

STREET ASSESSMENT POLICY
ADOPTED APRIL 18, 1983

The following is a summary of the City of Dubuque's special assessment policy as it relates to street improvements.

The policy allows special credits for residential properties located on collector and arterial streets due to normally higher volumes of traffic and heavier loads. Properties zoned higher than residential are assessed at a greater rate since these properties are generally higher traffic generators than residential properties.

DEFINITIONS

1. **Reconstruction** Complete removal of existing pavement and base, and replacement with new base, curb and pavement. (Assessable)
2. **Rehabilitation** Removal and repair of deficiencies in pavement, leveling, and installation of a new asphalt surface. (Assessable)
3. **Maintenance** Includes leveling, seal coating, patching, and joint repairs in existing pavements not requiring more extensive rebuilding. (Non-assessable)

All property included within the areas described so as to include one-half of the privately owned property between each street to be improved and the next street, whether such privately owned property abuts upon the street to be improved or not shall be assessed. In no case shall property situated more than 300 feet from the street to be improved be assessed.

RECONSTRUCTION PROJECTS

- A. **Local Streets**
For residential properties (R1, R2, R3), 100% of the cost of a 30 foot width is assessed. (Less 20% rollback)
For higher zoning classifications, 100% of the total cost is assessed. (Maximum 40 foot width). (Less 20% rollback)
- B. **Collector Streets**
For residential properties, 85% of the cost of an equivalent 30 foot width is assessed. (Less 20% rollback.)
For higher zoning classifications, 100% of the cost is assessed. (Maximum 40 foot width) (Less 20% rollback)
- C. **Arterial Streets**
For residential properties, 75% of the cost of an equivalent 30 foot width is assessed. (Less 20% rollback).
For higher zoning classifications, 100% of the cost is assessed. (Maximum 40 foot width) (Less 20% rollback)

REHABILITATION PROJECTS

- A. **Local Streets**
For residential properties (R1, R2, R3), 100% of the cost of a 30 foot width is assessed.
For higher zoning classifications, 100% of the cost is assessed. (Maximum 40 foot width).
- B. **Collector Streets**
For residential properties, 70% of the cost of an equivalent 30 foot width is assessed.
For higher zoning classifications, 100% of the cost is assessed. (Maximum 40 foot width).
- C. **Arterial Streets**
For residential properties, 50% of the cost of an equivalent 30 foot width is assessed.
For higher zoning classifications, 100% of the cost is assessed. (Maximum 40 foot width).

SALES TAX

75%. Due to passage of 1% Local Option Sales Tax the above assessments have been reduced by

ASSESSMENT PROGRAM

The City Council at the April 18, 1983 adopted a resolution approving for a policy on street assessment. The policy gave special consideration to those residents that would customarily be classified as R1, R2 or R3 and located along a street classified as a collector or arterial. The city staff included in the policy a twenty percent rollback on the assessment associated with reconstruction. Property owners would be assessed for that cost associated with the reconstruction of the roadway. (example: Curb and gutter, grading, storm sewer, paving, landscaping, etc.)

The assessable amount for residential properties were based on street classification and street width. Residential property owner would be assessed a 30 foot wide roadway, while businesses along a collector would be assessed for a 35 foot wide roadway and along a arterial 40 foot wide roadway. For residential properties located along a local street are assessed 100% of the cost, along a collector street 85% of the cost and along an arterial street 75% of the cost, while commercial property are assessed 100% of the assessable cost.

The assessment limits are based on properties within 300 feet of the project. An exception is given when there is another street within 600 feet then a midpoint is assumed. The City of Dubuque uses the New York Somers System for applying a percentage or weighted factor to lots within the assessable limits. The basic philosophy is that properties located along the roadway shall pay a higher percentage of the assessable cost while properties 200 feet away will pay less.

In calculating the number of units for each lot in figure 1 a percentage is applied to the width of the lot. The percentage is based on the depth or distance back for the street as shown below.

