

City of Madison

Street/Intersection/Interchange

Assessment Policy



Street Assessments

- Project Type: Reconstruction



Google



Google



City of Madison Engineering

Image Source: Google Maps

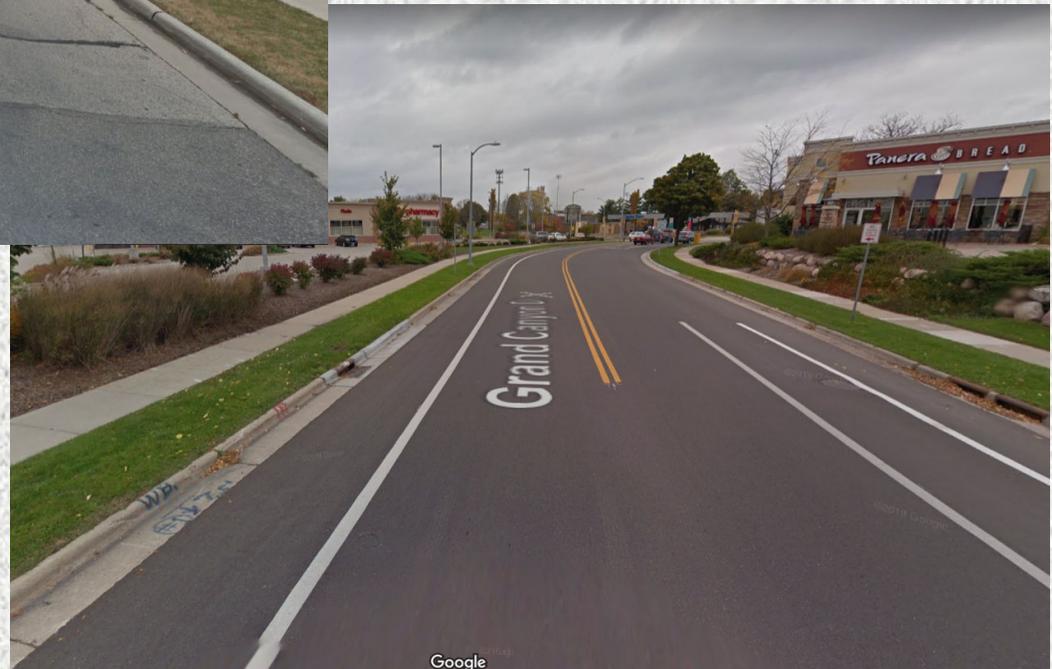
Street Assessments

- Project Type: Rural to Urban



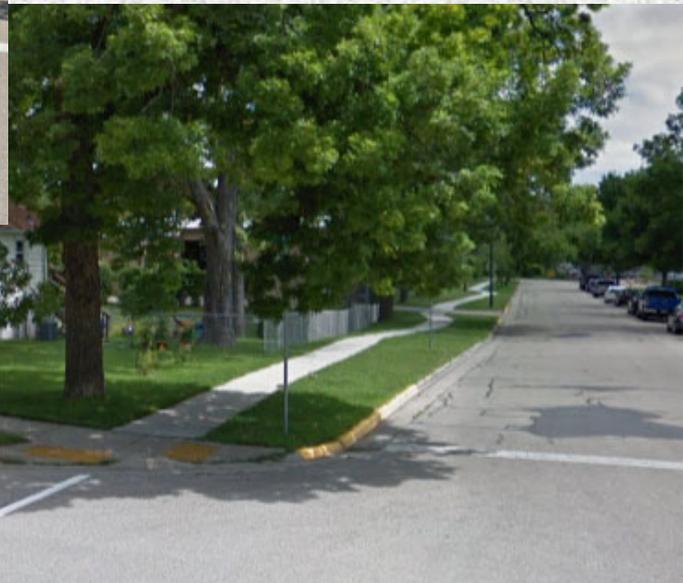
Street Assessments

- Project Type: Resurfacing



Street Assessments

- Project type: New Sidewalk & Sidewalk Program



Street Assessments

- Current Policy Adopted 11/18/14
 - Curb & Gutter
 - Where existing: 50% City, 50% Property Owner (PO)
 - New: 100% Property Owner
 - Sidewalk
 - Where existing: 50% City, 50% PO
 - New: 100% Property Owner*
- * Safe Routes Grant may assist up to 50%



