
Kane County

Division of Transportation



Comprehensive Road Improvement
Plan for Impact Fees

February 1, 2012 – PUBLIC HEARING

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Glossary of Terms

The following are terms and their associated meanings that may be found within the plan.

ADT: Average Daily Traffic. This is the typical number of vehicles traveling a section of road over the course of a normal 24-hour weekday.

Capacity: The maximum sustainable flow rate at which vehicles can be expected to traverse a uniform segment of a lane or roadway during a specified time period under given roadway, geometric, traffic, environmental and control conditions. Expressed in this report as vehicles per hour per lane of roadway, or vehicles per hour entering an intersection,

~~**CATS:** [The Chicago Area Transportation Study.](#)~~

~~**CMAP:** [The Chicago Metropolitan Agency for Planning.](#)~~

County: The County of Kane, State of Illinois.

CRIP: The Comprehensive Road Improvement Plan for Impact Fees.

FY: Fiscal Year.

IDOT: The Illinois Department of Transportation.

ISTHA: The Illinois State Toll Highway Authority.

~~**KCDOT:** The Kane County Division of Transportation.~~

Lane-Miles: The number of lanes multiplied by the length of a roadway segment.

Local Option MFT: Motor fuel tax imposed by the County and collected at the pump for the purposes of road improvements on roads under the jurisdiction of Kane County.

LOS: Level of Service. A qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience. For roadways, LOS is typically expressed in terms of average operating speed ranging from LOS A (highest speed) to LOS F (lowest speed, or failure). Intersection LOS is typically based on delay time; the greater the delay time, the worse the level of service. Again, poorest performance receives the lowest LOS grade (E or F).

MFT: Motor Fuel Tax. The State allocation of revenues collected on gasoline at the pump disbursed to Kane County.

NIPC: The Northeastern Illinois Planning Commission.

VMT: Vehicle Miles of Travel. This is the average daily traffic (ADT) on a roadway segment or group of roadway segments, multiplied by the length of the roadway segment in miles.

Preface

Impact fee programs are widely used by local governments throughout the United States to offset the high cost of providing fire, police, water, sanitary, school, road, and other services to new residents and businesses locating within their jurisdiction. These programs are used particularly in fast growing suburban communities, locations with high tourism or high retirement development and areas of extreme environmental sensitivity. By and large, the fees collected do not cover all the costs a unit of government accrues in providing a service. These fees do allow the implementing agency the opportunity to use its primary funding sources such as property taxes, motor fuel taxes, and state and federal assistance for the purpose of maintaining the existing infrastructure, correcting existing deficiencies in the infrastructure, and supplementing other funding sources to enable construction of improvements to the capacity of the infrastructure.

In Illinois, revenues available for highway purposes are strictly limited by statute. The size of the Motor Fuel Tax is limited and Kane County recently raised its local option MFT to the maximum amount. Property tax levies are limited by the Property Tax Extension Limitation Law. The County aggressively seeks outside funding for highway improvement projects from the state and Federal governments. Impact fees are needed to help fill the gap between the extensive needs and limited tax revenues.

General Goals

The *Road Improvement Impact Fee Law* created by the State of Illinois in 1989 cites two general goals for those agencies implementing impact fee programs in Illinois.

1. " *...the imposition of such road improvement impact fees is designed to supplement other funding sources so that the burden of paying for road improvements can be allocated in a fair and equitable manner.*"
2. " *...to promote orderly economic growth throughout the State by assuring that new development bears its fair share of the cost of meeting the demand for road improvements through the imposition of road improvement impact fees.*"

Kane County supports these goals through the publication of this Comprehensive Road Improvement Plan for Impact Fees.

Objectives of the Plan

The ten year Comprehensive Road Improvement Plan is a document required of each unit of local government wishing to implement the Road Improvement Impact Fee Law (605 ILCS 5/5-901 to 5/5-919). The Plan's primary function is to support the Law's goals by describing the existing roadway network and traffic conditions, quantifying the anticipated new development upon which the estimated roadway improvements are based, identifying available funding sources, and listing the road improvements anticipated to be needed, along with their estimated costs and anticipated year of construction.

Because the Comprehensive Road Improvement Plan is designed to pertain only to roads under Kane County jurisdiction, recommendations for short and long-range improvements on roads maintained solely by other jurisdictions are not included in the recommended

project list in Section 4. Intersections of facilities under Kane County jurisdiction and facilities under jurisdiction of other agencies are included.

Guide to the Plan

In accordance with the provisions of the Road Improvement Impact Fee Law, the Comprehensive Road Improvement Plan (CRIP) is comprised of seven sections. The following synopsis gives the reader a general idea of what is found in each section.

Section 1: Existing Highway Network

This section provides a description of all existing roads, streets or highways under the jurisdiction of the County, a list of deficiencies as of 2002 (the year of the County's initial CRIP), and an estimate of all costs related to curing the existing deficiencies, including but not limited to the upgrading, updating, improving, expanding or replacing of such roads, streets or highways and the current level of service of the existing roads, streets and highways.

Section 2: Commitment to Cure Existing Deficiencies

This section ~~provides~~ indicates that the County is committed to constructing the improvements identified in Section 1 as being needed to cure the existing deficiencies in the County Highway network, where practicable.

Section 3: Land Use Assumptions

This section presents the land use assumptions update adopted by the Kane County Board for this plan.

Section 4: Proposed Roadway Improvement Plan

This section provides a description of the County highways proposed to be improved, expanded, enlarged or constructed to serve new development identified in the Land Use Assumptions, together with an estimate of all costs related to the improvement, expansion, enlargement or construction of those County highways.

Section 5: Funding Sources

This section identifies all sources and levels of funding available to the County for the financing of the highway improvements identified in Sections 1 and 4.

Section 6: Intergovernmental Agreements

As the County's proposed Road Improvement Impact Fee Ordinance provides only for the improvement of County Highways, this Section simply notes that any improvements to highways, roads or streets under another agency's jurisdiction may be funded with Impact Fees only to the extent needed to ensure the efficient operation of an adjacent intersection with a County Highway.

Section 7: Proposed Road Improvement Schedule

This section provides a schedule setting forth estimated dates for commencing construction of all highway improvements identified in the Comprehensive Road Improvement Plan.

Section 1: Existing Highway Network

As of 2010⁰⁵, the Highway system in Kane County consisted of over 2, ~~130-128~~ miles of roadways, including Interstate Highways, Freeways and Expressways, Arterials, Collectors and Local Streets. These roads are under the jurisdiction of the Illinois State Toll Highway Authority, the Illinois Department of Transportation (IDOT), Kane County, over thirty Municipalities, and sixteen Township Road Districts. Kane County has jurisdiction over approximately 300 miles of highways, primarily arterials and collectors, as defined by IDOT. Highways under the jurisdiction of Kane County are listed in Table 1-1 and are shown on Exhibit 1-1.

TABLE 1-1: KANE COUNTY HIGHWAYS

CH #	Route	From	To
1	West County Line Road	Main Street	IL-64
2	Burlington Road	Peplow Road	IL-64
3	Allen Road	Harmony Road	US-20
4	Harter Road	Perry Road	IL-47
5	Silver Glen Road	IL-47	IL-31
6	Galligan Road	IL-72	Huntley Road
8	Fabyan Parkway	Main Street	DuPage County Line
10	Main Street	West Co. Line Road	Randall Road
11	Peplow Road – French Road	IL-64	IL-72
14	Meredith Road	Keslinger Road	IL-64
15	Healy/Tanner Roads - Oak Street	Bliss Road	Orchard Road
16	Bunker Road	Main Street	Keslinger Road
17	Bowes Road	Muirhead Road	McLean Boulevard
18	McLean Boulevard	Spring Street	Bowes Road
19	Dunham Road	Kirk Road	IL-25
20	Army Trail Road	IL-25	DuPage County Line
21	Big Timber Road	Harmony Road	Randall Road
22	Plank Road	Burlington Road	US-20
23	Thatcher Road	DeKalb County Line	Beith Road

TABLE 1-1: KANE COUNTY HIGHWAYS

CH #	Route	From	To
24	Jericho Road	US-30	Orchard Road
26	Hughes Road	IL-47	Fabyan Parkway
27	Sauber Road - Lees Road	IL-64	IL-47
28	McGough Road	IL-64	Peplow Road
29	Montgomery Road	IL-25	Hill Avenue
30	Huntley Road	McHenry County Line	Sleepy Hollow Road
32	Plato Road	Burlington Road	Bowes Road
33	Russell Road	Plato Road	Plank Road
34	Randall Road	Orchard Road	McHenry County Line
35	Granart Road	Kendall County Line	Rhodes Street
36	Harmony – Getty	Allen Road	US-20
37	Stearns Road	Randall Road	DuPage County Line
38	Plank Road	DeKalb County Line	Burlington Road
40	Penny Road	IL-68	Cook County Line
41	Keslinger Road	DeKalb County Line	Randall Road
44	Davis – Scott – Swan Road	US-30	Main Street
45	Allen Road	DeKalb County Line	Harmony Road
46	Burlington – Walker Road	Plank Road	Allen Road
47	Highland Avenue	Coombs Road	Randall Road
48	Scott Road	Davis Road	Harter Road
49	Ellithorpe Road	McGough Road	Burlington Road
51	Dittman Road	Burlington Road	Plato Road
52	Manning Road	Big Timber Road	IL-47
56	Ramm Road	McGough Road	IL-47
59	Tyrrell Road	Big Timber Road	IL-72
61	West Bartlett Road	IL-25	Cook County Line
62	Dauberman Road	US-30	Keslinger Road
69	Empire Road	IL-47	Burlington Road
71	Mooseheart Road	Randall Road	IL-31
77	Kirk Road	IL-56	Dunham Road
78	Bliss Road	IL-47	Main Street
80	Corron Road	Burlington Road	Bowes Road
81	LaFox Road	Keslinger Road	IL-64
83	Orchard Road	US-30	Randall Road
84	Kaneville – Peck Road	Fabyan Parkway	IL-38

TABLE 1-1: KANE COUNTY HIGHWAYS

CH #	Route	From	To
Note: Items highlighted in green have been revised or were not included in the 2015 CRIP.			

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Network Performance Measures

Transportation engineers measure the performance of a segment of highway or an intersection in terms of level of service (LOS) during the highest traffic period of the day, usually the afternoon peak hour of traffic. The level of service of a highway segment is measured in terms of average operating speed. The level of service of an intersection is measured in terms of average vehicular delay. Levels of service range from A, representing optimal conditions, to F, representing heavy congestion. Segments and Intersections that operate at a level of service of E or F are considered deficient due to excessive travel delays. For example, a Class I urban highway, typical of a Kane County Arterial in the urbanized portion of the county, and with a typical free flow operating speed of 50 MPH, would be rated according Table 1-2. Signalized intersections are rated in accordance with Table 1-3. These ratings are based on national standards adopted by the Transportation Research Board.

TABLE 1-2: URBAN HIGHWAY LEVEL OF SERVICE

LOS	Average Travel Speed (MPH)
A	>42
B	>34-42
C	>27-34
D	>21-27
E	>16-21
F	<=16

TABLE 1-3: SIGNALIZED INTERSECTION LEVEL OF SERVICE

LOS	Average Vehicular Delay (Seconds)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

Existing Deficiencies

When Kane County adopted its first Comprehensive Road Improvement Plan for Impact Fees, the County identified six highway segments and sixteen intersections that operated at a deficient level of service. These are identified in Tables 1-4 and 1-5. These tables also

identify the reason for the deficiency and the estimated cost to bring the intersection or roadway segment into an acceptable level of service based on 2002 traffic volumes.

TABLE 1-4: KANE COUNTY HIGHWAY SEGMENTS WITH A DEFICIENT LOS IN 2002

Proj.	Roadway	From	To	LOS	Reason	Est. Cost
Included in Project #3	Big Timber Road	IL-72	Damisch Rd.	E	Heavy westbound volumes	See Table 1-5, project #3
Intersection Improvement included in Project #45	Keslinger Road	Peck Rd.	Randall Rd.	E	Heavy eastbound volumes	\$2,100,000
	LaFox Road	Keslinger Rd.	IL-38	E	Heavy northbound volumes at IL-38	Improvement Completed
	LaFox Road	IL-38	Campton Hills Rd.	E	Heavy southbound volumes at IL-38	Improvement Completed
36	Mooseheart Road	Randall Rd.	IL-31	E	Heavy eastbound volumes	See Table 1-5, project #36
	Kirk Road	IL-56	Wind Energy Pass	E	Heavy northbound and southbound volumes	Improvement Completed

Note: Items highlighted in green have been revised or were not included in the 2015 CRIP.

TABLE 1-5: KANE COUNTY INTERSECTIONS WITH A DEFICIENT LOS IN 2002

Proj.	Intersection	LOS	Reason for Deficiency	Est. Cost
	Kirk Rd. @ IL-56	F	Heavy northbound and southbound approach volumes	Improvement Completed
8	Burlington Rd. @ IL-47	F	Heavy approach volumes on IL-47	See Table 1-5, project #8
Included in Project #3	Big Timber Rd. @ IL-72	F	Heavy westbound and southbound approach volumes	See Table 1-5, project #3
	Huntley Rd. @ Square Barn Rd.	F	Heavy westbound approach and eastbound left turn volumes	Improvement Completed
	Randall Rd. @ Crane Road	F	Heavy northbound and southbound approach volumes	Improvement Completed
Included in Project #31	Randall Rd. @ Longmeadow Pkwy.	F	Heavy northbound and southbound approach volumes	See Table 1-5, project #31
Included in Project	Fabyan Pkwy. @ Paramount Pkwy.	F	Heavy westbound approach volume	See Table 1-5, project #15

TABLE 1-5: KANE COUNTY INTERSECTIONS WITH A DEFICIENT LOS IN 2002

Proj.	Intersection	LOS	Reason for Deficiency	Est. Cost
#15				
36	Mooseheart Rd. @ IL-31	F	Heavy northbound and southbound approach volumes	See Table 1-5, project #36
	LaFox Rd. @ IL-38	F	Heavy eastbound and westbound approach volumes	Improvement Completed
46	Silver Glen Rd. @ IL-31	F	Heavy northbound and southbound approach volumes	See Table 1-5, project #46
Included in Project #14	Fabyan Pkwy. @ Kaneville Rd.	F	Heavy westbound approach volume	See Table 1-5, project #14
	Randall Rd. @ IL-64	E	Heavy turning volumes on all approaches	Improvement Completed
44	Randall Rd. @ US-20 Ramps / Foothill Dr.	E	Heavy northbound and southbound approach volumes; heavy eastbound turning movements	See Table 1-5, project #44
15	Kirk Rd. @ Fabyan Pkwy.	E	Heavy turning movements on all approaches	See Table 1-5, project #15
38	Penny Rd. @ IL-68	E	Heavy westbound and eastbound approach volumes	See Table 1-5, project #38
Included in Project #33	Main St. @ Nelson Lake Rd.	E	Heavy westbound approach volume	See Table 1-5, project #33

Note: Items highlighted in green have been revised or were not included in the 2015 CRIP.

Kane County Highway System Performance Levels

The modeled [2005-2011](#) level of service for the various Kane County highway segments can be found in Table 1-6.