Pavement A	Depth >	%Value	x	Width	=	Units
	(See Chart A for converting to %Value)					
Lot 1	75	88.30		150		13,245
Lot 2	(155-75)	(115.95-88.3)		150		4,148
Lot 3	(215-155)	(123.38-115.95)		150		1,115
Lot 4	(300-215)	(129.25-123.38)		150		881
Lot 5	75	88.30		150		13,245
Lot 6	(155-75)	(115.95-88.3)		150		4,148
Lot 7	(215-155)	(123.38-115.95)		150		1,115
Lot 8	(300-215)	(129.25-123.38)		150		<u>881</u>
			Total Units			38,778

Pavement B	Depth >	%Value x	Width	=	Units
	(See Chart A for converting to %Value)				
Lot 1	150	115	75		8,625
Lot 2	150	115	80		9,200
Lot 3	150	115	60		6,900
Lot 4	150	115	85		9,775
Lot 5	0	0	0		0
Lot 6	0	0	0		0
Lot 7	0	0	0		0
Lot 8	0	0	0		0
			Total Units		34,500

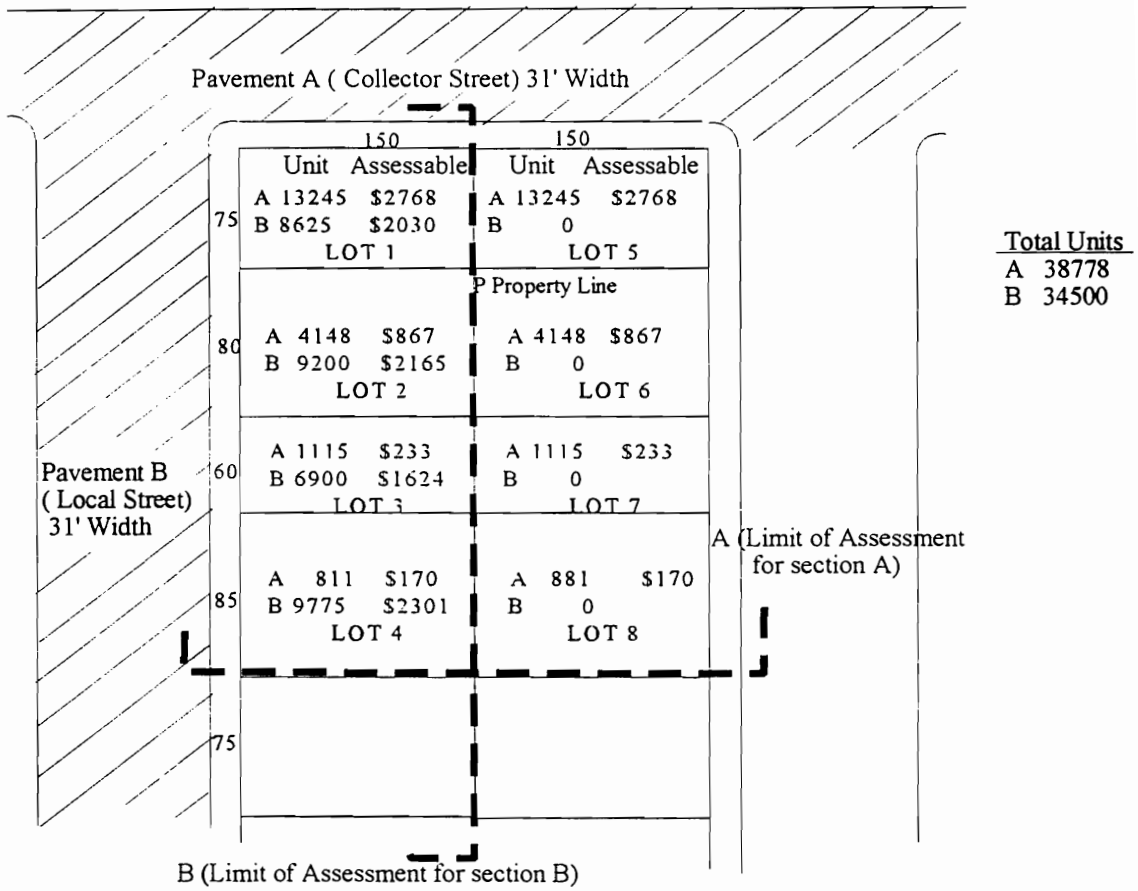


Figure 1

Assessment to individual lots:

Pavement A	Units	x	Cost per Unit =	Assessment Cost
Lot 1	13,245		\$ 0.20904	\$2768
Lot 2	4,148		\$ 0.20904	\$ 867
Lot 3	1,115		\$ 0.20904	\$ 233
Lot 4	881		\$ 0.20904	\$170
Lot 5	13,245		\$ 0.20904	\$2768
Lot 6	4,148		\$ 0.20904	\$ 867
Lot 7	1,115		\$ 0.20904	\$ 233
Lot 8	881		\$ 0.20904	<u>\$ 170</u>
			Total	\$8106