Street Assessments

- Pavement
 - Rural to Urban: 4' pavement PO, rest City
 - Reconstruction/Resurface: 100% City
 - New Street: 100% PO
- Drive Aprons
 - Where existing: 50% City, 50% PO
 - New: 100% PO
 - Sidewalk Program: 100% PO at their request



Street Assessments

- Alley Reconstruction
 - All are 50% City, 50% PO
- Retaining Walls
 - Where Existing: 50% City, 50% PO
 - New: 100% City
- Terrace Stairs
 - Replace Where Existing: 100% PO
 - Remove and not Replace: 50% City, 50% PO



Street Assessments

- Terrace Walks
 - Where existing: 50% City, 50% PO
 - New: 100% PO
- Special Paving Materials
 - Existing terrace walks and drive aprons constructed with pavers, colored concrete will not be replaced by City, 100% PO
- Lighting
 - Where Existing: No assessments
 - New: 100% assessed



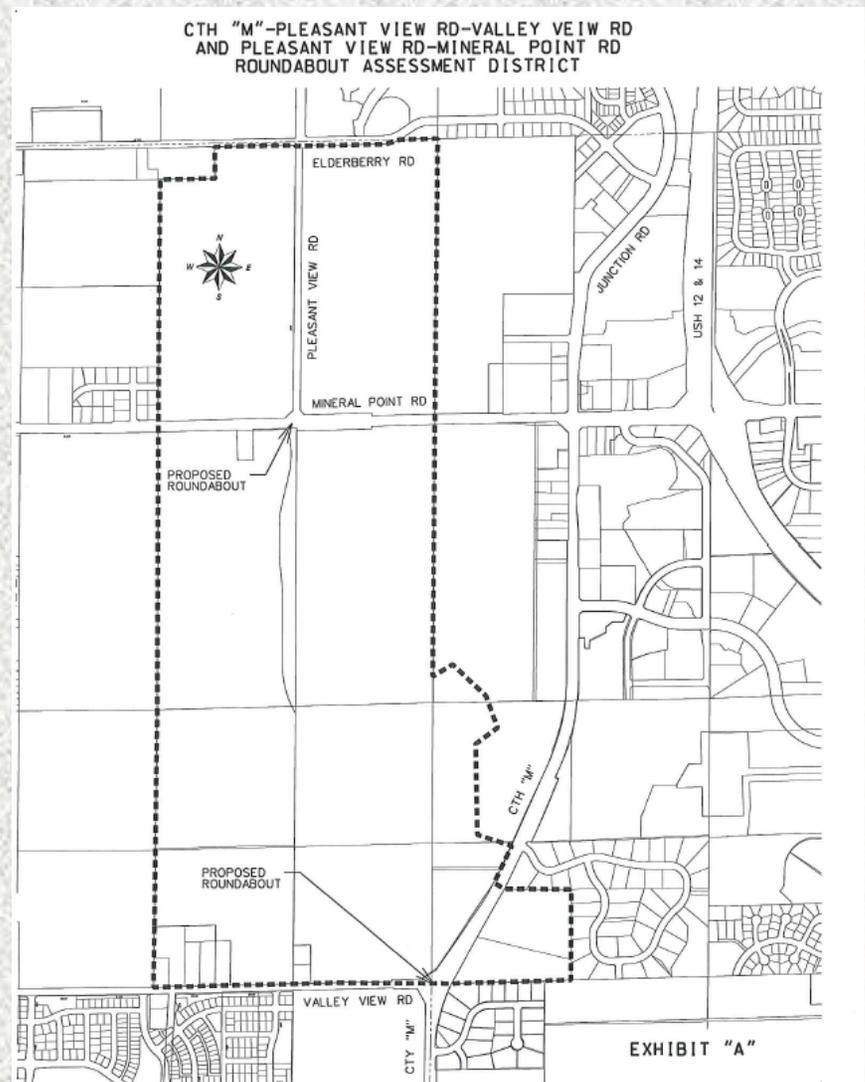
Street Assessments

- Frontage – project length abutting parcel
 - Corners assessed at $\frac{1}{2}$ length
 - Evaluate for
 - No Access Deed restriction
 - Double Frontage
 - Topography
 - Irregular Shape lot
- Minimum \$5



