

YOUR PROPERTY TAX & SPRING LAKE TOWNSHIP ROADS

A Fact-Based Breakdown Using Official Tazewell County Records
 Tax Year 2024 (Payable 2025) | Spring Lake Township, Tazewell County, Illinois

Section 1: How Property Taxes Work in Illinois

Before looking at specific numbers, it helps to understand the mechanics. In Illinois, property taxes are not one flat tax — they are a collection of separate levies from multiple taxing bodies, all added together on a single bill.

The process works like this:

- Each year, every taxing body (school district, township, county, fire district, etc.) files a levy with the Tazewell County Clerk stating how much money they need to operate.
- The County Clerk calculates each district's tax rate by dividing the levy by the total Equalized Assessed Valuation (EAV) of all taxable property in that district.
- Properties in Illinois are assessed at 1/3 of their market value. That assessed value, after any exemptions, is your EAV.
- Your individual tax bill equals your EAV multiplied by the combined rate of every taxing district whose boundaries include your property, divided by 100.

The Road Commissioner does not set your total tax bill. He levies only the township road funds. Schools, county, fire, and college districts each levy their own amounts independently.

Sources for all data in this report:

- 2024 Tazewell County Equalized Assessed Valuations & Tax Rates (Official Tax Rate Book): <https://tazewell-il.gov/wp-content/uploads/2025/04/Taxratebook24.pdf>
- Tazewell County Property Tax Inquiry (individual parcel records): <https://tazewellil.devnetwedge.com>
- Tazewell County Highway Department (807 total township road miles): <https://tazewell-il.gov/highwaydepartment/highwayaboutus/>
- Spring Lake Township Road Commissioner: 115 miles confirmed directly

Section 2: Brandon & Ashley Purdy — 8348 Bass Rd, Manito

Property Overview

Parcel Number	08-09-15-401-037
Township	Spring Lake
Tax Code	08008
Property Class	0040 — Improved Residential Lot
Board of Review EAV	\$62,740
Owner-Occupied Exemption	-\$6,000
Homestead Improvement Exemption	-\$1,460

NET TAXABLE EAV	\$55,280
TOTAL 2024 TAX BILL	\$4,447.94

Where Every Dollar of Their \$4,447.94 Goes

Taxing District	Tax Rate	Your Tax	% of Bill
Grade School 606	3.47635	\$1,921.73	43.2%
High School 303	2.29860	\$1,270.67	28.6%
Forman Fire Protection	0.54796	\$302.91	6.8%
Tazewell County (all services)	0.51771	\$286.17	6.4%
SpringLake Road & Bridge (ROADS)	0.49129	\$271.59	6.1%
Community College 514	0.46518	\$257.15	5.8%
Spring Lake Township (general)	0.23516	\$130.00	2.9%
Imperial Valley Water District	0.01396	\$7.72	0.2%
TOTAL	8.04621	\$4,447.94	100%

The Purdys pay \$1,921.73 to Grade School 606 and \$1,270.67 to High School 303 — nobody complains about the school budget on Facebook. Their road contribution is \$271.59.

Section 3: Jeremy Honsman — 14035 Grandview Dr, Manito

Property Overview

Note: Both properties are in the same subdivision (Country View Estates, Sec. 15 T24N R6W) and carry the same tax code (08008), meaning they face identical rates — only the assessed value differs.

Parcel Number	08-09-15-402-013
Township	Spring Lake
Tax Code	08008
Board of Review EAV	\$43,260
Owner-Occupied Exemption	-\$6,000
NET TAXABLE EAV	\$37,260
TOTAL 2024 TAX BILL	\$2,998.02

Where Every Dollar of His \$2,998.02 Goes

Taxing District	Tax Rate	Your Tax	% of Bill
Grade School 606	3.47635	\$1,295.29	43.2%
High School 303	2.29860	\$856.46	28.6%
Forman Fire Protection	0.54796	\$204.17	6.8%
Tazewell County (all services)	0.51771	\$192.90	6.4%
SpringLake Road & Bridge (ROADS)	0.49129	\$183.05	6.1%
Community College 514	0.46518	\$173.33	5.8%
Spring Lake Township (general)	0.23516	\$87.62	2.9%
Imperial Valley Water District	0.01396	\$5.20	0.2%
TOTAL	8.04621	\$2,998.02	100%

Section 4: The Road Math — What These Dollars Actually Do

Spring Lake Township Road Budget (Official 2024 Numbers)

Item	Amount
Township total EAV (Tax Rate Book, p.14)	\$49,210,275
Road & Bridge levy rate	0.37156 per \$100 EAV
Permanent Road levy rate	0.11973 per \$100 EAV
Combined road rate (= bill line item)	0.49129 per \$100 EAV
TOTAL ANNUAL ROAD BUDGET	\$241,765
Miles of road maintained (confirmed)	115 miles
Average budget per mile per year	\$2,102

Individual Contributions to the Road Budget

Property Owner	Road Tax/Yr	% of Budget	Feet Funded	% of 1 Mile
Brandon & Ashley Purdy	\$271.59	0.1123%	682 feet	12.9%
Jeremy Honsman	\$183.05	0.0757%	460 feet	8.7%
Combined Total	\$454.64	0.1880%	1,142 feet	21.6%
ALL township properties combined	\$241,765	100%	607,200 feet	115 miles

Two households combined contribute \$454.64/year — enough to fund the road maintenance budget for 1,142 feet of road, or about 21.6% of one single mile, out of 115 total miles. Their combined share of the entire township road budget is less than two-tenths of one percent.