Pavement B	Units	x	Cost per Unit =	Assessment Cost
Lot 1	8,625		\$ 0.23536	\$2030
Lot 2	9,200		\$ 0.23536	\$2165
Lot 3	6,900		\$ 0.23536	\$1624
Lot 4	9,775		\$ 0.23536	\$2301
Lot 5	0			\$ 0
Lot 6	0			\$ 0
Lot 7	0			\$ 0
Lot 8	0			<u>\$ 0</u>
			Total	\$8,120

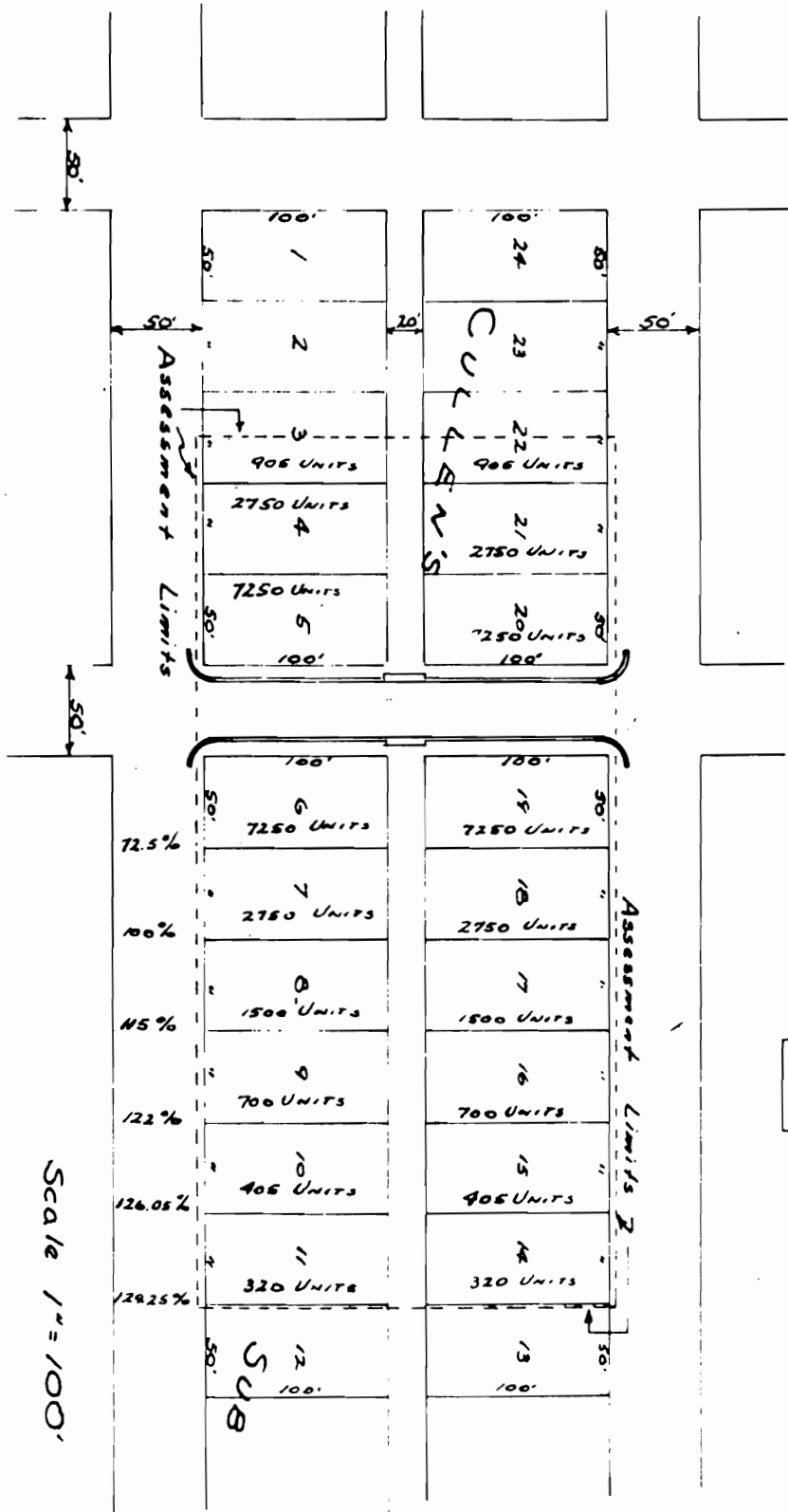
Below is a list of the project cost for that section to roadway:

