

12.30 – Street Improvements

Sections

- 12.30.010 – Purpose
- 12.30.020 – Other permits
- 12.30.030 – Definitions
- 12.30.040 – Applicability
- 12.30.050 – Standards for street design
- 12.30.060 – Standards for street light systems
- 12.30.070 – Traffic signals
- 12.30.080 – Storm drainage system
- 12.30.090 – Median and parkway areas
- 12.30.100 – Certification of documents
- 12.30.110 – Preliminary engineering plans and final engineering plans
- 12.30.120 – Plats of dedication – Fees – Collateral
- 12.30.130 – Variances
- 12.30.140 – Responsibility
- 12.30.150 – Interpretation
- 12.30.160 – Abrogation and greater restrictions
- 12.30.170 – Disclaimer of liability
- 12.30.180 – Penalty
- 12.30.190 – Corrective actions

12.30.010 – Purpose

The purpose of the chapter is to provide standards for designing and constructing street improvements to enhance the safe passage of vehicular and pedestrian traffic; and to regulate, guide and control the development of street designations in such a manner as to manage and control traffic volumes, and the design and construction of street systems.

12.30.020 – Other permits

Before starting any of the work regulated by this chapter, an applicant shall comply with the provisions of this Chapter and all other applicable provisions of the St. Charles Municipal Code relating to the submission and approval of preliminary and final subdivision plats, improvement plans, building and zoning permits, inspections, appeals and similar matters, and such State and Federal Statutes and Regulations as may be applicable.

12.30.030 – Definitions

For the purposes of this chapter the following definitions are adopted:

- A. Contractor. The individual, firm, partnership or corporation contracting with the developer for the construction of prescribed work.
- B. Developer. The individual, firm, partnership or corporation planning, initiating and/or managing the street improvement which may be the owner of the land on which the improvement is being constructed.
- C. Curbing. The portion of the street improvement primarily constructed to direct surface storm water to a collection point.
- D. Materials. Any substances specified for use in the construction of the street improvement and its appurtenances.
- E. Median. The portion of a divided street separating the traveled ways for traffic in opposite directions.
- F. Pavement Structure. The combination of base, and surface course materials placed on a subgrade to support the traffic volume and weight for distribution to the roadbed.
- G. Plans. The plans view, profiles, cross sections, working drawings and supplemental drawings, or exact reproduction thereof, which shows the location, character, dimensions and details of the work to be done.
- H. Right-of-way. A strip of land occupied or intended to be occupied by a street, sidewalk and/or railroad, and by electrical transmission lines, oil or gas pipelines, water mains, sanitary or storm sewer mains, trees, and/or for other special uses. The usage of the term "right-of-way" for land-platting purposes shall mean that every right-of-way hereafter established and shown on a final plat is to be separate and distinct from the lots or parcels adjoining such right-of-way and not included within the dimensions or areas of such lots or parcels. Rights-of-way intended for streets, crosswalks, water mains, sanitary sewers, storm drains, trees, or any other use involving maintenance by a public agency shall be dedicated to public use by the make of the plat on which such right-of-way is established.
- I. Roadbed. The graded portion of a street within side slopes, prepared as a foundation for the pavement structure and shoulders or curbing.
- J. Roadway. The portion of the right-of-way within limits of construction.
- K. Shoulder. The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of base and surface courses.
- L. Sidewalk. That portion of the right-of-way primarily constructed for the use of pedestrians.
- M. Storm Drainage System. Shall include but not be limited to storm sewer piping, catch basins, manholes, inlet grates and related appurtenances capable of collecting and transporting a 10-year storm frequency based on ISWS Bulletin 70 (dated 1989) rainfall intensities without street flooding or damage to property.
- N. Street. That portion of the roadway primarily constructed for use of vehicles.
- O. Street Improvements. Any work related to maintaining safe pedestrian and vehicular traffic, and enhancement of the right-of-way.
- P. Subgrade. The top surface of a roadbed upon which the pavement structure and shoulders are constructed.
- Q. Utility. The privately, publicly or cooperatively owned lines, facilities and systems for producing, transmitting or distributing communications, power, electricity, light, heat, gas, oil, crude products, water, steam, waste, storm water not connected with the highway drainage, and other similar commodities, including combined antenna television cables and equipment, and publicly owned fire and police signal systems and street lighting systems, which directly or indirectly serve the public or any part thereof. The term "utility" as the context shall require, shall also mean the utility company, inclusive of any wholly owned or controlled subsidiary.
- R. Work. Work shall mean the furnishing of all labor, materials, equipment, and other incidentals necessary or convenient to the successful completion of the project.