Traffic Signal Assessments

- Current Traffic Signal Policy Adopted 8/7/12
- Applied to Roundabouts also
- Area of Influence
 - District based on geographical layout of streets
 - Identify properties that benefit
 - Generally $\frac{1}{4}$ to $\frac{1}{2}$ mile radius



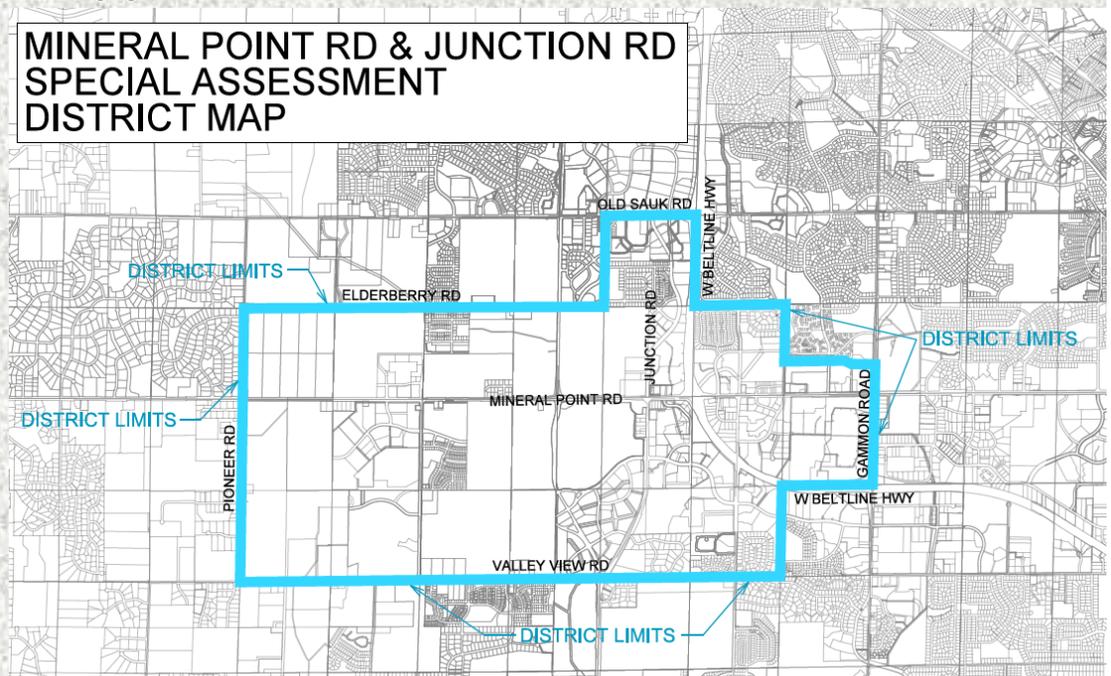
Traffic Signal Assessment

- Cost Apportionment
 - ITE Trip Generation Manual
 - Distance Factors
 - Deduct 10 trips per tax parcel (single family equivalent)
 - Total all trips within District and each parcel pay percentage
 - For sole purpose of access to commercial properties, those properties assessed 100%
 - Commercial Driveway signalized will be assessed 25%



Interchange Assessment

- Current Interchange Assessment Policy Adopted 9/18/12
- Area of Influence
 - District based on geographical layout of streets
 - Identify properties that benefit
 - Approximately 1-3 Miles



Interchange Assessment

- Cost Apportionment
 - ITE Trip Generation Manual
 - Distance Factors
 - Deduct 10 trips per tax parcel (single family equivalent)
 - Total all trips within District and each parcel pay percentage
 - New interchanges assessed 100%, Interchanges that replace a signal assessed 50%



Initiatives with TIF Districts

- Promoting Infill Redevelopment
- Realigning Streets
- Re-Establishing Old Streets
- Light Industrial Areas