	Pavement A	Pavement B
Construction Cost:		
Pavement 7" thickness	\$ 15,620	\$ 14,000
Sanitary Sewer Repair	\$ 2,500	\$ 1,000
Replacement of Watermain	\$ 0	\$ 1,500
Other Cost	<u>\$ 33,730</u>	<u>\$ 28,100</u>
Project Cost	\$ 51,850	\$44,600
Non Assessable Items:		
Sanitary Repair	\$ 2,500-	\$ 1,000-
Watermain	<u>0-</u>	<u>\$ 1,500-</u>
Assessable Street Cost	\$ 49,350	\$ 42,100
Credits:		
Width -(Residential width 30 Feet)	\$ 0	\$ 0
Thickness (Residential thickness 6.25")	[(7-6.25)/7= 10.7%]	
	(10.7% * \$15,620)	(10.7% * \$14,000)
Credit	<u>\$1,671-</u>	<u>\$1,498-</u>
Assessable Cost	\$ 47,679	\$ 40,602
Rollback:		
Rollback of 20%	(20% * \$ 47,679)	(20% * \$ 40,602)
	<u>\$ 9,536-</u>	<u>\$ 8,120-</u>
Total Assessable Cost	\$ 38,143	\$ 32,482
Street Classification:		
Residential		
Local Street 100%	(100% * \$ 32,482)	
Collector Street 85%		(85% * \$ 38,143)
Assessable to Property owners	\$ 32,422	\$ 32,482
Sale option Tax:		
City pays 75% of Assessment		
Property pays 25%	(25% * \$ 32,422)	(75% * \$32,482)
Total Assessable Amount	\$ 8,106	\$ 8,120
Total Cost per Unit		
Pavement A	\$ 8,106 / 38,778 = \$ 0.20904	
Pavement B	\$ 8,120 / 34,500 = \$ 0.23536	

Percentage of Unit Value for Lots from 1 to 330 feet deep.

Depth									
1 ft.	3.10%	50 ft.	72.50%	100 ft.	100.00%	150 ft.	115.00%	200 ft.	122.00%
2	6.10	51	73.25	101	100.41	151	115.19	201	122.10
3	9.00	52	74.00	102	100.85	152	115.38	202	122.20
4	11.75	53	74.75	103	101.27	153	115.57	203	122.30
5	14.35	54	75.50	104	101.70	154	115.76	204	122.40
6	16.75	55	76.20	105	102.08	155	115.95	205	122.50
7	19.05	56	76.90	106	102.48	156	116.12	210	122.95
8	21.20	57	77.55	107	102.88	157	116.29	215	123.38
9	23.20	58	78.20	108	103.25	158	116.46	220	123.80
10	25.00	59	78.85	109	103.62	159	116.62	230	124.60
		60	79.50	110	104.00	160	116.80	240	125.35
11	26.70	61	80.11	111	104.36	161	116.96	250	126.05
12	28.36	62	80.77	112	104.72	162	117.13	260	126.75
13	29.99	63	81.38	113	105.08	163	117.30	270	127.40
14	31.61	64	82.00	114	105.3	164	117.47	280	128.05
15	33.22	65	82.61	115	105.78	165	117.64	290	128.65
16	34.92	66	83.21	116	106.13	166	117.79	300	129.25
17	36.41	67	83.82	117	106.47	167	117.94	310	129.80
18	37.97	68	84.42	118	106.81	168	118.09	320	130.
19	39.50	69	85.01	119	107.15	169	118.24	330	130.90
20	41.00	70	85.60	120	107.50	170	118.40		
21	42.50	71	86.15	121	107.80	171	118.54		
22	43.96	72	86.70	122	108.11	172	118.70		
23	45.30	73	87.24	123	108.43	173	118.85		
24	46.61	74	87.78	124	108.75	174	119.00		
25	47.90	75	88.30	125	109.05	175	119.14		
26	49.17	76	88.82	126	109.35	176	119.28		
27	50.40	77	89.35	127	109.65	177	119.42		
28	51.61	78	89.87	128	109.93	178	119.54		
29	52.81	79	90.39	129	110.21	179	119.67		
30	54.00	80	90.90	130	110.50	180	119.80		
31	55.05	81	91.39	131	110.76	181	119.92		
32	56.10	82	91.89	132	111.02	182	120.05		
33	57.15	83	92.38	133	111.28	183	120.18		
34	58.20	84	92.86	134	111.55	184	120.31		
35	59.20	85	93.33	135	111.80	185	120.43		
36	60.30	86	93.80	136	112.05	186	120.55		
37	61.25	87	94.27	137	112.28	187	120.66		
38	62.20	88	94.73	138	112.52	188	120.77		
39	63.10	89	95.17	139	112.76	189	120.88		
40	64.00	90	95.60	140	113.00	190	121.00		
41	64.95	91	96.04	141	113.20	191	121.10		
42	65.90	92	96.50	142	113.43	192	121.21		
43	66.75	93	96.95	143	113.64	193	121.32		
44	67.60	94	97.40	144	113.85	194	121.43		
45	68.45	95	97.85	145	114.05	195	121.53		
46	69.30	96	98.30	146	114.25	196	121.62		
47	70.10	97	98.74	147	114.45	197	121.71		
48	70.90	98	99.17	148	114.64	198	121.80		
49	71.70	99	99.58	149	114.82	199	121.90		