(1993-M-52 : § 1)

12.30.040 – Applicability

This chapter shall apply to all subdivisions, Planned Unit Developments and Plats of Dedication for Streets, where an engineering plan is approved after the effective date of this chapter. This chapter shall also apply to an unsubdivided parcel of land or to a portion or all of subdivided area where street improvements are proposed.

12.30.050 – Standards for street design

A. General Requirements

1. All streets shall be properly integrated with the existing and proposed systems of thoroughfares and dedicated right-of-way as established on a City designated official map and/or a City adopted Comprehensive Plan.
2. Rights-of-way and all road geometry shall be designed in accordance with the designations found in the Comprehensive Plan and shall conform to the dimensions as stated in the Engineering Design and Inspection Policy Manual.
3. No half width street improvements shall be permitted.
4. New streets shall not use the name of any street already used in the City or its environs, unless the street is an extension of an already named street or part of a through street.
5. All through streets shall be extended to the boundaries of the subdivision.
6. All street widths are measured from back to back of curbs, except Residential Estate area roadways, which are measured from edge to edge of driving surface.
7. Street signs shall be installed by the developer in accordance with current City standards. Should the City need to install any signs the developer shall be required to pay for the costs, including labor and materials, for these sign installations.
(Ord. 2012-M-45 § 3.)

B. Layout and Design

1. All streets shall be properly related to special traffic generators such as industries, business districts, schools, churches, and shopping centers; to population densities; and to the pattern of existing and proposed land uses.
2. Minor or local streets shall be laid out to conform as much as possible to the topography, to discourage use by through traffic, to permit efficient drainage and utility systems, and to require the minimum number of streets necessary to provide convenient and safe access to property.
3. Intersections
 - a. The intersection of two streets shall form a 90 degree angle where the centerlines cross along tangent sections for each street. Where one of the street alignments is a horizontal curve, the tangent of the second street shall pass through the curve center of the intersecting street. At no time shall two curved streets intersect. See Table I in the Engineering Design and Inspection Manual for all Right-of-way width and pavement dimension requirements.
 - b. Street intersections shall be designed to encourage safe and efficient traffic flow. The intersection of more than two streets shall be avoided. Should specific conditions of design indicate that the intersection of more than two streets is necessary; the developer shall obtain approval from the Director of Public Works prior to proceeding with Final Engineering Plans.
4. Culs-De-Sac
 - a. No cul-de-sac street shall be more than five hundred feet (500') in length measured along its centerline from the street of origin to the end of its right-of-way, unless there are less than sixteen lots abutting the cul-de-sac street
 - b. Each cul-de-sac shall have a terminus of nearly circular shape with a minimum diameter of one hundred twenty feet (120').
5. For temporary dead-end streets, a temporary T-shaped or circular turnaround is required at the street end. If no curb cuts for driveway access or other access are intended and if in accordance with generally accepted engineering principles no safety or maintenance problems are apparent as determined by the Director of Public Works, the director may waive the turnaround requirement. The turnaround surface shall be constructed of asphalt or concrete materials.
6. Combination concrete curb and gutter shall be constructed as part of the pavement, except for streets in areas zoned "Residential Estate" per Title 17, "Zoning." Roadways in areas zoned "Residential Estate" may be constructed without combination curb and gutter provided the flow velocity of water in the ditches will not exceed four feet per second.

(2012-M-45 : § 3; 2003-M-98 : § 1; 1998-M-39 ; 1998-M-23 : § 1; 1989-M-55 : § 1)

12.30.060 – Standards for street light systems

A. General Requirements:

1. Street light will be installed by Developers, including conductors, poles and fixtures, at all intersections and culs-de-sac and at other locations, as necessary, along the City streets, in accordance with Standard Drawing No. 2 or No. 3.
2. Developers shall be responsible for the design and installation of all street lighting systems within the City in full compliance with all applicable standards for performance necessary to ensure the security and safety of the public.
3. The City shall have the right to review street lighting system designs submitted by Developers, in advance of such street light system installations, and to make modifications it considers necessary to ensure that the lighting systems are designed in compliance with the City's own requirements and standards of construction.
4. Developers shall pay for all of the costs of construction, including labor and materials, as necessary for the successful installation of street lighting systems installed under the terms and conditions of this Ordinance.
5. Variations from the requirements included as part of the Standard Drawings may be granted if in accordance with prudent engineering practices and if approved, in advance and in writing, by the Director of Public Works or his designee, and the City Council.
6. Developers shall assume complete responsibility for the maintenance of developer-installed street lighting systems for a period of one-year from the date of initial energization.
7. After developer-installed lighting systems are installed and working for a full year, the City shall perform an end-of-year inspection of such facilities. If the City determines, during the course of the inspection of such facilities, that such systems are fully functional and operational, and in full compliance with the City's standards, the City shall have the right, but not the obligation, to retain ownership of such facilities, including perpetual responsibility for maintenance.