TABLE 1-6: MODELED 2011 LEVEL OF SERVICE ON KANE COUNTY HIGHWAYS

CH #	Route	From	To	2011 LOS
1	West County Line Road	Main Street	Owens Rd.	B
1	West County Line Road	Owens Rd	Perry Rd.	B
1	West County Line Road	Perry Rd.	Harter Rd.	B
1	West County Line Road	Harter Rd.	Keslinger Rd.	B

TABLE 1-6: MODELED 2011 LEVEL OF SERVICE ON KANE COUNTY HIGHWAYS

CH #	Route	From	To	2011 LOS
1	West County Line Road	Keslinger Rd.	IL-38	B
1	West County Line Road	IL-38	Thatcher Rd.	D
1	West County Line Road	Thatcher Rd.	Beith Rd.	D
1	West County Line Road	Beith Rd.	Pleasant St.	B
1	West County Line Road	Pleasant St.	Winters Rd.	B
1	West County Line Road	Winters Rd.	Peterson Rd.	B
1	West County Line Road	Peterson Rd.	IL-64	B
2	Burlington Road	Peplow Rd.	Romke Rd.	B
2	Burlington Road	Romke Rd.	Rohrsen Rd.	B
2	Burlington Road	Rohrsen Rd.	Plato Rd.	B
2	Burlington Road	Plato Rd.	Ellithorpe Rd.	B
3	Burlington Road	Ellithorpe Rd.	McDonald Rd.	B
2	Burlington Road	McDonald Rd.	IL-47	B
2	Burlington Road	IL-47	Silver Glen Rd.	B
2	Burlington Road	Silver Glen Rd.	Crestwood Rd.	B
2	Burlington Road	Crestwood Rd.	Empire Rd.	B
2	Burlington Road	Empire Rd.	Corron Rd.	B
2	Burlington Road	Corron Rd.	Old LaFox Rd.	B
2	Burlington Road	Old LaFox Rd.	Bolcum Rd	B
2	Burlington Road	Bolcum Rd.	IL-64	B
3	Allen Road	State St.	Widmayer Rd.	B
3	Allen Road	Widmayer Rd.	Ketchum Rd.	B
3	Allen Road	Ketchum Rd.	US-20	B
4	Perry Road	W. County Line Rd.	Miner Rd.	B
4	Perry Road	Miner Rd.	Harter Rd.	B
4	Harter Road	Perry Rd.	Dauberman Rd.	D
4	Harter Road	Dauberman Rd.	Main St.	D
4	Harter Road	Main St.	Seavey Rd.	B
4	Harter Road	Seavey Rd.	Lorang Rd.	B
4	Harter Road	Lorang Rd.	Lasher Rd.	B
4	Harter Road	Lasher Rd.	Scott Rd.	B
4	Harter Road	Scott Rd.	IL-47	C

TABLE 1-6: MODELED 2011 LEVEL OF SERVICE ON KANE COUNTY HIGHWAYS

CH #	Route	From	To	2011 LOS
5	Silver Glen Road	IL-47	Swanburg Rd.	C
5	Silver Glen Road	Swanburg Rd.	Burlington Rd.	C
5	Silver Glen Road	Burlington Rd.	Crestwood Dr.	C
5	Silver Glen Road	Crestwood Dr.	Corron Rd.	C
5	Silver Glen Road	Corron Rd.	Denker Rd.	E
5	Silver Glen Road	Denker Rd.	Stevens Rd.	E
5	Silver Glen Road	Stevens Rd.	Burr Rd.	E
5	Silver Glen Road	Burr Rd.	Crane Rd.	E
5	Silver Glen Road	Crane Rd.	Randall Rd.	E
5	Silver Glen Road	Randall Rd.	Foley Ln.	F
5	Silver Glen Road	Foley Ln.	IL-31	F
6	Galligan Road	IL-72	Binnie Rd.	C
6	Galligan Road	Binnie Rd.	Freeman Rd.	C
6	Galligan Road	Freeman Rd.	Huntley Rd.	C
8	Fabyan Parkway	Main St.	Hughes Rd.	D
8	Fabyan Parkway	Hughes Rd.	Kaneville Rd.	E
8	Fabyan Parkway	Kaneville Rd.	Wenmoth Rd.	C
8	Fabyan Parkway	Wenmoth Rd.	Branson Dr.	C
8	Fabyan Parkway	Branson Dr.	Randall Rd.	B
8	Fabyan Parkway	Randall Rd.	Western Ave.	B
8	Fabyan Parkway	Western Ave.	Allen Rd.	E
8	Fabyan Parkway	Allen Rd.	IL-31	E
8	Fabyan Parkway	IL-31	IL-25	F
8	Fabyan Parkway	IL-25	Thoria Rd.	F
8	Fabyan Parkway	Thoria Rd.	Raddant Rd.	F
8	Fabyan Parkway	Raddant Rd.	Kirk Rd.	E
8	Fabyan Parkway	Kirk Rd.	East Co. Line	D
10	Main Street	West Co. Line Rd.	Swan Rd.	B
10	Main Street	Swan Rd.	Owens Rd.	B
10	Main Street	Owens Rd.	Dauberman Rd.	B
10	Main Street	Dauberman Rd.	Harter Rd.	D
10	Main Street	Harter Rd.	Bateman Rd.	B

TABLE 1-6: MODELED 2011 LEVEL OF SERVICE ON KANE COUNTY HIGHWAYS

CH #	Route	From	To	2011 LOS
10	Main Street	Bateman Rd.	Lorang Rd.	B
10	Main Street	Lorang Rd.	IL-47	B
10	Main Street	IL-47	Green Rd.	B
10	Main Street	Green Rd.	Bunker Rd.	B
10	Main Street	Bunker Rd.	Bliss Rd.	E
10	Main Street	Bliss Rd.	Fabyan Pkwy.	E
10	Main Street	Fabyan Pkwy.	Nelson Lake Rd.	B
10	Main Street	Nelson Lake Rd.	Weimouth Rd.	B
10	Main Street	Weimouth Rd.	Deerpath Rd.	B
10	Main Street	Deerpath Rd.	Randall Rd.	D
11	Peplow Road	IL-64	Ramm Rd.	B
11	Peplow Road	Ramm Rd.	Middleton Rd.	B
11	Peplow Road	Middleton Rd.	Ellithorpe Rd.	B
11	Peplow Road	Ellithorpe Rd.	Godfrey Rd.	B
11	Peplow Road	Godfrey Rd.	McGough Rd.	B
11	Peplow Road	McGough Rd.	Plank Rd.	C
11	French Road	Burlington Rd.	Lenschow Rd.	B
11	French Road	Lenschow Rd.	IL-72	B
14	Meredith Road	Keslinger Rd.	IL-38	C
14	Meredith Road	IL-38	McNulty Rd.	B
14	Meredith Road	McNulty Rd.	Beith Rd.	B
14	Meredith Road	Beith Rd.	Winters Rd.	B
14	Meredith Road	Winters Rd.	Welter Rd.	B
14	Meredith Road	Welter Rd.	IL-64	B
15	Healy-Tanner Road	Bliss Rd.	Deerpath Rd.	C
15	Deerpath Road	Healy-Tanner Rd.	Oak St.	C
15	Oak Street	Deerpath Rd.	Orchard Rd.	E
16	Bunker Road	Main St.	Hughes Rd.	C
16	Bunker Road	Hughes Rd.	Keslinger Rd.	C
17	Bowes Road	Muirhead Rd.	Crawford Rd.	B
17	Bowes Road	Crawford Rd.	Corron Rd.	B
17	Bowes Road	Corron Rd.	Nesler Rd.	C

TABLE 1-6: MODELED 2011 LEVEL OF SERVICE ON KANE COUNTY HIGHWAYS

CH #	Route	From	To	2011 LOS
17	Bowes Road	Nesler Rd.	Nolan Rd.	D
17	Bowes Road	Nolan Rd.	S. Water Rd.	D
17	Bowes Road	S. Water Rd.	Dell Webb Blvd.	D
17	Bowes Road	Dell Webb Blvd.	Randall Rd.	D
17	Bowes Road	Randall Rd.	McLean Blvd.	D
18	McLean Road	Spring Rd.	Bowes Rd.	C
19	Dunham Road	Kirk Rd.	Army Trail Rd.	A
19	Dunham Road	Army Trail Rd.	Rocheft Ln.	A
19	Dunham Road	Rocheft Ln.	Stearns Rd.	A
20	Army Trail Road	IL-25	East Co. Line	D
21	Big Timber Road	Harmony Rd.	Widmayer Rd.	E
21	Big Timber Road	Widmayer Rd.	Gast Rd.	E
21	Big Timber Road	Gast Rd.	Ketchum Rd.	E
21	Big Timber Road	Ketchum Rd.	US-20	E
21	Big Timber Road	US-20	Reinking Rd.	E
21	Big Timber Road	Reinking Rd.	IL-47	E
21	Big Timber Road	IL-47	Manning Rd.	C
21	Big Timber Road	Manning Rd.	Powers Rd.	C
21	Big Timber Road	Powers Rd.	IL-72	C
21	Big Timber Road	IL-72	Damisch Rd.	E
21	Big Timber Road	Damisch Rd.	McCormack Rd.	B
21	Big Timber Road	McCormack Rd.	Coombs Rd.	B
21	Big Timber Road	Coombs Rd.	Tyrrell Rd.	D
21	Big Timber Road	Tyrrell Rd.	Randall Rd.	E
22	Plank Road	Burlington Rd.	Romke Rd.	B
22	Plank Road	Romke Rd.	Brier Hill Rd.	B
22	Plank Road	Brier Hill Rd.	IL-47	B
22	Plank Road	IL-47	Bahr Rd.	B
22	Plank Road	Bahr Rd.	Marshall Rd.	B
22	Plank Road	Marshall Rd.	Muirhead Rd.	B
22	Plank Road	Muirhead Rd.	Switzer Rd.	B
22	Plank Road	Switzer Rd.	Russell Rd.	B

TABLE 1-6: MODELED 2011 LEVEL OF SERVICE ON KANE COUNTY HIGHWAYS

CH #	Route	From	To	2011 LOS
22	Plank Road	Russell Rd.	US-20	D
23	Thatcher Road	W. County Line Rd.	Root Ln.	B
23	Thatcher Road	Root Ln.	Howard Rd.	B
23	Thatcher Road	Howard Rd.	McNulty Rd.	B
23	Thatcher Road	McNulty Rd.	Beith Rd.	B
23	Beith Road	Thatcher Rd.	Meredith Rd.	B
23	Beith Road	Meredith Rd.	Francis Rd.	D
23	Beith Road	Francis Rd.	Freeland Rd.	D
23	Beith Road	Freeland Rd.	IL-47	D
24	West County Line Rd.	US-30	Hinckley Rd.	D
24	Hinckley Road	W. Co. Line Rd.	Jericho Rd.	D
24	Jericho Road	Hinckley Road	Green Acre Rd.	B
24	Jericho Road	Green Acre Rd.	Nelson Rd.	B
24	Jericho Road	Nelson Rd.	Price Rd.	B
24	Jericho Road	Price Rd.	Granart Rd.	B
24	Jericho Road	Granart Rd.	Jones Rd.	B
24	Jericho Road	Jones Rd.	Clark Rd.	B
24	Jericho Road	Clark Rd.	Jeter Rd.	B
24	Jericho Road	Jeter Rd.	Dugan Rd.	B
24	Jericho Road	Dugan Rd.	Mighell Rd.	B
24	Jericho Road	Mighell Rd.	IL-47	B
24	Jericho Road	IL-47	Bertram Rd.	B
24	Jericho Road	Bertram Rd.	Barnes Rd.	B
24	Jericho Road	Barnes Rd.	Orchard Rd.	B
26	Hughes Road	IL-47	Pouley Rd.	B
26	Hughes Road	Pouley Rd.	Smith Rd.	B
26	Hughes Road	Smith Rd.	Bunker Rd.	B
26	Hughes Road	Bunker Rd.	Fabyan Pkwy.	C
27	IC Trail	IL-64	Sauber Rd.	E
27	Sauber Road	IC Trail	Lees Rd.	B
27	Lees Road	Sauber Road	Warford Rd.	B
27	Lees Road	Warford Rd.	IL-47	B

TABLE 1-6: MODELED 2011 LEVEL OF SERVICE ON KANE COUNTY HIGHWAYS

CH #	Route	From	To	2011 LOS
28	McGough Road	IL-64	Ramm Rd.	B
28	McGough Road	Ramm Road	Middleton Rd.	B
28	McGough Road	Middleton Rd.	Ellithorpe Rd.	B
28	McGough Road	Ellithorpe Rd.	Marcy Rd.	B
28	McGough Road	Marcy Rd.	Lawrence Rd.	B
28	McGough Road	Lawrence Rd.	Waughon Rd.	B
28	McGough Road	Waughon Rd.	Peplow Rd.	B
29	Montgomery Road	IL-25	Broadway Ave.	A
29	Montgomery Road	Broadway Ave.	Douglas Rd.	A
29	Montgomery Road	Douglas Rd.	5th St.	A
29	Montgomery Road	5th St.	Hill Ave.	A
30	Huntley Road	N. Co. Line Rd.	Galligan Rd.	C
30	Huntley Road	Galligan Rd.	Square Barn Rd.	D
30	Huntley Road	Square Barn Rd.	Boyer Rd.	C
30	Huntley Road	Boyer Rd.	Randall Rd.	C
30	Huntley Road	Randall Rd.	Miller Rd.	B
30	Huntley Road	Miller Rd.	Binnie Rd.	C
30	Huntley Road	Binnie Rd.	Sleepy Hollow Rd.	C
32	Plato Road	Burlington Rd.	Tower Rd.	C
32	Plato Road	Tower Rd.	IL-47	C
32	Plato Road	IL-47	Kendall Rd.	B
32	Plato Road	Kendall Rd.	Dittman Rd.	B
32	Plato Road	Dittman Rd.	Rippenburger Rd.	B
32	Plato Road	Rippenburger Rd.	Muirhead Rd.	B
32	Muirhead Rd.	Plato Rd.	Bowes Rd.	B
33	Rippenburger Road	Plato Rd.	Russell Rd.	C
33	Russell Road	Rippenburger Rd.	Muirhead Rd.	B
33	Russell Road	Muirhead Rd.	Stonebriar Ln.	B
33	Russell Road	Stonebriar Ln.	Plank Rd.	B
34	Randall Road	I-88	Oak St.	A
34	Randall Road	Oak St.	Orchard Rd.	C
34	Randall Road	Orchard Rd.	Heritage	A