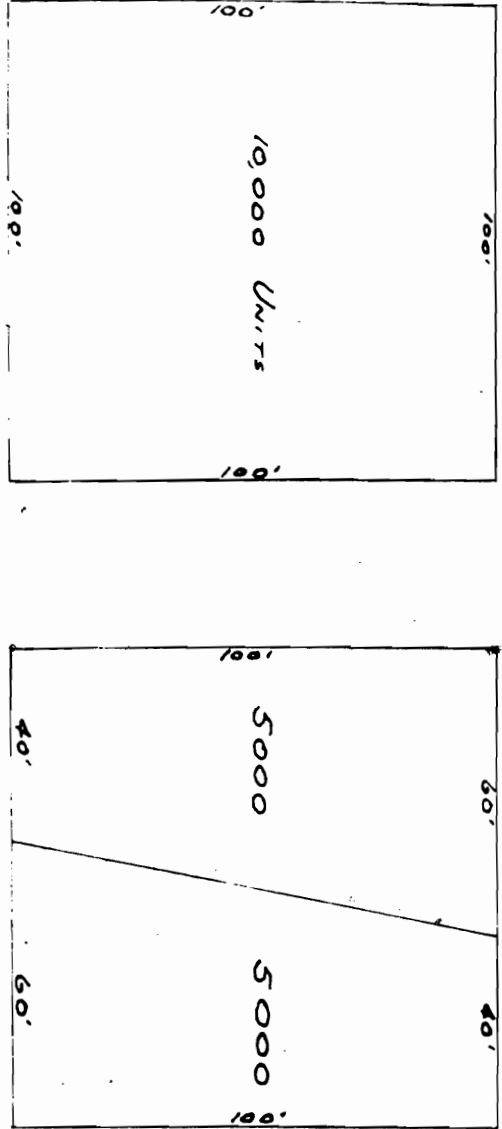
CITY OF DUBUQUE
NEW YORK SOMERS' SYSTEM



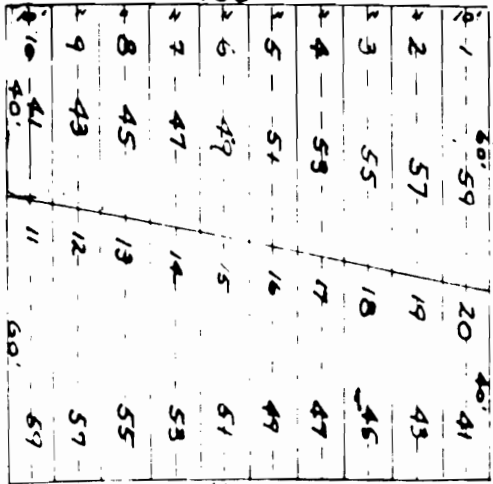
LOT NO.	1	2	3	4	5	6	7	8	9	10	11
	AVE. WIDTH OF LOT	DEPTH TO BACK LINE	% FOR LOT OF THIS DEPTH	UNITS FOR LOT OF THIS WIDTH AND 100' DEPTH	PRODUCT OF COL'S 3 & 4 UNITS FOR THIS LOT	ITEMS FOR AVE WIDTH OF LOT	DEPTH TO BACK LINE	% FOR LOT OF THIS DEPTH	UNITS FOR LOT OF THIS WIDTH AND 100' DEPTH	PRODUCT OF COL'S 8 & 9	REDUCT COL 10 FROM 5 GIVES NET UNITS
1	59	10	25	5900	1475	57	10	25	5700	1425	1475
2	57	20	41	5700	2337	57	20	41	5500	2255	912
3	55	30	54	5500	2970	55	20	41	5300	2255	715
4	53	40	64	5300	3392	53	30	54	5100	2862	530
5	51	50	72.5	5100	3697.5	51	40	64	4900	3264	433.5
6	49	60	79.5	4900	3895.5	49	50	72.5	4700	3552.5	343
7	47	70	85.60	4700	4023.2	47	60	79.5	4500	3736.5	286.7
8	45	80	90.90	4500	4090.5	45	70	85.6	4300	3852	238.5
9	43	90	95.60	4300	4110.8	43	80	90.9	4100	3908.7	202.1
10	41	100	100	4100	4100	41	90	95.6	4100	3919.6	180.4
Lots 1 to 10 Inclusive total											
11	59	100	100	5900	5900	59	90	95.6	5900	5640.4	5316.20
12	57	90	95.60	5700	5449.2	57	80	90.9	5700	5181.3	267.9
13	55	80	90.90	5500	4999.5	55	70	85.6	5500	4708	291.5
14	53	70	85.60	5300	4536.8	53	60	79.5	5300	4213.5	323.3
15	51	60	79.5	5100	4054.5	51	50	72.5	5100	3697.5	357.0
16	49	50	72.5	4900	3552.5	49	40	64	4900	3136	416.5
17	47	40	64	4700	3008.0	47	30	54	4700	2538	470
18	45	30	54	4500	2430	45	20	41	4500	1845	585
19	43	20	41	4300	1763	43	10	25	4300	1075	688
20	41	10	25	4100	1025	41	10	25	4100	1025	1025
Lots 11 to 20 Inclusive total											
Grand Total											
										4683.8	
										10,000	