B. Standards of Construction

All new street lighting systems installed within the City shall be designed and installed in accordance with the following general standards:

1. Street lighting systems shall be designed in compliance with all applicable standards for performance necessary to ensure the security and safety of the public.
2. The conductors for all new street lighting systems shall be installed exclusively underground.
3. Street lighting system lighting standards shall be installed at or near lot lines or property lines, as the case may be, in an effort to keep the lighting standards as close as is practical to the source of power.
4. Developer shall make all reasonable efforts, in the design of street lighting systems, to avoid the crossing of streets, sidewalks and driveways with lighting conductors.
5. The Director of Public Works or his designee shall have the option of selecting Option No. 1 or Option No. 2 for the basic standard and luminaire selection for any new Development in accordance with the standards hereinafter set forth:


C. Street Light Additions in Existing Overhead Areas

This provision allows for the addition of street lights in existing overhead areas and may be of either standard street light design (STD. DRW. No. 2 or STD. DRW. No. 3) or may be mast arm mounted on a wood pole as determined by City staff and other facilities in the area. New light must be installed within City rights-of-way, along streets or alleys.

1. If the new light is requested by a resident, the resident must obtain written approval from all other property owners within 300 feet of the location of the light. The cost of the light will be divided equally between the City and the requesting property owner/owners. The energy and maintenance will be supplied by the City as with other street lights.
2. If the new light is requested by the City (by the Director of Public Works or designee) for security or other reasons, City staff will determine the appropriate location and type of street light and install at City's expense. Resident approval is not required by City requested lights.
Option No. 1: As detailed in Standard Drawing No. 2. 12.30.050 (L)
Option No. 2: As detailed in Standard Drawing No. 3. 12.30.050 (L)

Exhibits:

 Decorative Street Light Standard - Drawing 2.pdf

 Roadway Street Light Installation - Drawing 3.pdf

(2012-M-45 : § 3; 2003-M-98 : § 1; 1998-M-39 : § 1; 1998-M-23 : § 1; 1989-M-55 : § 1)

12.30.070 – Traffic signals

The City may require the developer to install traffic signals at intersections in accordance with design standards of the Illinois Department of Transportation. Should traffic signals not be warranted immediately, but in the future not to exceed five years after 100% build out of the platted area, or if the intersection is not part of a subdivision plat within five years following the recording of the plat of street dedication, at the election of the City, the City and developer shall enter into a signalization agreement, whereby the developer or a designated special service area would at a future date pay a portion of the cost of traffic signals. The need for traffic signals will be based upon Illinois Department of Transportation warrant standards.

(2012-M-45 : § 3; 2003-M-98 : § 1; 1998-M-39 : § 1; 1998-M-23 : § 1; 1989-M-55 : § 1)

12.30.080 – Storm drainage system

Storm drainage systems shall be installed including appropriate stormwater retention and detention facilities in accordance with Titles 16 and 18 of the St. Charles Municipal Code. The proposed storm drainage system shall discharge into an existing storm sewer or drainage way such that the existing system has adequate capacity for the additional flow and adequate provisions shall be made for surface overflow when the capacity for the additional flow and adequate provisions shall be made for surface overflow when the capacity of the storm drainage system is exceeded to ensure that buildings are not flooded or threatened by flooding.

(2012-M-45 : § 3; 2003-M-98 : § 1; 1998-M-39 : § 1; 1998-M-23 : § 1; 1989-M-55 : § 1)

12.30.090 – Median and parkway areas

1. All parkways within the right-of-way shall be cleared of all stumps, rocks, trees that cannot be saved and construction debris and shall be graded with a minimum of four inches of topsoil and seeded or sodded.
2. Median and parkway areas shall provide for drainage to the storm drainage system.
3. Street trees shall be placed along the right-of-way in accordance with Chapter 12.20 "Trees and Shrubs".
4. The creation of land strips for landscaping or other purposes shall not be permitted adjacent to a proposed street right-of-way in such a manner as to deny access from adjacent property to such street right-of-way.
5. Disposal of excess material, excluding topsoil, shall be the responsibility of the contractor. Regarding excess topsoil, the City may elect to have the contractor, with developer approval, stockpile this material for municipal use at a later date.