TABLE 1-6: MODELED 2011 LEVEL OF SERVICE ON KANE COUNTY HIGHWAYS

CH #	Route	From	To	2011 LOS
34	Randall Road	Heritage Dr.	Private Dr.	A
34	Randall Road	Private Drive	Main St.	A
34	Randall Road	Main St.	Wilson St.	C
34	Randall Road	Wilson St.	McKee Rd.	A
34	Randall Road	McKee Rd.	Fabyan Pkwy.	B
34	Randall Road	Fabyan Pkwy.	Gleneagle Dr.	C
34	Randall Road	Gleneagle Dr.	Fargo Dr.	C
34	Randall Road	Fargo Dr.	Keslinger Rd.	B
34	Randall Road	Keslinger Rd.	Williamsburg Dr.	C
34	Randall Road	Williamsburg Dr.	Bricker Rd.	A
34	Randall Road	Bricker Rd.	IL-38	C
34	Randall Road	IL-38	Prairie St.	E
34	Randall Road	Prairie St.	Oak St.	B
34	Randall Road	Oak St.	IL-64	B
34	Randall Road	IL-64	Dean St.	C
34	Randall Road	Dean St.	Wild Rose Ln.	C
34	Randall Road	Wild Rose Ln.	Crane Rd.	C
34	Randall Road	Crane Rd.	Middle Creek Dr.	A
34	Randall Road	Middle Creek Dr.	Red Gate Rd.	A
34	Randall Road	Red Gate Rd.	Bolcum Rd.	B
34	Randall Road	Bolcum Rd.	Silver Glen Rd.	B
34	Randall Road	Silver Glen Rd.	McDonald Rd.	B
34	Randall Road	McDonald Rd.	Hopps Rd.	B
34	Randall Road	Hopps Rd.	Bowes Rd.	C
34	Randall Road	Bowes Rd.	South St.	C
34	Randall Road	South St.	US-20	F
34	Randall Road	US-20	Highland Ave.	B
34	Randall Road	Highland Ave.	Royal Dr.	C
34	Randall Road	Royal Dr.	Big Timber Rd.	C
34	Randall Road	Big Timber Rd.	Fox Ln.	F
34	Randall Road	Fox Ln.	Alft Ln.	C
34	Randall Road	Alft Ln.	I-90	C

TABLE 1-6: MODELED 2011 LEVEL OF SERVICE ON KANE COUNTY HIGHWAYS

CH #	Route	From	To	2011 LOS
34	Randall Road	I-90	Saddle Club Dr.	C
34	Randall Road	Saddle Club Dr.	IL-72	C
34	Randall Road	IL-72	Binnie Rd.	B
34	Randall Road	Binnie Rd.	Huntley Rd.	C
34	Randall Road	Huntley Rd.	N. County Line Rd.	A
35	Granart Road	Kendall Co. Line	Jericho Rd.	B
35	Granart Road	Jericho Rd.	Rhodes St.	D
36	State Street	Soo Line RR	Allen Rd.	A
36	Harmony Road	Allen Rd.	Kelley Rd.	B
36	Harmony Road	Kelley Rd.	Melms Rd.	B
36	Harmony Road	Melms Rd.	Big Timber Rd.	B
36	Harmony Road	Big Timber Rd.	Higgins Rd.	B
36	Harmony Road	Big Timber Rd.	Getty Rd.	B
36	Getty Road	Harmony Rd.	US-20	C
37	Stearns Road	Randall Rd.	McLean Blvd.	C
37	Stearns Road	McLean Blvd.	IL-25	C
37	Stearns Road	IL-25	IL-31	C
37	Stearns Road	Dunham Rd.	E. Co. Line	D
38	Plank Road	W. Co. Line Rd.	Lawrence Rd.	A
38	Plank Road	Lawrence Rd.	Waughon Rd.	A
38	Plank Road	Waughon Rd.	Burlington Rd.	B
40	Penny Road	IL-68	E. Co. Line	C
41	Keslinger Road	West Co. Line Rd.	Schrader Rd.	B
41	Keslinger Road	Schrader Rd.	Watson Rd.	B
41	Keslinger Road	Watson Rd.	Meredith Rd.	B
41	Keslinger Road	Meredith Rd.	Dauberman Rd.	B
41	Keslinger Road	Dauberman Rd.	Francis Rd.	B
41	Keslinger Road	Francis Rd.	Schneider Rd.	B
41	Keslinger Road	Schneider Rd.	IL-47	B
41	Keslinger Road	IL-47	Pouley Rd.	B
41	Keslinger Road	Pouley Rd.	Hartley Rd.	B
41	Keslinger Road	Hartley Rd.	Bunker Rd.	B

TABLE 1-6: MODELED 2011 LEVEL OF SERVICE ON KANE COUNTY HIGHWAYS

CH #	Route	From	To	2011 LOS
41	Keslinger Road	Bunker Rd.	LaFox Rd.	C
41	Keslinger Road	LaFox Rd.	Linlar Dr.	B
41	Keslinger Road	Linlar Dr.	Brundige Dr.	B
41	Keslinger Road	Brundige Dr.	Bartlett Rd.	B
41	Keslinger Road	Bartlett Rd.	Lea Dr.	B
41	Keslinger Road	Lea Dr.	Peck Rd.	B
41	Keslinger Road	Peck Rd.	Randall Rd.	E
44	Davis Road	US-30	Wheeler Rd.	B
44	Davis Road	Wheeler Rd.	Scott Rd.	B
44	Scott Rd.	Davis Rd.	Swan Rd.	B
44	Swan Rd.	Scott Rd.	Lasher Rd.	B
44	Swan Rd.	Lasher Rd.	Main St.	B
45	Allen Rd.	W. Co. Line Rd.	Walker Rd.	A
45	Allen Rd.	Walker Rd.	Harmony Rd.	B
46	Burlington Road	Lenschow Rd.	French Rd.	B
46	Burlington Road	French Rd.	Plank Rd.	E
46	Burlington Road	Plank Rd.	Peplow Rd.	B
46	Walker Road	Lenschow Road	IL-72	B
46	Walker Road	IL-72	Allen Rd.	C
47	Highland Avenue	Coombs Rd.	Randall Rd.	B
48	Scott Road	Davis Rd.	Florence Rd.	B
48	Scott Road	Florence Rd.	Daubermann Rd.	B
48	Scott Road	Daubermann Rd.	Dugan Rd.	B
48	Scott Road	Dugan Rd.	Harter Rd.	B
49	Ellithorpe Road	McGough Rd.	Peplow Rd.	A
49	Ellithorpe Road	Peplow Rd.	Chapman Rd.	B
49	Ellithorpe Road	Chapman Rd.	Burlington Rd.	B
51	Dittman Road	Burlington Rd.	McDonald Rd.	C
51	Dittman Road	McDonald Rd.	Lenz Rd.	B
51	Dittman Road	Lenz Rd.	Plato Rd.	B
52	Manning Road	Big Timber Rd.	IL-47	E
56	Ramm Road	McGough Rd.	Snyder Rd.	B

TABLE 1-6: MODELED 2011 LEVEL OF SERVICE ON KANE COUNTY HIGHWAYS

CH #	Route	From	To	2011 LOS
56	Ramm Road	Snyder Rd.	Barron Rd.	B
56	Ramm Road	Barron Rd.	Peplow Rd.	B
56	Ramm Road	Peplow Rd.	Sauber Rd.	C
56	Ramm Road	Sauber Rd.	Warford Rd.	C
56	Ramm Road	Warford Rd.	Thomas Rd.	C
56	Ramm Road	Thomas Rd.	IL-47	C
59	Tyrrell Road	Big Timber Rd.	Mason Rd.	C
59	Tyrrell Road	Mason Rd.	IL-72	C
61	West Bartlett Road	IL-25	E. Co. Line	D
62	Dauberman Road	US-30	Wheeler Rd.	B
62	Dauberman Road	Wheeler Rd.	Scott Rd.	B
62	Dauberman Road	Scott Rd.	Lasher Rd.	B
62	Dauberman Road	Lasher Rd.	Main St.	B
62	Dauberman Road	Main St.	Harter Rd.	D
62	Dauberman Road	Harter Rd.	Keslinger Rd.	B
69	Empire Road	IL-47	Swanburg Rd.	E
69	Empire Road	Swanburg Rd.	Burlington Rd.	E
71	Mooseheart Road	Randall Rd.	IL-31	F
77	Kirk Road	IL-56	Mesa Lane	D
77	Kirk Road	Mesa Lane	Giese Dr.	D
77	Kirk Road	Giese Dr.	Pine Dr.	D
77	Kirk Road	Pine Dr.	Wilson St.	B
77	Kirk Road	Wilson St.	Hubbard St.	D
77	Kirk Road	Hubbard St.	Fabyan Pkwy.	C
77	Kirk Road	Fabyan Pkwy.	Cherry Ln.	C
77	Kirk Road	Cherry Lane	IL-38	C
77	Kirk Road	IL-38	Division St.	D
77	Kirk Road	Division St.	Tyler Rd.	E
77	Kirk Road	Tyler Rd.	Ohio St.	B
77	Kirk Road	Ohio St.	IL-64	B
77	Kirk Road	IL-64	Mosely Dr.	E
77	Kirk Road	Mosely Dr.	Dunham Rd.	E

TABLE 1-6: MODELED 2011 LEVEL OF SERVICE ON KANE COUNTY HIGHWAYS

CH #	Route	From	To	2011 LOS
78	Bliss Road	IL-47	Ke-De-Ka Rd.	B
78	Bliss Road	Ke-De-Ka Rd.	Merrill Rd.	B
78	Bliss Road	Merrill Rd.	Healy Rd.	B
78	Bliss Road	Healy Rd.	Norris Road	B
78	Bliss Road	Norris Rd.	Seavey Rd.	B
78	Bliss Road	Seavey Rd.	Main St.	B
80	Corron Road	Burlington Rd.	Silver Glen Rd.	E
80	Corron Road	Silver Glen Rd.	McDonald Rd.	C
80	Corron Road	McDonald Rd.	Bowes Rd.	C
81	LaFox Road	Keslinger Rd.	IL-38	C
81	LaFox Road	IL-38	Campton Hills Rd.	D
81	LaFox Road	Campton Hills Rd.	IL-64	B
83	Orchard Road	US-30	Aucutt Rd.	A
83	Orchard Road	Aucutt Rd.	Rochester Dr.	A
83	Orchard Road	Rochester Dr.	Jericho Rd.	A
83	Orchard Road	Jericho Rd.	Prairie St.	A
83	Orchard Road	Prairie St.	Galena Blvd.	A
83	Orchard Road	Galena Blvd.	Illinois St.	A
83	Orchard Road	Illinois St.	Indian Trail Rd.	C
83	Orchard Road	Indian Trail Rd.	Sullivan Dr.	E
83	Orchard Road	Sullivan Dr.	I-88	E
83	Orchard Road	I-88	Oak St.	A
83	Orchard Road	Oak St.	White Oak Dr.	B
83	Orchard Road	White Oak Dr.	Randall Rd.	B
84	Kaneville Road	Fabyan Pkwy.	Peck Rd.	E
84	Peck Road	Kaneville Rd.	Keslinger Rd.	E
84	Peck Road	Keslinger Rd.	Bricher Rd.	D
84	Peck Road	Bricher Rd.	IL-38	D

Note: Items highlighted in green have been revised or were not included in the 2015 CRIP.

Section 2: Commitment to Cure Existing Deficiencies

Through adoption of this Comprehensive Road Improvement Plan, the County of Kane is committed to correcting, to the extent practicable, the deficiencies in the highway system identified in Section 1 of this Plan. The projects needed to correct the existing deficiencies are identified in Section 4, and a schedule for their implementation can be found in Section 7.

As part of its Annual Report on the Impact Fee Program, the Division of Transportation will report to the Impact Fee Advisory Committee and County Board as to the County's progress in addressing the existing deficiencies.

Section 3: Land Use Assumptions

The Land Use assumptions, adopted as part of the 2040 Transportation Plan were used as a starting point in updating the Land Use Assumptions for the 2021 CRIP development. The 2040 Transportation Plan land use data was developed using input and coordination between KDOT staff and Chicago Metropolitan Agency for Planning (CMAP) Regional Transportation Planning efforts. A straight-line interpolation between year 2009 and year 2040 land use data was used to develop household, population and employment estimates for existing year 2011 and forecast year 2021 at the township level for the 2021 CRIP development. The land use data calculated for the 2021 CRIP was further refined based on recently completed 2010 Census information, input from KDOT staff after meeting with various Kane County municipalities and comments from the public hearing process. The land use estimates for the 2021 CRIP update were validated at the county level using 2010 Census and CMAP Regional assumptions to maintain consistency between regional and local planning efforts. Adjustments to variations at the township level were reconciled and households, population and employment were re-allocated based on local coordination and input from KDOT staff to better reflect current and future projected land uses.

Utilizing these forecasts, together with specific allocation at the traffic analysis zones, the Land Use Assumptions contained in Table 3-1, 3-2 and 3-3 were adopted by the Kane County Board to be used in the travel demand model to assist with the development the 2021 Comprehensive Roadway Improvement Plan for Kane County.

In updating the Land Use Assumptions previously adopted by the Kane County Board, an analysis was first performed of population and employment growth in Kane County from 2000 to 2004. These trends are depicted in Figures 3-1 and 3-2, respectively. This analysis indicates that over the past five years, Kane County has experienced population growth of approximately 4% per year and employment growth of approximately 3% per year, although employment growth was much more uneven due to general economic conditions in the Chicago region.

Looking forward, it is anticipated that both population and employment growth will slow, compared to current growth rates, over the next twenty five years so that much of Kane County's population and employment growth between 2005 and 2030 will occur earlier in that time period, as indicated in Figures 3-3 and 3-4.

Utilizing these forecasts, together with specific land use data obtained from Kane County municipalities, the Land Use Assumptions contained in Tables 3-1 through 3-4 were developed and, following public input, were adopted by the Kane County Board.

TABLE 3-1: HOUSEHOLD GROWTH BY TOWNSHIP

Township ⁽¹⁾	Control Totals		Public Hearing		Adopted Land Use Assumptions	
	2009 ⁽²⁾	2040 ⁽³⁾	2011 ⁽⁴⁾	2021 ⁽⁴⁾	2011 ⁽⁵⁾	2021 ⁽⁵⁾
Big Rock	965	1,223	982	1,065	982	1,065

Kaneville	627	712	633	660	633	660
Virgil	1,004	1,562	1,040	1,220	1,040	1,220
Burlington	838	1,647	890	1,151	890	1,151
Hampshire	3,009	5,807	3,190	4,092	3,190	4,092
Sugar Grove	6,019	16,909	6,487	8,827	6,722	10,235
Blackberry	3,209	7,891	3,531	5,138	3,511	5,021
Campton	5,099	7,096	5,208	5,756	5,228	5,872
St. Charles	18,481	24,636	19,113	22,271	18,878	20,864
Plato	2,003	6,590	2,299	3,778	2,299	3,778
Rutland	5,937	19,861	6,836	11,327	6,836	11,327
Aurora	46,261	68,834	47,717	54,999	47,717	54,999
Batavia	12,846	17,411	13,141	14,613	13,141	14,613
Geneva	10,005	14,303	10,282	11,669	10,282	11,669
Elgin	35,371	48,835	36,239	40,583	36,239	40,583
Dundee	21,180	30,506	21,782	24,790	21,782	24,790
County Totals	172,855	273,823	179,369	211,940	179,369	211,940

Note: Items highlighted in green have been revised or were not included in the 2015 CRIP.