CITY OF DUBUQUE — NEW YORK SOMERS' SYSTEM

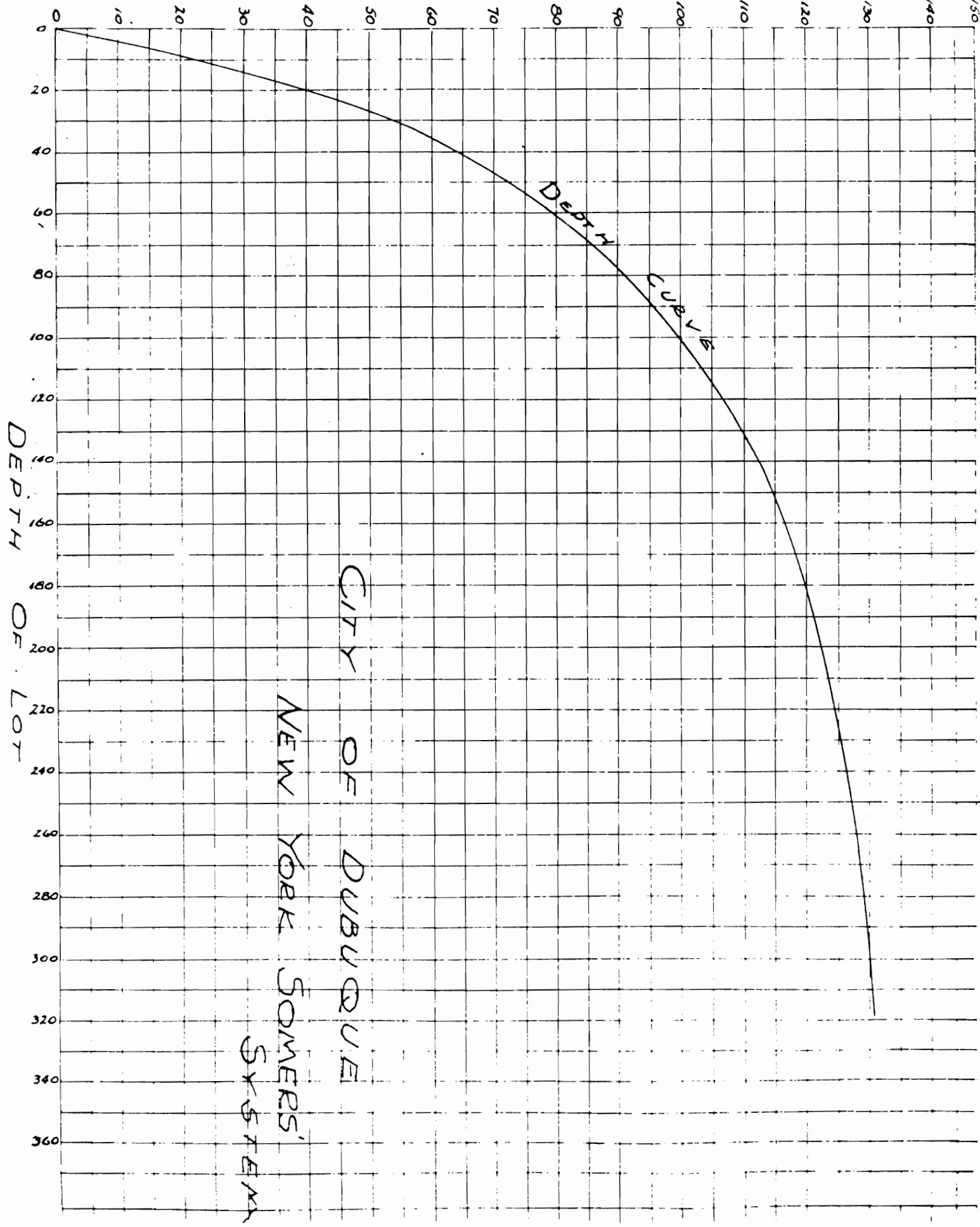
WRONG METHOD



CORRECT METHOD



PERCENTAGE OF UNIT VALUES FOR LOTS 0' to 300' DEPTH

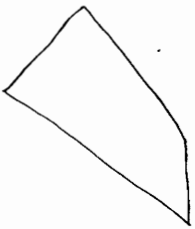


CITY OF DUBUQUE

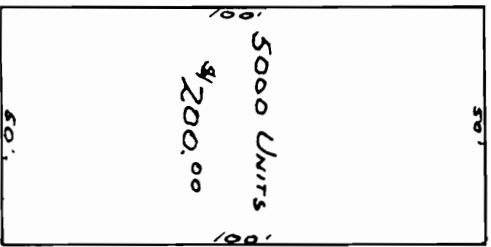
NEW YORK SOMERS'

SYSTEM

CITY OF DUBUQUE
NEW YORK SQUARES' SYSTEM

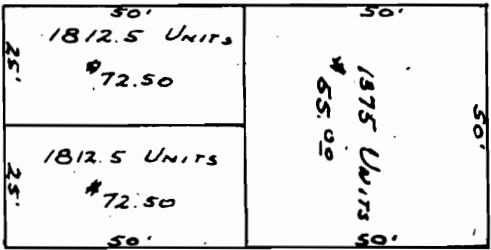


705



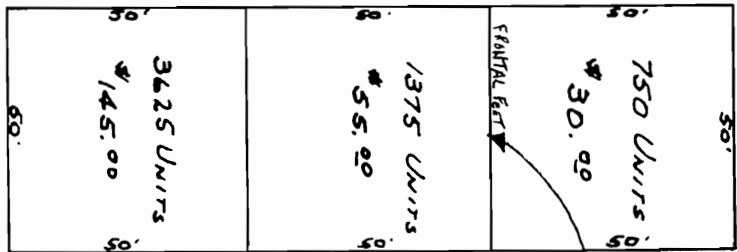
CASE I

IOWA ST
UNIT COST 44



CASE II

JEFFERSON ST
UNIT COST 44



CASE III

WASHINGTON ST
UNIT COST 44

160 UNITS \$6.40	129.25%
202.5 UNITS \$8.10	126.05%
350 UNITS \$14.00	122.0%
750 UNITS \$30.00	115.0%
1375 UNITS \$55.00	100%
3625 UNITS \$145.00	72.5%

EDISON ST
UNIT COST 44

150 : 115%
 (50 FEET x 15')
 (115% - 100%) = 15
 100 : 100%