Section 5: What Is Chip Seal, and Why Does Tar Come Through on Hot Days?

The road surface in question is called chip seal, also known as bituminous surface treatment (BST) or tar and chip. Understanding how it works is essential to evaluating complaints about it.

What Chip Seal Is

- A road surface created by spraying hot liquid asphalt binder onto a prepared roadbed, then covering it with aggregate chips (small stones).
- The chips embed into the binder as traffic compacts them, forming the driving surface.
- It is the standard surface treatment for low-to-medium-traffic rural roads throughout the Midwest and across the United States.
- Cost advantage: Chip seal typically costs 30-50% less than hot-mix asphalt, making it the practical choice for rural road districts with limited budgets.

Why Tar Bleeds Through on Hot Days

When pavement surface temperatures exceed approximately 85-90 degrees Fahrenheit, the bituminous binder softens. Because it is a viscous liquid at elevated temperatures, it can rise through the aggregate layer and appear at the surface. This phenomenon is called:

- Bleeding — the technical term used by highway engineers
- Flushing — another term for the same phenomenon
- Or informally: "tar coming through the road"

Critical point: Bleeding is a known, documented, expected property of chip seal roads. It is not a defect. It is not the result of poor installation or poor maintenance. It is a material science reality that occurs on chip seal roads across the entire Midwest every summer when temperatures spike. Every rural road commissioner in Illinois deals with this same situation every July and August.

What Can Be Done About It

- Sand cover coat: Applying dry sand or fine aggregate during bleed conditions can absorb excess binder. This requires equipment, labor, and material costs — all of which come out of that \$241,765 annual budget.
- Wait: As temperatures drop, the binder cools and re-hardens, re-seating the aggregate chips. The road returns to normal condition. This costs nothing.
- Full resurfacing with hot-mix asphalt: Permanently solves the bleeding problem. Cost: \$40,000-\$80,000 per mile. At those prices, the entire annual road budget would pave 3-6 miles — leaving the other 109-112 miles untreated.

Getting tar on your vehicle on a 95-degree day is an inconvenience. The road commissioner did not cause the temperature. The alternative — paving everything in asphalt — would cost more than the entire township's annual budget for a single mile of road.

Section 6: Putting It in Perspective

The "I Pay Taxes" Argument — By the Numbers

When someone says "I pay taxes, I shouldn't have to drive on roads like this," the data allows us to be very specific about what that means:

	Purdy	Honsman
Total taxes paid per year	\$4,447.94	\$2,998.02
Amount going to SCHOOLS	\$3,192.40	\$2,151.75
Amount going to ROADS (the complaint)	\$271.59	\$183.05
Road tax paid per day	\$0.74/day	\$0.50/day
Road tax paid per mile of road	\$2.36/mile	\$1.59/mile
Feet of road their tax funds	682 feet	460 feet

What \$2,102/Mile/Year Buys

The Spring Lake Township road commissioner manages 115 miles of roads on a budget of approximately \$2,102 per mile per year. For context:

- A single pothole repair can cost \$200-\$500 per repair — and a rough winter can mean hundreds of them.
- One culvert replacement typically costs \$3,000-\$15,000 depending on size and access.
- A single mile of chip seal resurfacing costs 19-38 times the annual per-mile budget.
- Mowing roadside vegetation along 115 miles of road, twice per season, runs tens of thousands of dollars annually.
- Snow removal equipment fuel and maintenance is a fixed cost every winter, regardless of how much it snows.

At \$2,102/mile/year, the Spring Lake Township road commissioner is managing a road network on a shoestring. The national average for rural road maintenance runs \$5,000-\$15,000/mile/year. The complaint about tar on a car during a heat wave ignores the economic reality of rural road management entirely.

Section 7: Summary of Facts

FACT	DATA
Township total annual road budget	\$241,765
Miles of road maintained	115 miles (confirmed by Road Commissioner)
Average per-mile annual budget	\$2,102/mile/year
Purdy annual road contribution	\$271.59 (funds ~682 feet of road)

Honsman annual road contribution	\$183.05 (funds ~460 feet of road)
Both households combined	\$454.64 = 0.188% of total road budget
Chip seal bleeding cause	Temperature exceeding ~85-90°F — normal material behavior, not negligence
Cost to switch to asphalt (1 mile)	\$40,000-\$80,000 — up to 33% of annual budget per mile
Road Commissioner's role	Elected official managing township road district — does NOT control weather, material properties, or other taxing bodies' levies

All data sourced from official Tazewell County government records.

2024 Tax Rate Book: tazewell-il.gov | Property Records: tazewellil.devnetwedge.com | Highway Dept: tazewell-il.gov/highwaydepartment