Source:

- (1) Political Township - Kane County GIS Department
- (2) 2009 Household - Kane County 2040 Transportation Plan
- (3) 2040 Household - Kane County 2040 Transportation Plan and Revised based on CMAP 2040 Update
- (4) 2011 and 2021 Household - Estimated based on 2009 and 2040 Socio-Economic Assumptions (Kane County 2040 Transportation Plan)
- (5) 2011 and 2021 Population - Estimated and Revised based on Municipal Input/discussions received subsequent to the public hearing

TABLE 3-2: POPULATION GROWTH BY TOWNSHIP

Township ⁽¹⁾	Control Totals		Public Hearing		Adopted Land Use Assumptions	
	2009 ⁽²⁾	2040 ⁽³⁾	2011 ⁽⁴⁾	2021 ⁽⁴⁾	2011 ⁽⁵⁾	2021 ⁽⁵⁾
Big Rock	2,770	3,481	2,816	3,045	2,816	3,045
Kaneville	1,795	2,020	1,809	1,882	1,809	1,882
Virgil	2,825	4,372	2,941	3,518	2,925	3,424
Burlington	2,390	4,711	2,540	3,289	2,540	3,289
Hampshire	8,868	17,787	9,444	12,321	9,444	12,321
Sugar Grove	17,285	48,234	18,561	24,941	19,282	29,266
Blackberry	9,575	23,376	10,116	12,818	10,459	14,917
Campton	16,485	22,295	16,773	18,214	16,860	18,734
St. Charles	50,896	67,235	52,657	61,452	51,950	57,221
Plato	6,177	16,754	6,861	10,281	6,860	10,271
Rutland	16,251	58,720	18,574	30,189	18,985	32,690
Aurora	141,967	209,682	146,336	168,180	146,336	168,180
Batavia	36,265	47,332	36,979	40,549	36,979	40,549
Geneva	28,227	39,065	29,410	35,325	28,927	32,423
Elgin	103,749	142,788	106,589	120,786	106,268	118,861

Dundee	67,070	95,259	69,029	78,822	68,889	77,982
County Totals	512,597	803,110	531,436	625,611	531,328	625,054

Note: Items highlighted in green have been revised or were not included in the 2015 CRIP.

Source:

- (1) Political Township - Kane County GIS Department
(2) 2009 Population - Kane County 2040 Transportation Plan
(3) 2040 Population - Kane County 2040 Transportation Plan and Revised based on CMAP 2040 Update
(4) 2011 and 2021 Population - Estimated based on 2009 and 2040 Socio-Economic Assumptions (Kane County 2040 Transportation Plan)
(5) 2011 and 2021 Population - Estimated and Revised based on Municipal Input/discussions received subsequent to the public hearing

TABLE 3-3: EMPLOYMENT GROWTH BY TOWNSHIP

Township ⁽¹⁾	Control Totals		Public Hearing		Adopted Land Use Assumptions	
	2009 ⁽²⁾	2040 ⁽³⁾	2011 ⁽⁴⁾	2021 ⁽⁴⁾	2011 ⁽⁵⁾	2021 ⁽⁵⁾
Big Rock	388	812	415	552	415	552
Kaneville	270	319	273	289	273	289
Virgil	162	223	166	186	166	186
Burlington	440	586	450	497	450	497
Hampshire	1,627	2,473	1,681	1,954	1,681	1,954
Sugar Grove	3,182	9,134	3,327	4,050	3,566	5,486
Blackberry	1,923	2,800	1,979	2,262	1,979	2,262
Campton	504	871	528	646	528	646
St. Charles	31,543	43,205	32,535	37,493	32,295	36,057
Plato	459	671	473	541	473	541
Rutland	3,094	5,563	3,253	4,050	3,253	4,050
Aurora	79,910	111,359	81,939	92,084	81,939	92,084
Batavia	15,701	22,798	16,159	18,448	16,159	18,448
Geneva	23,834	33,449	24,455	27,556	24,455	27,556
Elgin	62,503	78,809	63,555	68,815	63,555	68,815
Dundee	36,230	55,364	37,465	43,637	37,465	43,637
County Totals	261,770	368,436	268,652	303,060	268,652	303,060

Note: Items highlighted in green have been revised or were not included in the 2015 CRIP.

Source:

- (1) Political Township - Kane County GIS Department
(2) 2009 Employment - Kane County 2040 Transportation Plan
(3) 2040 Employment - Kane County 2040 Transportation Plan and Revised based on CMAP 2040 Update
(4) 2011 and 2021 Employment - Estimated based on 2009 and 2040 Socio-Economic Assumptions (Kane County 2040 Transportation Plan)
(5) 2011 and 2021 Employment - Estimated and Revised based on Municipal Input/discussions received subsequent to the public hearing

Section 4: Proposed Roadway Improvement Plan

Following adoption of the ten year Land Use Assumptions by the Kane County Board, projected traffic volumes on County highways were estimated using a transportation planning model. Resulting traffic volumes were used to identify highway improvement projects needed to accommodate future development and preserve an acceptable level of service on County highways. The cost of those projects, including engineering, land acquisition and construction were estimated. The plan was reviewed by the Impact Fee Advisory Committee and municipal comments were solicited. After extensive review and discussion, the projects identified in Table 4-1 and depicted in Figure 4-1 were recommended by the Impact Fee Advisory Committee. For those projects that in whole or in part are needed to address deficiencies identified in Section 1, the portion of the project cost needed to address that deficiency is not included in the cost calculation element of the Impact Fee calculation.

TABLE 4-1: PROPOSED ROADWAY IMPROVEMENT PLAN

Route	Location/Limits	Project Scope*	Est. Cost (\$Mill)	IF Eligible**	IF Cost (\$Mill)
Anderson Rd.	Keslinger Rd. to IL-38	NR, GS	6.8	Y	6.8
Beith Rd.	at IL-47	CH, SI	1.1	Y	1.1
Big Timber Rd.	Ketchum Rd. to Randall Rd.	WI-4, SI, CH	109.59	P	106.98
Bliss Rd.	IL-47 to Fabyan Rd./ Main St.	WI-4, RA, CH, SI, BR	31.31	Y	31.31
Bunker Rd.	at Main St.	SI, CH	1.97	Y	1.97
Bunker Rd.	Realignment with LaFox Rd.	RA, SI, NR	5.3	Y	5.3
Burlington Rd.	at Old LaFox Rd.	CH, SI	1.6	Y	1.6
Burlington Rd.	at IL-47	CH, SI	2.1	P	0.4
Corron Rd.	at Bowes Rd.	CH, SI	0.52	Y	0.52
Corron Rd.	at Silver Glen Rd.	CH, SI	0.92	Y	0.92
Corron Rd.	at McDonald Rd.	CH, SI	0.58	Y	0.58
Dunham Rd./Kirk Rd.	Stearns Rd. to IL-64	SI, CH	21.2	Y	21.2
Empire Rd.	at IL-47	CH, SI, RA	1.99	Y	1.99
Fabyan Pkwy.	Main St. to Randall Rd.	CH, WI-4, SI, RA	40.9	P	40.8
Fabyan Pkwy.	Western Ave. to Paramount Pkwy.	WI-6, CH, SI, BH	47.78	P	42.87

TABLE 4-1: PROPOSED ROADWAY IMPROVEMENT PLAN

Route	Location/Limits	Project Scope*	Est. Cost (\$Mill)	IF Eligible**	IF Cost (\$Mill)
French Rd.	Realignment with Harmony Rd.	RA, GS, NR	16.88	Y	16.88
Galligan Rd.	Binnie Rd. to Freeman Rd.	CH, WI-4	3.2	Y	3.2
Galligan Rd.	Realignment S. of Huntley Rd.	CH, SI	4	Y	4
Granart Rd.	Jericho Rd. to US-30 / Dauberman Rd.	GS, RA, CH, SI, NR	19.65	Y	19.65
Harter Rd.	at IL-47	CH, SI	1.21	Y	1.21
Harter Rd.	at Scott Rd.	CH, SI	2.14	Y	2.14
Harter Rd.	at Main St.	CH, SI	2.64	Y	2.64
Hughes Rd.	at IL-47	CH, SI	0.6	Y	0.6
Huntley Rd.	Co. Line to Sleepy Hollow Rd.	WI-4, CH, SI	44.21	Y	44.21
Jericho Rd.	at IL-47	CH, SI	2.5	Y	2.5
Kaneville Rd.	at Peck Rd.	SI, CH	1.6	Y	1.6
Kirk Rd.	at IL-38	CH, BW	7.2	Y	7.2
Kirk Rd.	Fabyan Pkwy. to S. of Wilson St.	WI-6, CH	15	Y	15
LaFox Rd.	at Campton Hills Rd.	CH, SI	4.6	Y	4.6
Lake Cook Rd.	at IL-62	CH	1.19	Y	1.19
Longmeadow Pkwy.	Huntley Rd. to Randall Rd.	CH, SI, NR, NB	117.22	P	85.09
Main St.	at IL-47	CH, BR, SI	3.01	Y	3.01
Main St.	Fabyan Pkwy./Bliss Rd. to Randall Rd.	WI-4, CH, SI	43.1	P	42.39
Meredith Rd.	Realignment with Peplow Rd.	RA, NR	4.6	Y	4.6
Montgomery Rd.	IL-25 to Hill Rd.	CH, WI-4	31.7	Y	31.7
Mooseheart Rd.	at IL-31	CH, SI	2.6	N	0
Orchard Rd.	US-30 to Randall Rd.	WI-6, BW	75.4	Y	75.4
Penny Rd.	at IL-68	CH, SI, RA	1.6	N	0
Peplow Rd.	Realignment with French Rd.	RA, NR, GS	16.24	Y	16.24
Plank Rd.	Russell Rd. to US-20	WI-4, CH, SI	2.38	Y	2.38
Plank Rd.	at IL-47	CH, SI	1.21	Y	1.21
Plank Rd.	Realignment	RA, NR, SI	3.74	Y	3.74
Plato Rd.	at IL-47	CH, SI	1.1	Y	1.1
Randall Rd.	Silver Glen Rd. to S. Corporate Blvd.	IC, CH, WI-6	220	P	200.77

TABLE 4-1: PROPOSED ROADWAY IMPROVEMENT PLAN

Route	Location/Limits	Project Scope*	Est. Cost (\$Mill)	IF Eligible**	IF Cost (\$Mill)
Randall Rd.	Orchard Rd. to N. of Oak St.	WI-6, WI-4, BW, CH	78.94	P	76.84
Silver Glen Rd.	at IL-31	CH, SI	1.75	P	0.15
Silver Glen Rd.	at IL-47	CH, SI	0.31	Y	0.31
Stearns Rd.	Ultimate Design Projects	WI-4, BR	1.6	Y	1.6
Tanner Rd.	Realignment	RA	4.9	N	4.9

Note: Items highlighted in green have been revised or were not included in the 2015 CRIP.

*Project Scope Codes

AWS	All Way Stop
BH	Bridge Rehabilitation
BR	Bridge Replacement
BW	Bridge Widening
CH	Channelization/Turn Lanes
GS	Grade Separation
IC	Interchange
NB	New Bridge
NR	New Road
RA	Roadway Realignment
SI	Traffic Signal Installation
WI-3	Add Left Turn Lane
WI-4	Widen to 4 through lanes
WI-6	Widen to 6 through lanes

**Eligibility Codes

Y	Eligible for IF funding
N	Ineligible for IF funding
P	Partially eligible for IF funding

Note: In some cases it may be possible to build a roundabout rather than install a traffic signal.

FIGURE 4-1: PROPOSED ROADWAY IMPROVEMENT PLAN

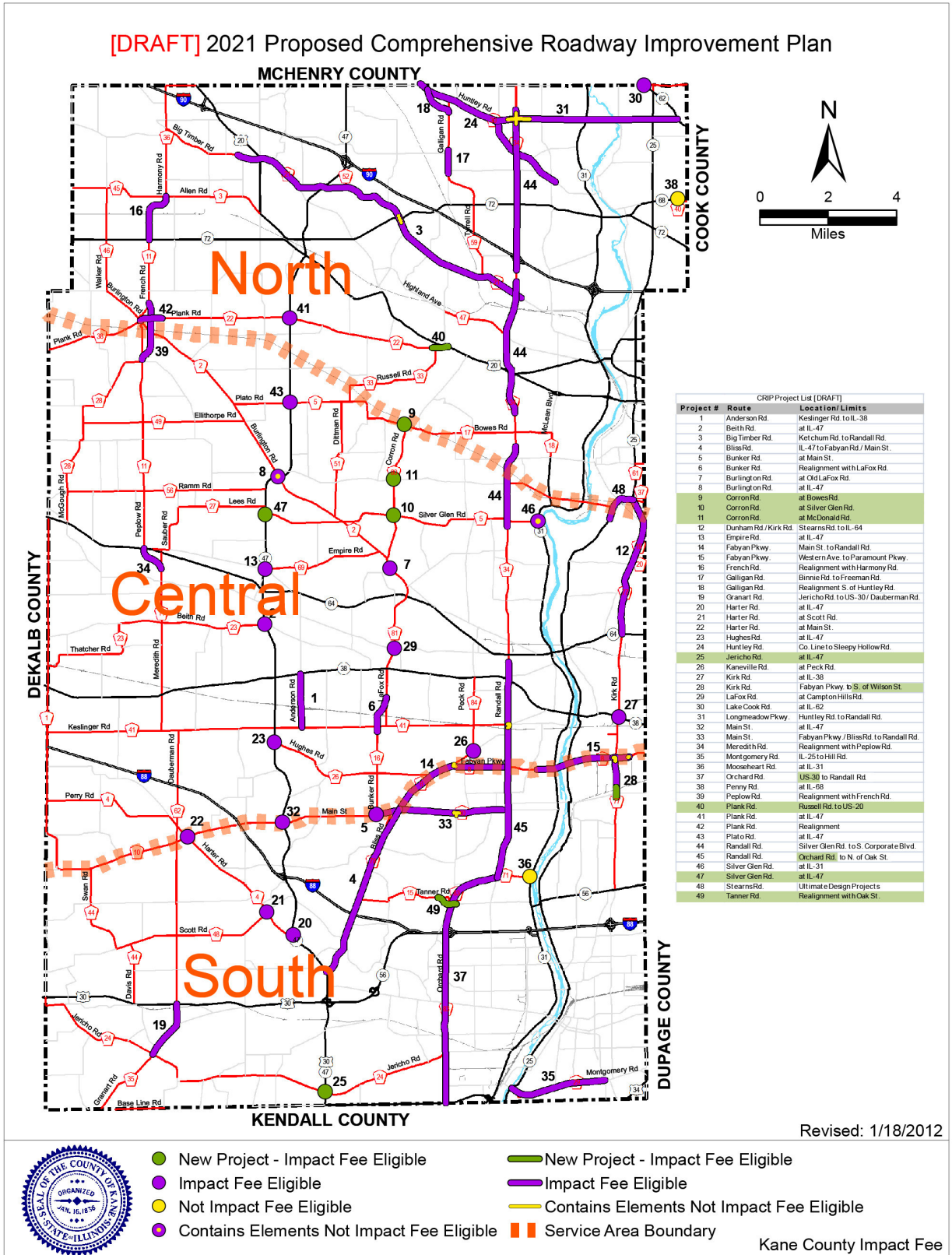


TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Proj. #	Scope
1	<p>Anderson Road – Keslinger to IL-38</p> <p>Eligible Scope Includes: Project includes construction of Anderson Road on a new alignment with a 2-lane cross-section from Keslinger to IL 38, with left turn lanes at North St., Hicks St. and Prairie Valley St.; Intersection improvements at Anderson at IL 38 and Keslinger at Anderson; Construction of overpass over the UPRR rail yard.</p>
2	<p>Beith Road at IL-47</p> <p>Eligible Scope Includes: Addition of turn lanes on all four legs and installation of traffic signals.</p>
3	<p>Big Timber Road – Ketchum Road to Randall Road</p> <p>Eligible Scope Includes: Widening of Big Timber Road to a 4-lane cross-section from approximately 800 feet west of Ketchum Road to approximately 1000 feet west of Randall Road.</p> <p>Includes intersection improvements at Ketchum Road, US-20 (Brier Hill Road), Reinking Road, Sandwald Road, IL-47, Damisch and Coombs. US-20 and IL-47 expected to be four thru lanes cross-section at the intersection with turn lanes. Traffic signals to be installed at all of the above locations, except Sandwald Road. Improvements at the intersection with Randall Road are included in project #44.</p> <p>Non-eligible Scope Includes: Single left turn lanes and right turn lanes at IL 72 and traffic signal installation at IL 72.</p>
4	<p>Bliss Road – IL-47 to Fabyan Parkway/Main Street</p> <p>Eligible Scope Includes: Reconstruction of Bliss to a 3-lane and where appropriate to a 4-lane cross-section from IL-47 to Fabyan Parkway/Main Street.</p> <p>Addition of turn lanes and the installation of traffic signals at Healy; Realignment of Bliss Road to intersect with realigned Fabyan Parkway.</p> <p>Improvements at the intersection with Main Street are included in project #14.</p>
5	<p>Bunker Road at Main Street</p> <p>Eligible Scope Includes: Addition of turn lanes on all three legs and the installation of permanent traffic signals.</p>
6	<p>Bunker Road Realignment with LaFox Road</p> <p>Eligible Scope Includes: Extension of Bunker Road north to intersection with existing LaFox Road approximately ½ mile north of UPRR. Improvement of the Bunker/ Keslinger intersection to include traffic signal installation.</p>
7	<p>Burlington Road at Old LaFox Road</p> <p>Eligible Scope Includes: Addition of turn lanes and installation of traffic signals.</p>
8	<p>Burlington Road at IL-47</p> <p>Non-eligible Scope Includes: Single left turn lane and right turn lane on all legs.</p> <p>Eligible Scope Includes: Traffic signal installation.</p>
9	<p>Corron Road at Bowes Road</p> <p>Eligible Scope Includes: Installation of traffic signals and turn lanes.</p>

