

CITY OF MONONA
DEPARTMENT OF PUBLIC WORKS

**ASSESSMENT AND REPAIR POLICY FOR THE
IMPROVEMENT OF STREETS**

Applicable Portions of Section 6-1-4, Construction of Sidewalks and Streets,
of the Code of Ordinances, City of Monona, Wisconsin

As amended by Ordinance 3-97-482

Sec. 6-1-4 Construction of Sidewalks and Streets

(f) Assessment and Repair Policy – Streets

(1) The following principles underlie this portion of the ordinance:

- a. The first time a street is “improved” to a “standard” street, the City and the owner will share in the cost as outlined herein.
- b. The defining characteristics of an improved street is a concrete curb and gutter. Once concrete curb and gutter has been installed, subsequent reconstruction of the standard street will be paid for entirely by the City.
- c. Any requests for the construction of non-standard street shall be subject to review and recommendation by the Public Works Committee to the City Council.

The total cost of a non-standard street is to be paid by the abutting property owners, unless otherwise determined by the City Council.

(2) Definitions.

- a. COLLECTOR STREET shall be defined as set forth in the State of Wisconsin Department of Transportation Certified Mileage List.
- b. CONCRETE CURB AND GUTTER include any design recommended by the Wisconsin Department of Transportation (WISDOT) or by the American Association of State Highway and Transportation Officials (AASHTO).
- c. MUNICIPAL ARTERIALS shall be defined as set forth in the State of Wisconsin Department of Transportation Certified Mileage List.
- d. NON-STANDARD STREET shall be defined as a street without curb and gutter.
- e. STANDARD STREET a standard local street is an improved street with a 28 foot bituminous concrete surface with concrete curb and gutter. The total width back to back of curb shall be thirty-three (33) feet. The Public Works Committee may approve a greater or lesser width on a case by case basis.

(3) Improvement of Streets. All local residential streets shall be improved as funds permit and as authorized in any calendar year by the Council, by constructing a standard street as defined in Paragraph 6-1-4(f)(1).

(4) Municipal arterials and collector streets shall be improved as funds permit according to standards and specifications approved by the Common Council.

(5) Reconstruction as a Non-Standard Street. The Public Works Committee may approve the reconstruction of a local street with a non-standard design, if the Committee finds that such design is not contrary to public health, safety and welfare.

(g) Specifications as to Materials Used in Construction. The depth, width, type, gradation strength requirements, etc., of all materials shall be as recommended by the City Engineer and approved by the Public Works Committee.

(h) Costs. In streets reconstructed the City shall assume forty percent (40%) of the cost of improvement, and the abutting property owner shall assume the sixty percent (60%) balance of such cost, according to the following formula: The cost for the initial construction of a "standard street" shall be apportioned 40% to the City and 60% to abutting property owners. The cost for subsequent reconstruction of a standard street shall be paid by the City. The cost for reconstruction of a non-standard street shall be paid by the abutting property owners, unless the Council determines to apportion the cost otherwise. Costs shall be assessed according to the following formula:

(1) The cost per assessable front foot of property involved is the total cost as outlined in Subsection (h)(7) below of the improvement divided by the total assessable footage.

(2) On corner lots, the front footage (i.e., the width or narrow side) shall be assessed in full; the side footage (i.e., the depth or length of the lot) shall be assessed at fifty percent (50%) of the length of the "long side at the street".

(3) A lot fronting on two (2) streets shall be assessed in the following manner:

a. If such is not divisible into another (or more) buildable lots, the front frontage shall be assessed in full and the rear frontage shall be assessed at fifty percent (50%) of its rear frontage.

b. If such lot is divisible into another or more buildable lots, both front and rear frontages shall be assessed in full.

(4) Non-divisible lots fronting on a dead-end street, or lots on cul-de-sacs, with less than sixty (60) feet of frontage shall be given a benefit assessment of sixty (60) feet.

(5) An interior "pie-shaped" lot shall be assessed at fifty percent (50%) of its frontage, but in no case shall the assessment be for less than sixty (60) feet. A "pie-shaped" lot is defined as a lot having only three (3) sides. An interior lot is defined as any lot not being on a corner of two (2) streets.

- (6) Any time a lot is assessed for special assessments, there shall be a minimum assessment based on sixty (60) feet of frontage, regardless of any other provision of this Code of Ordinances.
- (7) In streets reconstructed in the City, the abutting property owner shall assume sixty percent (60%) of the cost of street improvements based on a standard section shown on the diagram marked Exhibit B [the twenty-eight (28) foot local street width or its twenty-eight (28) foot equivalent in other streets]. The costs shall be computed on the basis of the average actual unit quantity bid prices for street projects let by the City in the year of construction. Notwithstanding the provisions of this Section, no person shall pay an assessment which, when added to any state or federal funding for such project, causes the revenues to exceed the cost of the project. If possible, the unit quantities for the specific project being assessed shall be used. The costs include, but are not limited to, up to twenty percent (20%) added on for City engineering, contingency and administrative costs. The City shall assume all remaining project costs beyond the abutting property owners' sixty percent (60%) share of the typical street cross section.

As amended by Ordinance 3-97-482.

RIGHT OF WAY (60' TYR)

4" TOPSOIL (LEVELED & RAKED)

SLOPE: 6:1 NORMALLY
5:1 MAXIMUM

30" CURB & GUTTER

INLET LEAD TO
TRUNK STORM SEWER MAIN

1/4" BITUMINOUS CONCRETE SURFACE

1-3/4" BITUMINOUS CONCRETE BINDER

7" CRUSHED AGGREGATE, STONE, BASE COURSE

6" UNDERCUT & BASECOURSE

RETAINING WALL

NOTE:

RETAINING WALLS INSTALLED WHERE EXCESSIVE SLOPES EXIST.

TYPICAL RESTORATION IS 9' BEHIND CURB TO MATCH EXISTING PROFILE.

DRIVEWAYS RESTORED WITH SAME MATERIAL TYPE AS EXISTED BEFORE PROJECT.

STREET WIDTHS OF CUL-DE-SACS WILL VARY

ENGINEERING & ADMINISTRATIVE COSTS INCLUDED IN PROJECT COST.

1. UNCLASSIFIED EXCAVATION OF EXISTING STREET.

PROFILE OF TYPICAL RESIDENTIAL STREET

SCALE: NTS

EXHIBIT B

STANDARD STREET SECTION