

VILLAGE OF LITTLE CHUTE
**POLICY FOR SPECIAL ASSESSMENTS
(STREETS)**

STREET CONSTRUCTION AND RECONSTRUCTION

Policy Goal: It is the goal and intent of this policy to create an equitable fiscal means for the reconstruction and construction of streets within the Village of Little Chute. Since 2015, the Village of Little Chute has adopted a “road diet” policy when it comes to the construction and reconstruction of village streets. Under this policy directive, the village intends to minimize the road width to provide for adequate transportation flow, reduce speed, reduce costs, and reduce impervious surface for stormwater and future maintenance considerations.

The village board of trustees reserves the right to assess property for public works or improvements, under Wis. Stats. § 66.0703, as amended from time to time, in which event, the actual dollar amount of assessments levied shall not exceed the value of benefits accruing to affected property. These assessment powers are further defined within the Village of Little Chute Municipal Code, Chapter 16, Article III, Section 16-86 and Chapter 40, Article III, Section 40-64.

A. DEFINITIONS

1. Rural Road: A road with a cross-section basically consisting of a paved surface, grass or gravel shoulders, and swales or ditches for drainage, with the general absence of curb and gutter. These roads do not meet the general standards of a Village street.
2. Urban Street: A street meeting the general design requirements for a Village street including curb and gutter and storm sewers.
3. New Street: New streets include reconstructed gravel and rural roads and streets receiving their first permanent surfaces.
4. Reconstructed streets: Existing streets which meet the general design requirements of a Village street including a permanent surface, curb and gutter and storm sewers for drainage. Reconstruction would involve the removal and replacement of the curb and gutter and pavement.
5. Minor Arterials¹ - (Arterial Streets): Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher counterparts and offer connectivity to the system. In an urban context, they interconnect and augment the system, provide intra-community continuity and may carry local bus routes. In rural settings, Minor Arterials should be identified and spaced at intervals consistent with population density, so that all developed areas are within a reasonable distance of a higher level

¹ Source: Federal Highway Administration: Highway Functional - https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section03.cfm

Arterial. Additionally, Minor Arterials in rural areas are typically designed to provide relatively high overall travel speeds, with minimum interference to through movement.

6. Major and Minor Collector Streets²: Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Within the context of functional classification, Collectors are broken down into two categories: Major Collectors and Minor Collectors. Until recently, this division was considered only in the rural environment. Currently, all Collectors, regardless of whether they are within a rural area or an urban area, may be sub-stratified into major and minor categories. The determination of whether a given Collector is a Major or a Minor Collector is frequently one of the biggest challenges in functionally classifying a roadway network.

In the rural environment, Collectors generally serve primarily intra-county travel (rather than statewide) and constitute those routes on which (independent of traffic volume) predominant travel distances are shorter than on Arterial routes. Consequently, more moderate speeds may be posted.

The distinctions between Major Collectors and Minor Collectors are often subtle. Generally, Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their Minor Collector counterparts. Careful consideration should be given to these factors when assigning a Major or Minor Collector designation. In rural areas, annual average daily traffic (AADT) and spacing may be the most significant designation factors. Since Major Collectors offer more mobility and Minor Collectors offer more access, it is beneficial to reexamine these two fundamental concepts of functional classification. Overall, the total mileage of Major Collectors is typically lower than the total mileage of Minor Collectors, while the total Collector mileage is typically one-third of the Local roadway network

7. Local Roads (Residential Streets)³: Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land. Bus routes generally do not run on Local Roads. They are often designed to discourage through traffic. As public roads, they should be accessible for

² Source: Federal Highway Administration:– Highway Functional Classification - https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section03.cfm

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public use throughout the year. Local Roads are often classified by default. In other words, once all Arterial and Collector roadways have been identified, all remaining roadways are classified as Local Roads

B. GENERAL

1. Assessments will be levied according to the front foot dimensions of abutting property.
2. All lots will have a minimum assessable frontage of 40' with the exception of corner lots and adjoining lots under the same ownership.
3. On reconstructed streets the concrete driveway aprons and curb ramp within the street right-of-way will be included as part of the street assessment. New or reconstructed sidewalk assessments are outlined in Section D - Sidewalks.
4. All newly developed streets or streets reconstructed with new curb and gutter as of January 1, 1994 will be paved with concrete unless asphalt paving is recommended by the Director of Public Works/Village Engineer and approved by 2/3 of the Village Board. Asphalt streets with the existing curb and gutter remaining substantially in place will be reconstructed one time with asphalt pavement unless the property owners petition for concrete.
5. At any time property owners on unimproved streets may petition for a new concrete street. When there exists a majority of owners and frontage being greater than 50%, the Village may schedule that street for construction.
6. Where a project is undertaken, which includes pavement and/or curb and gutter, any miscellaneous cost deemed necessary and associated with utility repairs or replacement shall be deemed and considered a part of the entire project construction cost.