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Proj. #	Scope
10	<p>Corron Road at Silver Glen Road Eligible Scope Includes: Installation of traffic signals and turn lanes.</p>
11	<p>Corron Road at McDonald Road Eligible Scope Includes: Installation of traffic signals and turn lanes.</p>
12	<p>Dunham Road/Kirk Road – Stearns Road to IL-64 Eligible Scope Includes: Addition left and right turn lanes on Dunham Road/Kirk Road from approximately 500 feet south of Stearns Road to the high school entrance south of Fox Chase Drive. New traffic signal installation at Kirk Road and Duham Road. Intersection Improvements at IL-64 including three thru lanes and double left turn lanes on the north and south approaches, and two thru lanes, double left turn lanes and right turn lanes on the east and west approaches.</p>
13	<p>Empire Road at IL-47 Eligible Scope Includes: Addition of left and right turn lanes on all four legs; Realignment of Hanson Road with left turn lanes on Empire at Hanson; Extended left turn lane on north leg of IL-47 to school entrance; Traffic Signal installation.</p>
14	<p>Fabyan Parkway – Main Street to Randall Road Non-eligible Scope Includes: Westbound and southwest bound right turn lanes at the intersection of Kaneville Road. Eligible Scope Includes: Realignment of Fabyan to intersect with realigned Bliss; Improvement of the intersection with Main Street Road adding turn lanes on all legs; Widening Fabyan to a four thru lane cross-section; Improvement of the alignment at Hughes Road; Addition of turn lanes and traffic signals on Hughes Road, Kaneville Road, and Wenmoth Road. For Main Street intersection capacity improvements see project #33.</p>
15	<p>Fabyan Parkway – Western Avenue to Paramount Parkway Non-eligible Scope Includes: Right turn lanes for eastbound and northbound at the Kirk and Fabyan intersection and traffic signal installation at Fabyan and Paramount. Eligible Scope Includes: Left turn and right turn channelization along Fabyan Parkway from approximately 1,000' east of Western Avenue to 1,000' west of Kirk Road where appropriate; Widening to a 6-lane cross-section for the portion over the Fox River from approximately 1,000 feet west of IL-25 to approximately 1,000 feet east of IL-31 with signals and turn lanes at IL-31 and IL-25. Addition of center left turn lane on Fabyan from approximately 300 feet west of Kirk Road to Paramount Parkway intersection; Reconstruction of Kirk Road intersection, anticipated to be full improvement including three thru lanes, double left turn lanes and right turn lanes. For Kirk Road intersection capacity improvements see project #28.</p>
16	<p>French Road Realignment/Extension to Harmony Road – IL-72 to Allen Road Eligible Scope Includes: Extension of French Road with a 2-lane cross-section on a new alignment from IL-72 to the intersection of Harmony and Allen. Includes intersection improvements at IL-72 and Allen with turn lanes on all four legs and traffic signals at both intersections. Also includes a 2-lane overpass over the Soo Line RR.</p>
17	<p>Galligan Road – Binnie Road to Freeman Road Eligible Scope Includes: Construct Galligan Road to a 4-lane cross-section from approximately 1,000 feet south of Binnie Road to approximately 1,000 feet north of Freeman Road.</p>

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Proj. #	Scope
18	Galligan Road Realignment South of Huntley Road Eligible Scope Includes: Realignment of Galligan Road on a 2 lane cross section south of Huntley Road.
19	Granart Road – Jericho to US-30 / Dauberman Eligible Scope Includes: Addition of turn lanes on all legs at the Jericho Road and US-30 intersections; addition of turn lanes on Granart at Rhodes Avenue; construction of approximately 3,200 lineal feet of new 2-lane rural roadway on a new north-south alignment from the intersection of Dauberman and US-30, due south to existing Granart, including a grade separation at the BNRR and US 30; profile adjustment on Dauberman to accommodate vertical alignment of railroad overpass; realignment of the east leg of the new intersection with Granart Road formed by the Dauberman extension south.
20	Harter Road at IL-47 Eligible Scope Includes: Installation of permanent traffic signals and turn lanes.
21	Harter Road at Scott Road Eligible Scope Includes: Addition of turn lanes and installation of traffic signals.
22	Harter Road at Main Street Eligible Scope Includes: Addition of turn lanes and installation of traffic signals.
23	Hughes Road at IL-47 Eligible Scope Includes: Addition of turn lanes on all three legs, and installation of traffic signals.
24	Huntley Road – County Line Road to Sleepy Hollow Road Eligible Scope Includes: Construct Huntley Road to a 4-lane cross-section from Kreutzer Road to Sleepy Hollow Road. Includes turn lanes at the intersection with Galligan Road with the installation of traffic signals as well as intersection improvements at Binnie Road and Sleepy Hollow Road. For intersection improvements at the intersection with the Longmeadow Parkway Extension see project #31. For intersection improvements see project #44.
25	Jericho Road at IL-47 Eligible Scope Includes: Installation of traffic signals and turn lanes.
26	Kaneville Road at Peck Road Eligible Scope Includes: Installation of traffic signals and turn lanes.
27	Kirk Road at IL-38 Eligible Scope Includes: Intersection improvements, including three thru lanes on Kirk Road and double left and right turn lanes; Widening of UPRR bridge is necessary.
28	Kirk Road – Fabyan Parkway to South of Wilson Street Eligible Scope Includes: 6-lane cross-section and turn lanes from Fabyan Parkway to approximately 1,000 feet south of Wilson Street. For improvements at the intersection with Fabyan Parkway see project #15.
29	LaFox Road at Campton Hills Road Eligible Scope Includes: Addition of turn lanes; Lengthening of the Mill Creek box culvert; Installation of traffic signals.

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Proj. #	Scope
30	<p>Lake Cook Road at IL-62</p> <p>Eligible Scope Includes: Addition of right turn lanes on the east and southeast approaches and traffic signal modifications.</p>
31	<p>Longmeadow Parkway – Huntley Road to Randall Road</p> <p>Non-eligible Scope Includes: Westbound right turn lane and traffic signal installation at Randall Rd intersection.</p> <p>Eligible Scope Includes: Construction of a new bridge corridor from Huntley Road to IL-62. Includes new Fox River Bridge.</p> <p>Extension of Longmeadow Parkway on a 4-lane cross-section west to intersect Huntley Road approximately 2,500 feet west of Randall Road, intersection improvements at the intersection of Randall and Longmeadow, and modernization of traffic signals. Improvements on north leg extend to approximately 1,000 feet south of Corporate Boulevard. Randall Road intersection capacity improvements see project #44.</p>
32	<p>Main Street at IL-47</p> <p>Eligible Scope Includes: Addition of turn lanes, the installation of traffic signals and the replacement of Main Street bridge over Blackberry Creek.</p>
33	<p>Main Street – Fabyan Parkway/Bliss Road to Randall Road</p> <p>Non-eligible Scope Includes: Eastbound and northbound right turn lanes and westbound left turn lane at the intersection with Nelson Lake Road.</p> <p>Eligible Scope Includes: Construct Main Street to a 4-lane cross-section from approximately 1000 feet west of Fabyan Parkway/Bliss Road to approximately 800 feet west of Randall Road. Includes intersection improvements at Nelson Lake Road, Wenmoth Road, and Deerpath Road with turn lanes and traffic signal installation.</p> <p>For Bliss Road/Fabyan Parkway intersection improvements and realignment see project #4 and project #14.</p>
34	<p>Meredith Road Realignment with Peplow Road</p> <p>Eligible Scope Includes: Construction of a new 2-lane road on new alignment from a point on Meredith Road approximately 1,500 feet north of Welter Road to an intersection with Peplow Road at IL-64. Includes an intersection improvement at IL-64 with turn lanes and installation of traffic signals.</p>
35	<p>Montgomery Road – IL-25 to Hill Avenue</p> <p>Eligible Scope Includes: Installation of turn lanes on IL-25 and widening Mill Street/Broadway/Montgomery Road to a 4-lane cross-section from IL-25 to approximately 800 feet east of Hill Avenue. Includes straightening the s-curve at the west end of the project and intersection improvements at Douglas Road, 5th Street and Hill Avenue.</p>
36	<p>Mooseheart Road at IL-31</p> <p>Non-eligible Scope Includes: Left turn and right turn channelization and installation of signals at Mooseheart; installation of northbound left turn lane and southbound right turn lanes on IL-31.</p>
37	<p>Orchard Road – US-30 to Randall Road</p> <p>Eligible Scope Includes: Construct Orchard Road to a six lane cross-section from US-30 to Randall Road. Widening of the bridge over I-88.</p>
38	<p>Penny Road at IL-68</p> <p>Non-Eligible Scope Includes: Addition of a right turn and left turn lane on realignment of Penny Road and installation of traffic signals.</p>

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Proj. #	Scope
39	<p>Peplow Road Realignment with French Road</p> <p>Eligible Scope Includes: Construction of a new 2-lane road on new alignment from a point on Peplow Road approximately 1,200 feet north of McGough Road to an intersection with French Road approximately 1,200 feet northeast of Main Street. Includes an overpass of the ICRR and intersection improvements at Burlington Road and Plank Road.</p>
40	<p>Plank Road – Russell Road to US-20</p> <p>Eligible Scope includes: Widening of Plank Road to a 4-lane cross-section from approximately ½ mile west of Russell Road to US-20 with the possible realignment of Plank Road. Addition of turn lanes and installation of a traffic signal at Russell Road.</p>
41	<p>Plank Road at IL-47</p> <p>Eligible Scope Includes: Addition of turn lanes and the installation of traffic signals.</p>
42	<p>Plank Road Realignment</p> <p>Eligible Scope Includes: Realignment of Plank Road at Burlington Road in Burlington to eliminate offset. Includes addition of turn lanes on Plank Road and Main Street and traffic signal installation. For intersection improvements at the intersection with Peplow Road see project #39.</p>
43	<p>Plato Road at IL-47</p> <p>Eligible Scope Includes: Addition of turn lanes and installation of traffic signals.</p>
44	<p>Randall Road – Silver Glen Road to South Corporate Boulevard</p> <p>Non-eligible Scope Includes: Randall Road at US 20/Foothill Ramp; Northbound Randall to Eastbound US 20; Southbound Randall to Eastbound US 20; Northbound Randall to Eastbound Foothill; Southbound Randall to Westbound US 20.</p> <p>Eligible Scope Includes: Construction of Randall Road on a six lane cross-section from 1,000 feet south of Silver Glen Road to approximately 1,000 feet south of South Corporate Boulevard. Construction of a new 6-lane underpass carrying Randall Road under the ICRR. Includes improvements at the intersection with Stearns Road.</p> <p>Includes widening the US-20, railroad and I-90 overpasses, as well as interchange improvements and major intersection improvements at South Street, Highland Avenue, Big Timber Road, the I-90 ramp terminals, Point Boulevard, Northwest Parkway/Joy Lane, Huntley Road and IL-72.</p> <p>For intersection improvements at the intersection with the Longmeadow Parkway Extension see project #31.</p>
45	<p>Randall Road – Orchard Road to North of Oak Street</p> <p>Non-eligible Scope Includes: Dual left turn lanes for westbound Kaneville/South Street and westbound right turn lane at the intersection of Keslinger Road.</p> <p>Eligible Scope Includes: Construct Randall Road to a six lane cross-section from Orchard Road to approximately 1,000 feet north of Oak Street. Includes the intersection improvement at Fabyan Parkway and widening the UPRR overpass as well as the widening of Keslinger Road to a 4 lane cross section at the intersection with Randall Road.</p>
46	<p>Silver Glen Road at IL-31</p> <p>Non-eligible Scope Includes: Channelization on all legs.</p> <p>Eligible Scope Includes: Traffic signal installation.</p>
47	<p>Silver Glen Road at IL-47</p> <p>Eligible Scope Includes: Installation of traffic signals and turn lanes.</p>
48	<p>Stearns Road Bridge Corridor</p> <p>Eligible Scope Includes: County portion of Stage 3A of the Stearns Road Ultimate Design.</p>

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Proj. #	Scope
49	Tanner Road Realignment Eligible Scope Includes: Realignment of Tanner Road on a 2 lane cross section to align with Oak Street at the intersection with Randall Road.

Note: Items highlighted in green have been revised or were not included in the 2015 CRIP.

Notes:

- (1) In some cases it may be possible to build a roundabout rather than install a traffic signal.
- (2) Intersection improvements are related to development access
- (3) For CRIP projects involving other jurisdictions, e.g., municipal, township, county, or state, cost participation is anticipated.