(2012-M-45 : § 3; 2003-M-98 : § 1; 1998-M-39 : § 1; 1998-M-23 : § 1; 1993-M-51 : § 1; 1989-M-55 : § 1)

12.30.100 – Certification of documents

All computations, plans and specifications prepared for compliance with this chapter shall be certified by a registered professional engineer, and a copy thereof submitted with the engineering plans for the street improvement.

(2012-M-45 : § 3)

12.30.110 – Preliminary engineering plans and final engineering plans

Preliminary and final engineering plans are required for the (re)construction of all new or existing streets. Submitted plans shall conform with the requirements established in Title 16, Chapter 16.06, "Plan Submittal Requirements."

(2012-M-45 : § 3)

12.30.120 – Plats of dedication – Fees – Collateral

- A. For all subdivisions and Planned Unit Developments, the developer shall submit to the City a Final Plat of Subdivision for street improvements in accordance with the requirements of Title 16, "Subdivisions and Land Improvements." For all other types of proposed streets, the developer shall submit a Plat of Dedication in accordance with state statute.
- B. The developer shall pay the City for all costs incurred in relation to the street improvement project including the following:
 - 1. Engineering review of the preliminary and final engineering plans, and construction inspection.
 - 2. Court reporter fees.
 - 3. Recording fees.
- C. The developer shall provide a guarantee for the payment and completion of the street improvements in accordance with Title 16, Section 16.04.100, "Guarantee for Completion of Land Improvements."

(2012-M-45 : § 3)

12.30.130 – Variances

The City Council may grant variances from the regulatory standards of this chapter, in lieu of any other variance procedure, in accordance with the following requirements:

- A. Application: An application for a variation may be made by any person, firm or corporation, or by any office, department, board, bureau or commission of the City of St. Charles. An application for a variance is filed with the Director of Public Works. An application for a variation shall be on a form provided by the Director of Public Works and shall contain all information required on such form including the following:
 - 1. Legal description of property for which a variation is requested;
 - 2. The requested variation identified;
 - 3. The reasons which applicant relies upon as justifying the requested variation;
 - 4. An 8-1/2" x 11" sketch of the property showing all lot lines, street improvements, and adjoining streets.
- B. Notice of Hearing: No variation shall be granted by the City Council except after a public hearing before the City Council, of which there shall be a notice of the time and place of the hearing published at least once, no more than 30 days nor less than 15 days before the hearing, in one or more newspapers published in the City of St. Charles, Illinois.
- C. Hearing: The City Council shall hold a public hearing at which evidence in support of the variation may be presented by or on behalf of the applicant and any evidence presented by interested parties may be heard.
- D. No variance shall be granted unless the applicant for the variance can demonstrate that:
 - 1. An exceptional economic hardship would result without the variance;
 - 2. The relief granted is the minimum necessary;
 - 3. There will be no threat to public safety or creation of a nuisance;
 - 4. No additional public expense will result;
 - 5. The property in question cannot yield a reasonable return if permitted to be used only under the condition allowed by the regulations governing the district in which it is located;
 - 6. The plight of the owner is due to unique circumstances, or;
 - 7. The variation, if granted, will not alter the essential character of the locality.

(2012-M-45 : § 3)

12.30.140 – Responsibility

The administration of this chapter shall be the responsibility of the Director of Public Works.

(2012-M-45 : § 3)

12.30.150 – Interpretation

In the interpretation and application of this chapter, the provisions expressed herein shall be held to be the minimum requirements and shall be liberally construed in favor of the City of St. Charles and shall not be deemed a limitation or repeal of powers granted by state statutes.

(2012-M-45 : § 3)

12.30.160 – Abrogation and greater restrictions

It is not intended by this chapter to repeal, abrogate or impair any existing easements, covenants or deed restrictions. However, where this chapter imposes greater restrictions, the provisions of this chapter shall prevail.
(2012-M-45 : § 3)

12.30.170 – Disclaimer of liability

This chapter shall not create liability on the part of the City of St. Charles or any officer or employee thereof for any damages which may result from reliance on this chapter or on any administrative decision made thereunder.
(2012-M-45 : § 3)

12.30.180 – Penalty

Any person who violates any provision of this chapter or fails to comply with any of its requirements shall upon conviction thereof be fined not more than \$500 (Five Hundred Dollars), each day such violation continues shall be considered a separate offense.
(2012-M-45 : § 3)

12.30.190 – Corrective actions

Nothing herein contained shall prevent the City of St. Charles from taking such other action as it deems necessary to prevent or remedy a violation of this chapter.
(2012-M-45 : § 3; 1984-M-49 : § 1)