C. ASSESSMENTS

1. The standard design profile of residential streets under this policy consists of two driving lanes and one parking lane. The profile of each individual street will be recommended by the Village Engineer and affirmed by the Village Board in the design process prior to holding public informational meetings with residents. This would mean that on most local streets, the standard reconstruction profile will be two travel lanes and one parking lane unless adjoining zoning uses or needs dictate otherwise. Other exceptions to this would be for pedestrian accommodations. The benefits of this reduction of street width includes increased traffic controls, decreased

expenditures in the reconstruction process, less future maintenance requirements, decreased stormwater runoff, and increased terrace.

2. If the standard profile of two driving lanes and two parking lanes is recommended by the Village Engineer or Director of Public Works, then the corresponding rates below would be applicable.
3. Non-residential zoned properties shall be assessed at a higher rate due to the increase in the volume of traffic and heavy trucks which in turn require wider streets, thicker pavement, and additional reinforcement.
4. The assessment rate for alley pavement shall be based on actual cost.
5. The assessment rate will be a flat rate in accordance with the following chart:

Concrete Street Assessment Rates			
Parcel Zoning Designation	2 Driving Lanes	2 Driving Lanes and 1 Parking Lane	2 Driving Lanes and 2 Parking Lanes
Residential Conventional Single and Two Family Rate (RC/RT)	\$81.70	\$95.10	\$107.82
Commercial Rate (all other zoning)	\$121.11	121.11	129.01
Concrete Assessment Rate Conditions:			
1. New streets constructed on existing base course receiving its first permanent pavement will be assessed at cost.			
2. Rates are to be evaluated in January of odd-numbered years for adequacy and affirmed by the Board of Trustees. The goal of the established rate is to assess 60% of total project costs (30% to each fronting parcel) and the remaining 40% of the construction to be funded by the Capital Project Fund/General Fund.			
3. Asphalt Street Assessment rates will be assessed at a 70% private and 30% public ratio, meaning the rate per lineal foot will total to provide the funding to cover 70% of the cost.			
4. Please note the number of driving lanes and parking lanes is decided by the Engineer and affirmed by the Board of Trustees as outlined in C.1 above. If due to traffic, pedestrian accommodations, or street use requires a second lane of parking is recommended, then the rates above will apply. The rate for 2 parking lanes above does not fully cover the costs of the additional parking lane.			

6. Public owned property, including lands under the jurisdiction of the Board of Education, Utilities and other branches of Federal, State, County, or local governments as well as tax exempt or institutional uses including but not limited to, schools, churches, post offices, nurseries, hospitals, day cares, nursing homes, and all commercial, utility, or industrial uses even though the present zoning may be RC or RT shall be assessed at the higher zoning rates. [The Village Engineer shall determine the classification of use or zoning for rate assignment. The Village Board shall determine said classification and rate if disputed by the property owner(s).] Cemeteries shall be assessed at the residential rate. Within any project defined under Subparagraph B above, where the same is constructed abutting a corner lot, such corner lot shall receive a 50 foot deduct from its otherwise assessable front footage (25 foot on each side of the corner lot) provided that the 25 foot credit applies as a side is paved.
7. The use of outside funding sources, including but not limited to, Tax Increment Finance (TIF), State, County, or Federal grants will not be used to reduce the assessment rate to the owner unless otherwise approved by the Village Board through adoption of a Development Agreement, or as part of a special or unique financial package for a development project approved by the Village Board. Outside funding sources will be normally applied to the Village share of construction costs. If the cost of the project is less than the special assessments levied, the governing body, without notice or hearing, shall reduce each special assessment proportionately and if any assessments or installments have been paid the excess over cost shall be applied to reduce succeeding unpaid installments, if the property owner has elected to pay in installments, or refunded to the property owner.
8. CUL DE SAC COSTS - For all subdivisions, the abutting property owner shall be responsible for cul de sac pavement overbuild costs. The assessment will be calculated using total assessable cost divided by the number of properties fully or partially abutting the "bulb" or "mouse ears" according to the number of originally platted lots.
9. The Village will assume the extra cost associated with additional pavement width due to bike lanes.
10. Each side of angle parking will be assessed the same as one parallel parking lane.

D. Sidewalks.

1. The Village of Little Chute Municipal Code addresses sidewalk construction, maintenance, and repair in Chapter 40, Article III, Section 40.64. This section of municipal code requires that the apportionment of costs related to

construction, repair, and rehabilitation shall be established in the Village's special assessment policies.

2. Assessments will be levied according to the front foot dimensions of abutting property, except as noted. The assessment rate for sidewalk construction will be determined on the basis of costs for new and rehabilitation of sidewalk installation.
3. Unless otherwise noted, sidewalk shall be a minimum of 5 feet width.
4. There will be no assessment for a sidewalk which is replaced as part of a reconstruction effort. There will be an assessment for sidewalk construction if no sidewalk previously existed.
5. Starting with the 2019 Budget, all sidewalk rehabilitation will be constructed by the Village of Little Chute and not assessed. Should the Village Board adopt a subsequent budget that eliminates sidewalk rehabilitation, such costs will be assessed as outlined above.
6. Service walks between the curb and sidewalk are the responsibility of the property owner.
7. The extraordinary expense of installing a sidewalk in an unusual manner at the request of the owner to accommodate an obstacle will be charged to the abutting property owner.
8. The fee for any new sidewalk permit issued to a property owner for staking of new sidewalk installation will be \$5.00.