

**POLICY FOR SPECIAL ASSESSMENTS  
(STREETS)**

Revised 09/07/93  
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I. STREET CONSTRUCTION AND RECONSTRUCTION

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.

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. Concrete driveway aprons within the street right-of-way shall be constructed at property owner's expense when new permanent street surfaces are constructed.
4. 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 will be assessed separately.
5. 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 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.

6. 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.
7. 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 residential street will consist of two driving lanes and one parking lane.
2. 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.
3. The assessment rate for alley pavement shall be based on actual cost.

The assessment rate will be a flat rate in accordance with the following chart.

<b>CONCRETE STREET ASSESSMENT RATES</b>			
<b>Street Design</b>	<b>2 Driving Lanes</b>	<b>2 Driving Lanes 1 Parking Lane</b>	<b>2 Driving Lanes 2 Parking Lanes</b>
<b>Residential</b>			
<b>Rate (RC/RT)</b>	<b>\$81.70</b>	<b>\$95.10</b>	<b>\$107.82</b>
<b>Commercial Rate (all other zoning)</b>	<b>\$121.11</b>	<b>\$121.11</b>	<b>\$129.01</b>
<b>New streets constructed on existing base course receiving its first permanent pavement will be assessed at cost.</b>			

**Rates will be re-evaluated in January of odd-numbered years for adequacy.**

**ASPHALT STREET ASSESSMENT RATES**

**Asphalt streets will be assessed at a 70% - 30% rate.**

4. Public owned property, including lands under the jurisdiction of the Board of Education, Water Department 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.
5. 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.
6. The use of outside funding sources, including but not limited to, T.I.F., 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.
7. **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.
8. The Village will assume the extra cost associated with additional pavement width due to bike lanes.
9. Each side of angle parking will be assessed the same as one parallel parking lane.