TABLE 4-3: PROJECT COST ALLOCATIONS (\$MILLION) TO SERVICE AREA

Proj. #	Route	Location/Limits	North	Central	South
1	Anderson Rd.	Keslinger Rd. to IL-38		6.8	
2	Beith Rd.	at IL-47		1.1	
3	Big Timber Rd.	Ketchum Rd. to Randall Rd.	106.98		
4	Bliss Rd.	IL-47 to Fabyan Rd./ Main St.			31.31
5	Bunker Rd.	at Main St.		0.74	1.23
6	Bunker Rd.	Realignment with LaFox Rd.		5.3	
7	Burlington Rd.	at Old LaFox Rd.		1.6	
8	Burlington Rd.	at IL-47		0.4	
9	Corron Rd.	at Bowes Rd.		0.52	
10	Corron Rd.	at Silver Glen Rd.		0.92	
11	Corron Rd.	at McDonald Rd.		0.58	
12	Dunham Rd./Kirk Rd.	Stearns Rd. to IL-64		21.2	
13	Empire Rd.	at IL-47		1.99	
14	Fabyan Pkwy.	Main St. to Randall Rd.		15.95	24.85
15	Fabyan Pkwy.	Western Ave. to Paramount Pkwy.		16.79	26.08
16	French Rd.	Realignment with Harmony Rd.	16.88		
17	Galligan Rd.	Binnie Rd. to Freeman Rd.	3.2		
18	Galligan Rd.	Realignment S. of Huntley Rd.	4		
19	Granart Rd.	Jericho Rd. to US-30 / Dauberman Rd.			19.65
20	Harter Rd.	at IL-47			1.21
21	Harter Rd.	at Scott Rd.			2.14
22	Harter Rd.	at Main St.		1.01	1.63
23	Hughes Rd.	at IL-47		0.6	
24	Huntley Rd.	Co. Line to Sleepy Hollow Rd.	44.21		
25	Jericho Rd.	at IL-47			2.5
26	Kaneville Rd.	at Peck Rd.		1.6	
27	Kirk Rd.	at IL-38		7.2	
28	Kirk Rd.	Fabyan Pkwy. to S. of Wilson St.			15
29	LaFox Rd.	at Campton Hills Rd.		4.6	
30	Lake Cook Rd.	at IL-62	1.19		
31	Longmeadow Pkwy.	Huntley Rd. to Randall Rd.	85.09		

TABLE 4-3: PROJECT COST ALLOCATIONS (\$MILLION) TO SERVICE AREA

Proj. #	Route	Location/Limits	North	Central	South
32	Main St.	at IL-47		1.18	1.83
33	Main St.	Fabyan Pkwy./Bliss Rd. to Randall Rd.			42.39
34	Meredith Rd.	Realignment with Peplow Rd.		4.6	
35	Montgomery Rd.	IL-25 to Hill Rd.			31.7
36	Mooseheart Rd.	at IL-31		not eligible	
37	Orchard Rd.	US-30 to Randall Rd.			75.4
38	Penny Rd.	at IL-68		not eligible	
39	Peplow Rd.	Realignment with French Rd.	12.13	4.11	
40	Plank Rd.	Russell Rd. to US-20	2.38		
41	Plank Rd.	at IL-47	1.21		
42	Plank Rd.	Realignment	3.74		
43	Plato Rd.	at IL-47		1.1	
44	Randall Rd.	Silver Glen Rd. to S. Corporate Blvd.	192.24	8.53	
45	Randall Rd.	Orchard Rd. to N. of Oak St.		34.66	42.18
46	Silver Glen Rd.	at IL-31		0.15	
47	Silver Glen Rd.	at IL-47		0.31	
48	Stearns Rd.	Ultimate Design Projects	0.8	0.8	
49	Tanner Rd.	Realignment			4.9

Note: Items highlighted in green have been revised or were not included in the 2015 CRIP.

Section 5: Funding Sources

TABLE 5-1: ANNUAL PROJECTED HIGHWAY REVENUE, FY 2007-2021*

Special Revenue Funds	Special Revenue Funds	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2012-2021 Totals
Reimbursements	\$8,300,000	--	--	--	--	--	--	--	--	--	\$8,300,000
Impact Fees (capacity only)	\$600,000	--	--	--	--	--	--	--	--	--	\$600,000
Project Obligations (matching)	\$34,000,000	--	--	--	--	--	--	--	--	--	\$34,000,000
County Tax Levies	\$5,400,000	\$5,400,000	\$5,400,000	\$5,400,000	\$5,400,000	\$5,400,000	\$5,400,000	\$5,400,000	\$5,400,000	\$5,400,000	\$54,000,000
Motor Fuel Tax (MFT)	\$6,800,000	\$6,800,000	\$6,800,000	\$6,800,000	\$6,800,000	\$6,800,000	\$6,800,000	\$6,800,000	\$6,800,000	\$6,800,000	\$68,000,000
Local Option MFT*	\$8,250,000	\$8,250,000	\$8,250,000	\$8,250,000	\$8,250,000	\$8,250,000	\$8,250,000	\$8,250,000	\$8,250,000	\$8,250,000	\$82,500,000
Sales Tax	\$11,250,000	\$11,250,000	\$11,250,000	\$11,250,000	\$11,250,000	\$11,250,000	\$11,250,000	\$11,250,000	\$11,250,000	\$11,250,000	\$112,500,000
Investment/Other	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$4,000,000
Total Projected Revenue	\$75,000,000	\$32,100,000	\$32,100,000	\$32,100,000	\$32,100,000	\$32,100,000	\$32,100,000	\$32,100,000	\$32,100,000	\$32,100,000	\$363,900,000

Note: Items highlighted in green have been revised or were not included in the 2015 CRIP.

FY 2012 -2021 funding estimates provided by KDOT.

Table 5-2: Projected Highway Revenue, FY 2012-2021

	FY 2012-2021
Reimbursements	\$8,300,000
Impact Fees (capacity only)	\$600,000
Project Obligations (matching)	\$34,000,000
County Tax Levies	\$54,000,000
Motor Fuel Tax (MFT)	\$68,000,000
Local Option MFT*	\$82,500,000
Sales Tax	\$112,500,000
Investment/Other	\$4,000,000
Total Projected Revenue	\$363,900,000

Note: Items highlighted in green have been revised or were not included in the 2015 CRIP.

Section 6: Intergovernmental Agreements

The Illinois Road Improvement Impact Fee Law allows counties to collect Impact Fees from developers of New Development for the impacts of that New Development on State, Township and Municipal highways, roads and streets, provided that the County enters into an intergovernmental agreement with the appropriate agency covering the collection and expenditure of the Impact Fees. Kane County has elected to collect impact fees only for the development impact on the County highway system; therefore no such intergovernmental agreements are necessary.

In the event that improvements are made to a State, Township or Municipal highway, road or street as part of a project funded by Impact Fees, the County and the appropriate unit of government will enter into an intergovernmental agreement that defines the project and specifies its funding sources. Furthermore, any improvements made to State, Township or Municipal highways, roads or streets will only be funded by Impact Fees to the extent needed to address the safe and efficient operation of an adjacent Kane County highway intersection.

Section 7: Proposed Road Improvement Schedule

TABLE 7-1: PROPOSED ROADWAY IMPROVEMENT PLAN

Proj. #	Route	Location/Limits	Project Scope**	Estimated Calendar Year Construction to Start
1	Anderson Rd.	Keslinger Rd. to IL-38	NR, GS	2012
2	Beith Rd.	at IL-47	CH, SI	MYP*
3	Big Timber Rd.	Ketchum Rd. to Randall Rd.	WI-4, SI, CH	MYP*
4	Bliss Rd.	IL-47 to Fabyan Rd./ Main St.	WI-4, RA, CH, SI, BR	MYP*
5	Bunker Rd.	at Main St.	SI, CH	MYP*
6	Bunker Rd.	Realignment with LaFox Rd.	RA, SI, NR	2016
7	Burlington Rd.	at Old LaFox Rd.	CH, SI	MYP*
8	Burlington Rd.	at IL-47	CH, SI	2013
9	Corron Rd.	at Bowes Rd.	CH, SI	2016
10	Corron Rd.	at Silver Glen Rd.	CH, SI	2016
11	Corron Rd.	at McDonald Rd.	CH, SI	2016
12	Dunham Rd./Kirk Rd.	Stearns Rd. to IL-64	SI, CH	MYP*
13	Empire Rd.	at IL-47	CH, SI, RA	MYP*
14	Fabyan Pkwy.	Main St. to Randall Rd.	CH, WI-4, SI, RA	MYP*
15	Fabyan Pkwy.	Western Ave. to Paramount Pkwy.	WI-6, CH, SI, BH	MYP*
16	French Rd.	Realignment with Harmony Rd.	RA, GS, NR	MYP*
17	Galligan Rd.	Binnie Rd. to Freeman Rd.	CH, WI-4	MYP*
18	Galligan Rd.	Realignment S. of Huntley Rd.	CH, SI	MYP*
19	Granart Rd.	Jericho Rd. to US-30 / Dauberman Rd.	GS, RA, CH, SI, NR	MYP*
20	Harter Rd.	at IL-47	CH, SI	2016
21	Harter Rd.	at Scott Rd.	CH, SI	MYP*
22	Harter Rd.	at Main St.	CH, SI	MYP*
23	Hughes Rd.	at IL-47	CH, SI	2016

TABLE 7-1: PROPOSED ROADWAY IMPROVEMENT PLAN

Proj. #	Route	Location/Limits	Project Scope**	Estimated Calendar Year Construction to Start
24	Huntley Rd.	Co. Line to Sleepy Hollow Rd.	WI-4, CH, SI	2016
25	Jericho Rd.	at IL-47	CH, SI	2016
26	Kaneville Rd.	at Peck Rd.	SI, CH	2013
27	Kirk Rd.	at IL-38	CH, BW	MYP*
28	Kirk Rd.	Fabyan Pkwy. to S. of Wilson St.	WI-6, CH	MYP*
29	LaFox Rd.	at Campton Hills Rd.	CH, SI	2014
30	Lake Cook Rd.	at IL-62	CH	MYP*
31	Longmeadow Pkwy.	Huntley Rd. to Randall Rd.	CH, SI, NR, NB	2016
32	Main St.	at IL-47	CH, BR, SI	2013
33	Main St.	Fabyan Pkwy./Bliss Rd. to Randall Rd.	WI-4, CH, SI	MYP*
34	Meredith Rd.	Realignment with Peplow Rd.	RA, NR	MYP*
35	Montgomery Rd.	IL-25 to Hill Rd.	CH, WI-4	MYP*
36	Mooseheart Rd.	at IL-31	CH, SI	2013
37	Orchard Rd.	US-30 to Randall Rd.	WI-6, BW	MYP*
38	Penny Rd.	at IL-68	CH, SI, RA	MYP*
39	Peplow Rd.	Realignment with French Rd.	RA, NR, GS	MYP*
40	Plank Rd.	Russell Rd. to US-20	WI-4, CH, SI	MYP*
41	Plank Rd.	at IL-47	CH, SI	2012
42	Plank Rd.	Realignment	RA, NR, SI	2013
43	Plato Rd.	at IL-47	CH, SI	MYP*
44	Randall Rd.	Silver Glen Rd. to S. Corporate Blvd.	IC, CH, WI-6	MYP*
45	Randall Rd.	Orchard Rd. to N. of Oak St.	WI-6, WI-4, BW, CH	MYP*
46	Silver Glen Rd.	at IL-31	CH, SI	2013
47	Silver Glen Rd.	at IL-47	CH, SI	MYP*
48	Stearns Rd.	Ultimate Design Projects	WI-4, BR	2013
49	Tanner Rd.	Realignment	RA	MYP*

Note: Items highlighted in green have been revised or were not included in the 2015 CRIP.

* Multi-Year Program (2011-2021)

**Project Scope Codes

AWS All Way Stop

BH Bridge Rehabilitation

TABLE 7-1: PROPOSED ROADWAY IMPROVEMENT PLAN

Proj. #	Route	Location/Limits	Project Scope**	Estimated Calendar Year Construction to Start
BR		Bridge Replacement		
BW		Bridge Widening		
CH		Channelization/Turn Lanes		
GS		Grade Separation		
IC		Interchange		
NB		New Bridge		
NR		New Road		
RA		Roadway Realignment		
SI		Traffic Signal Installation		
WI-3		Add Left Turn Lane		
WI-4		Widen to 4 through lanes		
WI-6		Widen to 6 through lanes		

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Appendix A

Kane County

Division of Transportation



Technical Specifications Manual for
Road Improvement Impact Fees
Under Kane County Ordinance #12-xxx

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Section 1: Introduction to the Impact Fee and Impact Fee Formula

The State of Illinois Road Improvement Impact Fee Law (605 ILCS 5/5-901 *et. seq.*) entitles Kane County to assess road improvement impact fees on new development based on the proportional traffic impacts of the new development. This document outlines how the Kane County Division of Transportation (KCDOT) calculates the traffic impact and how the impact fee is generated from those data.

The calculation approach used by Kane County, known as the “Facilities-Driven” approach, allocates a percentage of the unfunded capital cost of road improvements needed to serve new development to the developers of that new development on the basis of the traffic generated by the new development.

First, the amount and location of new development of each type (residential, retail, industrial, office, and service) expected to occur over the next ten years was estimated based the Land Use assumptions, adopted as part of the 2040 Transportation Plan and was further refined based on recently completed 2010 Census information, input from KDOT staff after meeting with various Kane County municipalities and comments from the public hearing process~~on census and employment trends and information provided by county and municipal planning departments~~. The County was then divided into three service areas for the purpose of calculating the impact fees. Using the projected land use information, future traffic volumes were estimated using a traffic model. This data was then used to develop a list of road improvements needed to maintain an acceptable level of service on the Kane County roadway network at the end of the ten-year planning horizon. The cost of those road improvements was then estimated, and existing funding sources identified. The unfunded cost of these improvements was then allocated to the new development based on the number of new peak hour trips generated by the new development to calculate a “cost per trip” factor in each service area.

The gross impact fee per unit for each land use was then calculated by multiplying the number of new peak hour trips generated by each land use by the cost per trip for that service area. This amount is adjusted by applying applicable credits for demolition of previous structures, and construction of eligible improvements to the highway network. Finally, the net impact fee is multiplied by an Impact Fee Multiplier determined by the County Board, and, for eligible projects, by an Impact Fee Discount. Eligible developers may also receive a Charitable Organization Discount. The resulting impact fee is the amount payable to the County to offset a portion of the capital cost of new and expanded roadways.

The general facilities-driven formula, as described in the Kane County Road Improvement Impact Fee Ordinance, has the following form:

$$\text{PRIMARY TRIP RATE} = \text{GROSS TRIP RATE} \times \text{TOTAL TRIP REDUCTION}$$

$$\text{TRIPS} = \text{PRIMARY TRIP RATE} \times \text{NUMBER OF IMPACT UNITS GROSS}$$

$$\text{IMPACT FEE} = \text{TRIPS} \times \text{IMPACT FEE PER TRIP}$$

$$\text{NET IMPACT FEE} = \text{GROSS IMPACT FEE} \text{ minus } \text{DEMOLITION CREDIT} \text{ minus } \text{IMPROVEMENT CREDIT}$$

$$\text{REDUCED IMPACT FEE} = \text{NET IMPACT FEE} \times \text{IMPACT FEE MULTIPLIER}$$

$$\text{DISCOUNTED IMPACT FEE} = \text{REDUCED IMPACT FEE} \times (100\% \text{ minus } \text{IMPACT FEE DISCOUNT})$$

Where:

GROSS TRIP RATE = The number of trips generated by one **IMPACT UNIT** of the new development on a weekday during the peak hour, between 4:00 p.m. and 6:00 p.m., of adjacent street traffic (Table A-1).

TOTAL TRIP REDUCTION = The percentage of trips generated by a new development that are pass-by trips or diverted-linked trips as defined by the *Trip Generation Handbook* (Institute of Transportation Engineers, 2004) as may be amended from time to time (Table A-1).

PRIMARY TRIP RATE = The portion of the **GROSS TRIP RATE** that represents new trips on the roadway system, discounting pass-by and diverted-linked trips (Table A-1).

