

Town of Grand Chute
N. McCarthy Road Reclamation & Paving
Public Hearing Information Sheet
June 16, 2020

- **PROJECT DESCRIPTION** – N. McCarthy Road, from W. Edgewood Drive to 3,900-feet south, will be reclaimed and paved later this year in conjunction with the Town’s hot mix asphalt paving program. The pavement condition of this segment of N. McCarthy Road is in poor condition and was last paved in 1989 with some temporary grader patches placed in 2019. The roadway will be paved 22-foot wide with asphalt and 3-foot gravel shoulders to match existing widths.

- **CURRENT CONTRACT SCHEDULE**

- Preliminary Resolution – February 20, 2020
- Public Informational Letters – April 17, 2020 (No meeting due to Safer-At-Home Order)
- Bid – June 4, 2020
- Public Hearing – June 16, 2020
- Proposed Final Resolution – July 7, 2020
- Anticipated construction start – Construction is anticipated to start as early as July 20, 2020.

- **PRIME CONTRACTOR** – Northeast Asphalt, Inc.

- **TRAFFIC CONTROL & ACCESS** – The road will remain open to traffic with the exception of cross culvert replacements.

- **MAIL AND GARBAGE/RECYCLING SERVICE** – Since the road will remain open to traffic there will be no disruption to mail or garbage/recycling service.

- **SPECIAL ASSESSMENTS**

- The Town has had a written assessment policy (the “Town Policy”) in place since 1993 to ensure consistency and fairness in the imposition of special assessments against properties located within the Town.
- All parcels along the corridor are zoned AGD (Agricultural) but the use is a mixture of residential and agricultural.
- Assessments will be levied based on front footage.
- Credits have been assigned for parcels with multiple frontages/corner lots. This applies to parcels 101023603 and 101024200.
- A minimum frontage of 90’ has been applied to parcel 101023900.
- An average lot frontage calculation was applied to parcels 101024312, 101025700, and 101025800.
- Per the Special Assessment Policy, the remainder of a parcel’s frontage above the average frontage of residential use within the project or the entire frontage of an AGD zoned parcel with no dwelling shall be assessed and the Town Board will consider deferment. Deferment was approved on the following six parcels – 101023700, 101023800, 101024800, 101024900, 101025700, and 101025800.

- For both parcels 101025700 and 101025800 the difference in actual frontage and the average lot frontage calculation is being shown as deferred due to AGD use.
- The cost of cross culvert replacements are not being special assessed.
- The total estimated cost to the Town for engineering, oversight, and construction is \$286,597.50. The assessments to be levied account for 62.8% of this cost.
- Method of payment for assessments in excess of \$4,000 can be in up to 10 annual installments and will bear interest on the unpaid balance at the rate of 2% per annum above the most current borrowed rate at the time of the project. Up to 5 annual installments are allowed if the total assessment is greater than \$200 but less than or equal to \$4,000. For N. McCarthy Road the 2019 borrowed rate of 1.68% will be applied – therefore, interest will be at 3.68%. You will receive notification of your final assessment amount and payment options after completion of the project.

Responses to Questions from June 16, 2020 Public Hearing:

- Larry & Mary Jo Plamann/4770 N. McCarthy Road
 - Parcel 101025800/4350 N. McCarthy has only a shed on it. While Parcel 101023900 (owned by Keith Plamann) is an agricultural lane. Why are these parcels not 100% deferred?
Per Section II.B.2.d of the Policy for Special Assessments these properties could be considered for 100% deferral since there is currently no residential use or development. The schedule of assessments will be modified accordingly for Town Board consideration with the Final Resolution.
 - Do dump trucks have to pay to use the road, and if so, where does the money go?
There is no fee for the trucks to use the road.
 - Why are the trucks allowed to use the road?
The Town's Municipal Code designates heavy traffic routes vs. Class B roadways within the Town. This section of McCarthy Road is not included in the heavy truck route listing and is therefore designated as a Class B highway. Class B roads limit usage without a permit to 60% of the weight authorized for a Class A road. This weight is defined in Wisconsin State Statutes and varies based on number of axles and axle spacing.
- Jason & Jill Streigel/4955 N. McCarthy Road
 - If property owners are interested in having their driveways paved during the project what is the process?
You will need to contact the contractor directly to discuss hiring them to pave your private driveway.
 - What will be the lifespan of the new pavement?
The project is strictly reclamation and paving and not a full reconstruction. The new pavement structure will consist of a total of 4-1/2" of asphaltic pavement with a mix design intended for medium traffic volume roadways such as a rural 2 lane highway network. The existing pavement was placed in 1989 and is currently 31 years old. Asphaltic pavements have a typical lifespan of 15-20 years. The Town's Policy for Special Assessments allows for a credit of remaining useful life for pavements less than 15 years old that would need to be replaced.
 - Will the project include a walking path?
This project is strictly for pavement replacement. The Town's current Pedestrian and Bicycle Strategy (Adopted May 21, 2019) intends for a future multi-use trail to extend N. of Capitol Drive for a distance, but not within the limits of this project. The Pedestrian and Bicycle Strategy can be found at the following location on the Town's website:

<https://www.grandchute.net/departments/community-development/general/pedestrian-and-bicycle-strategy/>

- Robert Ziesemer/4849 N. McCarthy Road
 - Will the hill be taken down just south of Edgewood?
As this project is strictly for pavement replacement geometric improvements such as this are not being made at this time.