUIREMENTS

The sight triangle requirements for intersecting highways and railway crossings are shown in the Design Manual Part 1 - Standard Plans No. 20640 and 20645.

Note: Sight triangles are not required at private approaches and field approaches.

CONTROL AREAS

There is no fixed setback for developments in “Control Areas”. However, for a development proposed within a Control Area, the Ministry must assess the area required for future highway needs. This may require a preliminary design to define the actual area required.

Development within a Control Area is not entirely prohibited, but is subject to control. For example, if a development is proposed within a control circle (a defined circle established at an intersection where a future interchange might be constructed), the Ministry will define the actual area required for the proposed interchange. Developments outside the Ministry’s land requirements may be permitted.