IMPACT UNITS = A measure of the size of the new development that correlates with the number of peak hour trips generated by the new development between 4:00 p.m. and 6:00 p.m. For residential new developments, the impact unit is the number of dwelling units of various types in the new development. For non-residential new developments, the impact unit is generally a multiple of the number of gross interior square feet of the buildings constructed in the new development (Table A-1).

IMPACT FEE PER TRIP = The **GROSS IMPACT FEE** for the Service Area for New Development that generates one trip during the peak hour of adjacent street traffic between 4:00 p.m. and 6:00 p.m. (Table A-2).

DEMOLITION CREDIT = The **GROSS IMPACT FEE** that would have been assessed on a building that a fee payer demolishes in conjunction with new development.

IMPROVEMENT CREDIT = The value of impact fee eligible highway improvements constructed by a developer in conjunction with new development and pursuant to an Improvement Credit Agreement with the County.

IMPACT FEE MULTIPLIER = The percentage determined by the County Board by which the NET IMPACT FEE shall be multiplied to determine the REDUCED IMPACT FEE (Table A-3).

IMPACT FEE DISCOUNT = The percentage determined by the County Engineer by which the REDUCED IMPACT FEE shall be discounted based on the trip reduction measures included in the new development, as provided for in Section Eighteen of the Kane County Road Improvement Impact Fee Ordinance. Only new developments meeting the specific requirements of Section Eighteen are eligible for this discount. For other projects, the IMPACT FEE DISCOUNT = 0%.

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Section 2: Data Required to Determine the Impact Fee

This section describes the data used in each element of the impact fee formula as presented in Section 1, and gives the most up-to-date values employed in the calculation of the impact fees.

2.1 Impact Fee Service Areas

Impact Fee service areas are those areas in the County for which unique impact fees are calculated. The County assesses and expends the impact fees collected within a service area. Funds that are collected in one service area, for example, cannot be spent on projects in another service area. The County has been divided into Impact Fee service areas for two primary reasons:

- So that the impact fees assessed are specifically and uniquely attributable to the traffic impact of the new development being assessed the fee.
- To ensure that each fee payer receives a direct and material benefit from the impact fees paid.

For these reasons, Kane County has been divided into three service areas, North, Central and South, which reflect the predominant travel pattern in the County (Figure A-1).

2.2 Gross Impact Fee

The gross impact fee calculation is based on a combination of the travel demand of the specific new development ($\text{PRIMARY TRIP RATE} \times \text{NUMBER OF IMPACT UNITS}$) and the cost of the traffic impacts ($\text{IMPACT FEE PER TRIP}$).

2.2.1 Travel Demand Elements

Travel demand data provides a direct connection between a new development and the impact fee based on the unique travel characteristics of the new development. Nearly all of the travel demand data utilized by Kane County for the Road Improvement Impact Fee Ordinance is published by the Institute of Transportation Engineers (ITE), an international professional society supporting the traffic and transportation engineering professions.

Impact Units

For the purpose of estimating the number of trips generated by a new development, an impact unit is defined as a physical, measurable and predictable unit describing the study site or trip generator, (e.g., gross floor area, fueling stations, beds, dwelling units). *Trip Generation*, 87th ed. (Institute of Transportation Engineers, 2008~~3~~), the definitive source of trip generation data in the US, presents, for each land use, the impact unit or units that appear to best correlate with the number of trips generated by a particular land use. The impact units utilized in the Kane County Road Improvement Impact Fee Ordinance, along with the corresponding ITE land use codes, are presented in Table A-1.

Trip Generation Rate

Previous studies have measured trip generation rates for various land uses for selected time periods, including average weekday, morning, and evening peak hours of adjacent street traffic, and peak hour of the day for the particular land use. The trip generation rate for the evening peak hour of adjacent street traffic (commonly taken as the “design hour”) is the preferred statistic since roadways and intersections are designed for this level of demand.

In calculating the Impact Fee schedule, trip generation rates for the peak hour of adjacent street traffic were drawn from *Trip Generation*. The average trip generation rate reported in *Trip Generation* was used as the Gross Trip Rate for all but general retail uses and represents the total number of trips generated by a new development per impact unit. For general retail uses, the trip generation rate varies based on the size of the development, so different rates are used for different size retail centers. The gross trip rate used was determined by using the midpoint of the size range and the fitted curve equation reported in *Trip Generation*. The recommended Gross Trip Rates to be used in the impact fee calculation are presented in Table A-1. The applicable ITE land use code for each category is also shown in Table A-1.

Trip Reduction Percentages

The trip generation rates developed for the various land use categories represent vehicles entering and exiting a site at its driveways. There are instances, however, when the total number of trips generated by a site is different from the amount of new traffic added to the highway system adjacent to the new development. For specific types of land use, the ITE breaks down trips into three categories: pass-by trips, diverted-linked trips, and primary trips.

Pass-by trips are made as intermediate stops on the way from the trip origin to the primary trip destination. Such trips may be best described as opportunity trips, such as a motorist stopping at a convenience market on the way home from work. Pass-by trips are not treated as new trips.

Diverted-linked trips are trips that are attracted from the traffic volume on highways within the vicinity of the generator, but that require diversion from that highway to another highway to gain access to the new development site. Diverted-linked trips add traffic to the highways adjacent to the new development site, but may not add traffic to other area highways. For impact fee purposes, these trips are considered to be existing trips, and therefore not treated as new trips.

Primary trips are the remainder of the trips on the highway system. These are trips made with the specific purpose of visiting the new development. The stop at the new development site is the primary reason for the trip. Only primary trips are considered when assessing the impact of a new development on the area highway system.

Table A-1 shows the percentage of the gross trip rate for commercial-retail and some commercial-restaurant and service uses that consists of pass-by and diverted linked trips. These percentages of the gross trip rate, taken from the *Trip Generation Handbook*, 2nd. ed. (Institute of Transportation Engineers, 2004) and adapted for local conditions, have been combined into a trip reduction factor for use in calculating trip generation rates that reflect the pass-by and diversion phenomena. The resulting Primary Trip Rates used in the calculation of the impact fee tables are shown in Table A-1.

2.2.2 Cost Data

For each new trip on the highway network in a given service area, there is an associated cost for the highway improvements needed on the County Highway system to accommodate that trip. This Cost, defined as the Impact Fee per Trip, is calculated by dividing the unfunded cost of needed highway improvements in each service area by the number of new trips anticipated to be generated within the service area due to new development.

$$\text{Impact Fee per Trip in the Service Area} = \frac{\text{Eligible Project Cost in Service Area}}{\text{Number of New Trips in Service Area}}$$

Total New Trips

In accordance with the Road Improvement Impact Fee Law, Kane County has adopted land use assumptions for the purpose of enacting its Road Improvement Impact Fee Ordinance. The adopted land use was used as an input into the travel demand model which was used to generate traffic forecasts and roadway deficiencies. The travel demand model was used as the basis of developing the number of new trips that would be generated in each service area over a ten year period. For each service area:

~~Those assumptions identify the location and land use of anticipated new development in Kane County over a ten year period. For each service area:~~

$$\text{Number of New Trips} = \text{Total Trips in Year 2021} - \text{Total Trips in Year 2011}.$$

Based on the ~~adopted Land Use Assumption~~ travel demand model, the County has determined the total number of new trips expected to be generated in each service area as provided in Table A-2.

Eligible Project Costs

Using the Land Use Assumptions and the County's traffic planning model, the County has developed a Comprehensive Road Improvement Plan which identifies highway improvements needed to accommodate new development. The cost of those projects, including engineering, land acquisition and construction, was then estimated to determine a total improvement "need." Projects needed to correct deficiencies in the highway network that existed as of 2002 (the year the initial studies were performed for the County's impact fee program) are not eligible for impact fee funding and are therefore excluded from the "need" calculation. The "need" is further reduced by highway funding that is available from other sources, including federal and state funds and new tax revenues generated by new development. For each service area:

$$\text{Eligible Project Cost} = \sum_{\text{Projects}} (\text{Total Project Cost} - \text{Non Impact Fee Funding})$$

Based on these calculations, the County has determined the total eligible cost of impact fee projects in the County in each service area as provided in Table A-2.

2.3 Demolition Credits

Developers of new development who demolish existing buildings in conjunction with their new development have a lower net traffic impact than developers who build on vacant land. In order to ensure that each new development is assessed an impact fee only on the net impact of the new development, Section Thirteen of the Road Improvement Impact Fee Ordinance provides for demolition credits. A demolition credit is calculated by determining the impact fee that would have been due for the building that was demolished. Only buildings that housed traffic-generating land uses are eligible for demolition credits.

2.4 Improvement Credits

Developers who construct eligible highway improvements in conjunction with new development may receive credit against impact fees due from that new development. As provided in Section Twelve of the Road Improvement Impact Fee Ordinance, eligible highway improvement expenditures may include engineering, land acquisition and construction costs for projects specifically listed in the Comprehensive Road Improvement Plan, but do not include improvements needed for safe and efficient access to the new development site. Because each situation is unique, improvement credits are always subject to a specific written agreement between the developer and the County.

In accordance with the Kane County Road Improvement Impact Fee Ordinance, the County Engineer shall make the final determination as to which road improvements are eligible to receive improvement credits.

2.5 Impact Fee Discount Program

As a means of encouraging new development that meets specific goals of the Kane County 2030 Land Resource Management Plan, developers of new development who include specific trip reduction measures in their developments may be eligible for an impact fee discount of up to 70% based on provisions of Section Eighteen of the Kane County Road Improvement Impact Fee Ordinance. Factors considered in determining eligibility and the size of the discount include availability of public transit, proximity of mixed land uses, density and walkability. Specific requirements are provided in the ordinance.

2.6. Charitable Organization Discount

New development that is solely owned and solely occupied by a charitable organization certified by the Internal Revenue Service as tax-exempt under Section 501(c)(3) of the Internal Revenue Code may receive a discount of up to 100% of the impact fee assessed under Section Ten of the ordinance. The discount is applied only on the traffic impact of the first 50 weekday PM peak hour trips generated on a site. For the purposes of this discount, a site is a contiguous area of land owned by one or more closely related charitable organizations on which a building or buildings may be constructed. The impact fee under this discount is calculated using one of the following three scenarios:

2.6.1 Total site traffic less than or equal to 50 trips

If the total traffic generated on the site, including traffic generated by any existing buildings and traffic generated by the new development, is less than or equal to 50 weekday PM peak hour trips, the new development shall receive an impact fee discount equal to 100% of the gross impact fee.

2.6.2 Existing site traffic less than or equal to 50 trips – total site traffic greater than 50 trips

If the traffic generated on the site prior to construction of the new development is less than or equal to 50 weekday PM peak hour trips, but the traffic total site traffic including the new development is greater than 50 weekday PM peak hour trips, the new development shall receive an impact fee discount in an amount determined by the following formula:

$$DISCOUNT = (50 \div EST) \cdot IFT \cdot IFM$$

Where:

EST = Existing Site Traffic in TRIPS

IFT = Applicable Impact Fee per Trip from Table A-2

IFM = Applicable Impact Fee Multiplier from Table A-3

The calculated discount shall be applied to the discounted impact fee.

2.6.3 Existing site traffic greater than 50 trips

If the traffic generated on the site prior to construction of the new development is greater than 50 weekday PM peak hour trips, no discount shall be applied.

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Table A-1: Trip Generation Rates by Land Use

Land Use	Impact Unit	ITE Code	ITE Trip Rate	Diverted Trips	Pass-By Trips	Total Trip Reduction	Adjusted Trip Rate
RESIDENTIAL							
Single Family Detached	Dwelling Unit	210	1.01			0.00%	1.01
Single Family Attached	Dwelling Unit	230	0.52			0.00%	0.52
Multi-Family Attached	Dwelling Unit	220	0.62			0.00%	0.62
Age Restricted Housing	Dwelling Unit	251	0.27			0.00%	0.27
COMMERCIAL RETAIL							
Retail 1-50,000 s.f.	1,000 s.f. (1)	820	10.05	26.00%	47.59%	73.59%	2.65
Retail 50,000-300,000 s.f.	1,000 s.f. (1)	820	5.29	26.00%	28.25%	54.25%	2.42
Retail 300,000-1,000,000 s.f.	1,000 s.f. (1)	820	3.43	26.00%	19.90%	45.90%	1.86
Retail over 1,000,000 s.f.	1,000 s.f. (1)	820	2.60	26.00%	17.69%	43.69%	1.46
Supermarket	1,000 s.f. (2)	850	10.50	45.00%	25.00%	70.00%	3.15
Convenience Market	1,000 s.f. (2)	851	52.41	15.00%	70.00%	85.00%	7.86
Service Station	Fueling Position	944	13.87	25.00%	60.00%	85.00%	2.08
COMMERCIAL OFFICE							
General Office	1,000 s.f. (2)	710	1.49			0.00%	1.49
Medical-Dental Office	1,000 s.f. (2)	720	3.46			0.00%	3.46
Office Park	1,000 s.f. (2)	750	1.48			0.00%	1.48
Business Park	1,000 s.f. (2)	770	1.29			0.00%	1.29
COMMERCIAL INDUSTRIAL							
Warehousing/Distribution Terminal	1,000 s.f. (2)	150	0.32			0.00%	0.32
Light Industrial/Industrial Park	1,000 s.f. (2)	110	0.97			0.00%	0.97
COMMERCIAL RESTAURANT							
Fast Food Restaurant	1,000 s.f. (2)	934	33.84	40.00%	50.00%	90.00%	3.38
Other Restaurant	1,000 s.f. (2)	931	7.49	30.00%	45.00%	75.00%	1.87
COMMERCIAL SERVICE							
Day Care	1,000 s.f. (2)	565	12.46	90.00%		90.00%	1.25
Hospital	Bed	610	1.31			0.00%	1.31
Nursing Home	Bed	620	0.22			0.00%	0.22
Hotel/Motel	Room	320	0.47			0.00%	0.47
OTHER							
Religious Institution	1,000 s.f. (2)	560	0.55			0.00%	0.55

Note: Items highlighted in green have been revised or were not included in the 2015 CRIP.

(1) Gross Leasable Floor Area

(2) Gross Floor Area

Pass-by and diverted trips per *ITE Trip Generation Handbook* (ITE, 2004) and were carried over from the 2007 update for consistency

Trip rates per *Trip Generation, an ITE Informational Report* (ITE, 2008)

Rates are for weekday, peak hour, between 4:00 pm and 6:00 pm, of adjacent street traffic

Table A-2: Trip and Cost Data by Service Area

	North Service Area	Central Service Area	South Service Area
Total New Trips	130,266	39,569	89,132
Eligible Project Cost	\$474,100,000	\$144,300,000	\$324,000,000
Impact Fee per Trip	\$3,639	\$3,647	\$3,635

Note: Items highlighted in green have been revised or were not included in the 2015 CRIP.

Table A-3: Impact Fee Multiplier

Applicable Dates	Impact Fee Multiplier
April 11, 2012 through April 10, 2013	50%
April 11, 2013 through April 10, 2014	50%
April 11, 2014 through April 10, 2015	55%
April 11, 2015 through April 10, 2016	60%
Beginning April 11, 2017	65%

Note: Items highlighted in green have been revised or were not included in the 2015 CRIP.

Contents

- Summary of comments and staff responses
- Public Hearing notice
- Sign-in sheets
- Powerpoint presentation
- Public hearing transcript
- Written testimony

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Appendix B

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Appendix C

STATE OF ILLINOIS

COUNTY OF KANE

ORDINANCE NO.12-xxx

KANE COUNTY ROAD IMPROVEMENT IMPACT FEE ORDINANCE

WHEREAS, the County of Kane is authorized pursuant to the Highway Code of the Illinois Compiled Statutes (605 ILCS 5/5-901 et seq.) has the authority to adopt road improvement impact fees (hereinafter "impact fees") pursuant to the Road Improvement Impact Fee Law; and,

WHEREAS, the County Board of Kane County has determined that impact fees are an equitable and financially responsible approach to ensuring that adequate highways will be available when needed to serve new residential, commercial and industrial development; and,

WHEREAS, the County Board of Kane County has committed itself to developing and implementing an impact fee program to mitigate the adverse traffic impacts of new development; and,

WHEREAS, the County Board of Kane County has endeavored to implement impact fees that support the goals of the County of Kane's Land Resource Management Plan; and,

WHEREAS, the County Board of Kane County has determined that impact fees shall be expended on those highway improvements within those service area(s) as specified in the County's Comprehensive Road Improvement Plan as updated from time to time; and,

WHEREAS, this Ordinance is intended to comply in all respects with the Road Improvement Fee Law; and,

WHEREAS, the County has previously recommended land use assumptions and has approved a Comprehensive Road Improvement Plan for the purpose of implementing this Ordinance in its Resolutions 03-206, 04-21, and 06-112 in full compliance with the requirements of the Road Improvement Impact Fee Law; and,

WHEREAS, the County has, following extensive public participation, adopted revised Land Use Assumptions pursuant to County Board Resolution 06-112, and has adopted a revised Comprehensive Road Improvement Plan for impact fees pursuant to County Board Resolution 07-nnn, in accordance with the provisions of the Road Improvement Impact Fee Law, and has performed all other tasks necessary to update the Kane County Road Improvement Impact Fee Ordinance and by approval of this Ordinance amends in its entirety Chapter 17, Article II "Road Improvement ment Impact Fee", of the Kane County Code.

NOW, THEREFORE, BE IT ORDAINED by the County Board of Kane County, Illinois:

Section One. **Title.**

This Ordinance shall be known and may be referred to as the "Kane County Road Improvement Impact Fee Ordinance."

Section Two. Purpose and Authority.

1. The County Board of Kane County recognizes that new development in the County will require that the capacity of the County highway system be expanded and that without a funded program for highway improvements, new development will have an adverse impact on the County highway system.

2. The County Board further recognizes that all new development in the County generates traffic on the County highway system and requires direct or indirect access to County highways, regardless of the location of the new development.

3. The purpose of this Ordinance is to ensure that new development pays a fair share of the costs of highway improvements expended to serve new development. To that end, the imposition of impact fees is designed to supplement other funding sources so that the burden of paying for highway improvements is allocated in a fair and equitable manner and orderly growth is promoted throughout the County.

Section Three. Definitions.

1. The following definitions shall apply to the terms as used in this Ordinance:

Advisory Committee: the group of people selected from the public and private sectors in accordance with 605 Illinois Compiled Statutes 5/5-907 and the provisions of section nineteen of this Ordinance to advise the County in the development and implementation of the comprehensive road improvement plan and the periodic update of the plan.

Affordable housing: decent, safe, sanitary, and appropriate housing units that low and moderate-income households can own or rent without having to devote more than approximately thirty percent (30%) of their gross income for monthly housing expenses that shall be (1) rent and utilities for rental housing; and (2) debt service (principal and interest), property taxes, and home insurance for home ownership. The maximum purchase price of owner-occupied units shall not exceed that specified in the "Owner Occupied Affordability Chart for Chicago Metro Area" published annually by the Illinois housing development authority. For rental housing to be considered affordable housing, the monthly rent for a dwelling unit may not exceed that specified in "Affordable Rental Units for Chicago Metro Area" published annually by the Illinois housing development authority.

Age-restricted Housing: single-family detached or single-family attached housing units that are restricted by deed so that at least one resident must be fifty five (55) years old or older and no person under age nineteen (19) may reside in the unit more than ninety (90) days in any consecutive twelve (12) months.

Assisted financing: the financing of residential development by the Illinois housing development authority, including loans to developers for multi-unit residential development and loans to purchasers of single-family residences, including condominiums and townhouses.

Average trip rate for peak hour of adjacent street traffic: the weighted average trip rate during the hour of the highest volume of traffic passing a site on adjacent streets between four o'clock (4:00) and six o'clock (6:00) P.M.

Block perimeter: the linear measurement taken along the public right-of-way line adjacent to and around land entirely bounded by streets or publicly owned paved bicycle or pedestrian paths.

Building: either a finished or an unfinished product of construction or a structure, carrying no implication as to size or condition. The terms "building" and "structure" are interchangeable.

Building permit: any form of approval issued or given by the County or a municipality that grants or otherwise allows the commencement of construction of a building.

Certificate of occupancy: any form of approval issued by either the County or a municipality as a condition of occupancy of a building, and includes any temporary occupancy approval as well as any permanent approval.

Charitable organization: entities, corporations, and any community chest, fund, or foundation certified by the internal revenue service as tax-exempt under Section 501(c)(3) of the internal revenue code and is organized and operated exclusively for religious, charitable, scientific, literary, or educational purposes, or for the prevention of cruelty to children or animals. Charitable organization includes organizations dedicated to the relief of the poor, the distressed, the disabled or the underprivileged; advancement of religion; advancement of education or science; erecting or maintaining public buildings, monuments or works; lessening the burdens of government; lessening neighborhood tensions; eliminating prejudice and discrimination; defending human and civil rights secured by law; and combating community deterioration and juvenile delinquency.

Comprehensive Road Improvement Plan: the highway improvement plan prepared by the County in consultation with the advisory committee.

County: the County of Kane, State of Illinois.

County Board: the County Board of Kane County, Illinois.

County Engineer: the County Engineer of Kane County as "County Engineer" is defined in [605 Illinois Compiled Statutes 5/5-201 et seq.](#)

County highway: shall have the definition as set forth in the Illinois Highway Code of the Illinois Compiled Statutes (605 ILCS 5/2-204).

County highway system: shall have the definition as set forth in the Illinois Highway Code of the Illinois Compiled Statutes (605 ILCS 5/2-102).

Density: is calculated for residential new development by dividing the total number of residential units by the total buildable land area in acres of the new development. Buildable land excludes land occupied by nonresidential structures, and land excluded from residential development by law (e.g. wetlands, floodplains and rights of way for arterial and major collector roads), but includes areas devoted to public rights of way for local and minor collector streets internal to the development, storm water management for the new development, parking areas, and common open space. For detached residential units on individual lots, the average density for the entire new development shall be used.

Developer: any person, corporation, organization, or other legal entity initiating new development.

Division of Transportation: the Kane County division of transportation located at 41W011 Burlington Road, St. Charles, Illinois 60175.

Encumbered: legally obligated or otherwise committed to use under contract or purchase order.

Enlarged: to make larger, bigger or to add onto so as to increase the useable square footage of a building so that the amount of useable internal square feet exceeds 25% of the existing useable internal square feet of the building structure.

Existing deficiencies: highway intersections or highway segments under the jurisdiction of the County that operated at level of service "E" (as defined by the Institute of Transportation Engineers)

or below in 2003 and that are identified as "existing deficiencies" in the comprehensive road improvement plan adopted by the County in County Board Resolution 04-21.

Fee payer: any person initiating new development who pays, or is required to pay an impact fee in accordance with the terms of this or any previous Road Improvement Impact Fee Ordinance.

Floor area ratio of a zoning lot: the floor area of the structure or structures on a zoning lot divided by the area of such zoning lot, or, in the case of planned unit developments, by the net site area. In all cases, the lot area or site area used to calculate the floor area ratio shall include the land areas allocated to parking and storm water management.

Highway: has the meaning as set forth in the Highway Code of the Illinois Compiled Statutes (605 ILCS 5/5-102 et seq.).

Highway capacity: the maximum rate at which vehicles can reasonably be expected to traverse a point or a uniform section of a highway or lane thereof during a given time period under prevailing highway, traffic and control conditions. ("Highway Capacity Manual" HCM 2000, section 2-1)

Highway improvement: the improvement, expansion, enhancement, enlargement or construction of highways under the jurisdiction of the County, which includes, but is not limited to bridges, right-of-ways and traffic control improvements owned and operated by the County. The term "highway improvement" shall not include tollways but may include tollway ramps at county highway intersections. The term "highway improvement" does not include any highways that are not designated for improvement in the comprehensive road improvement plan, even though they are under the jurisdiction of the County.

Highway improvement capital costs: include, but are not limited to, capital costs associated with the construction of new or expanded highway improvement, the need for which is generated by new development, which highway improvement has a life expectancy of three (3) or more years, and the land acquisition, land improvement, planning, design, and engineering related thereto. Such costs do not include routine and periodic maintenance expenditures, resurfacing or rehabilitation of existing pavement structures, or personnel, training, or other operating costs, but do include the costs of financing such highway improvements and reasonable administrative costs for administering the Impact fee program, provided that such administrative costs do not exceed five percent (5%) of the impact fee paid.

Impact fee: the road improvement impact fee as defined herein.

Industrial: Manufacturing, production, light industry, construction, service and/or warehousing activity.

Industrial Redevelopment: New development which is primarily industrial activity occurring on an infill or redevelopment site.

Infill: undeveloped land having at least seventy five percent (75%) of its perimeter bordering land that has been developed. Developed land includes land either having or that has had pre-existing structures thereon. Land that is currently in agricultural use or forestry use is not considered developed. Park and forest preserve properties that border an infill site shall not be counted as part of the perimeter of undeveloped land.

Impact fee agreement: an agreement between the County and a fee payer as provided for in Section Seven Paragraph 4 of this Ordinance.

Impact fee credit agreement: an agreement between the County and a fee payer as provided for in Section Twelve of this Ordinance.

Impact fee payment agreement: an agreement between the County and a fee payer as provided for in Section Eight of this Ordinance.

Land use assumptions: a description of the service area(s) and the roads, streets or highways incorporated therein, and includes projections relating to changes in land uses, densities and population growth rates which affect the level of traffic within the service area(s) for a ten (10) year period of time.

Level of service: the category of road service as defined by the Institute of Transportation Engineers which has been selected by the County as the adopted level of service to serve existing development not subject to the impact fee and to serve new development, provided that the level of service selected for the new development shall not exceed the level of service adopted for existing development.

Municipal impact fee: an impact fee assessed by a municipality pursuant to the road improvement impact fee law.

Municipality: any city, village or town with territory within the boundaries of Kane County.

New development: any residential, commercial, industrial or other project which is being newly constructed, reconstructed, redeveloped, structurally altered, relocated, or enlarged, and which generates additional traffic within the service area(s) of the County. Conversely, if the project will not generate additional traffic, it shall not constitute "new development" and the developer shall be exempt from the provisions of this Ordinance. New development will be deemed to commence upon the issuance of a building permit or the commencement of construction of the new development, whichever occurs first. Relocation of a business operating within the County to a newly constructed structure shall constitute new development. New development shall not include any new development for which site specific development approval has been given by a unit of local government within eighteen (18) months before the first date of publication (which publication date was February 19, 2003) by the County of the notice of public hearing to consider the land use assumptions relating to the development of a comprehensive road improvement plan and imposition of impact fees; provided, however, that a building permit for such new development is issued within eighteen (18) months after the date of publication of such notice. For the purpose of section eighteen of this Ordinance, new development shall constitute a structure or group of structures that require submittal of plans to and development approval by a municipality, including a final planned development plan, a final subdivision plat, a conditional or special use permit or a building permit. New development may also be defined through the terms of an impact fee payment agreement.

Noncommencement: the cancellation or abandonment of construction activity making a material change in a structure, or the cancellation or abandonment of any other new development activity making a material change in the use or appearance of land.

Nonresidential new development: new development consisting of a building(s) or other structure(s) that is suitable or capable of being used for all purposes other than residential purposes.

Person: any individual, firm, partnership, association, public or private corporation, organization or business, charitable trust or governmental agency, person, unit of local government or any other legal entity.

Private school: a private, nonprofit educational facility serving one or more of grades, kindergarten through grade-12 and formally recognized by the Illinois state board of education.

Procedures Manual: the document developed by the County Engineer and available from the division of transportation that sets forth the procedures, processes, forms and definitions to be used in the administration of this Ordinance.

Project: the construction of or an addition to a building.

Redevelop: to change the use of a building.

Redevelopment site: a new development site in which at least seventy five percent (75%) of the land area thereof has been previously developed in whole or in part.

Relocate: To move, reposition or change the location of an existing structure to a different location.

Residential new development: new development consisting of a house(s), building(s) or other structure(s) that is suitable or capable of being used for residential purposes.

Retail commercial: a single commercial retail outlet or series of retail outlets for the sale and or distribution of perishable and non perishable goods and the provision of services.

Road improvement impact fee: any charge or fee levied or imposed by the County pursuant to the road improvement impact fee law as a condition to the issuance of a building permit or certificate of occupancy in connection with a new development, when any portion of the revenues collected is intended to be used to fund any portion of the costs of system improvements.

Roads, streets or highways: any road, street or highway which has been designated for improvement in the comprehensive road improvement plan, together with all necessary appurtenances, including but not limited to bridges, rights of way, tollway ramps and traffic control improvements.

Service area: any one of the three (3) land areas delineated by the boundaries shown on exhibit A attached to the Ordinance codified herein, and which are so designated in the comprehensive road improvement plan.

Site-related improvements: capital highway improvements necessary for direct ingress to and egress from a new development. Site-related improvements include, among other things the following: (i) site driveways and roads; (ii) right and left-turn lanes for or leading to site driveways and roads; (iii) traffic control measures for or leading to site driveways and roads; (iv) acceleration and/or deceleration lanes; (v) median openings and/or closings; (vi) roads necessary to provide direct ingress to and egress from a new development; (vii) landscaping; (viii) lighting; (ix) utilities; (x) berms, and the rights of way needed for the above. The term "site related improvements" includes any improvements made to roads, streets, or highways and any appurtenances thereto that are not designated for improvement in the comprehensive road improvement plan.

Site specific development approval: an approval of a plan submitted by a developer to a unit of local government describing with reasonable certainty the type and intensity of land use for a specific parcel or parcels of real property. The plan may be in the form of, but need not be limited to, any of the following: a preliminary or final planned unit development plan, subdivision plat, development plan, conditional or special use permit, or any other form of development use approval, as utilized by a unit of local government, provided that the development use approval constitutes a final exercise of discretion by the unit of local government. If the approval is preliminary in nature, the final plat or plan for the new development shall be in substantial conformance with the preliminary plat or plan. "Substantial conformance" as used herein means that when compared to the preliminary plat or plan, the final plat or plan for a new development has virtually the same mix of land uses in virtually the same proportions and

generates the same or fewer peak hour trips, which peak hour trips are determined using the methodology as set forth in appendix A of the comprehensive road improvement plan.

Specifically and uniquely attributable: has the meaning as set forth in the Road improvement impact Fee Law of the Illinois Compiled Statutes (605 ILCS 5/5-901 et seq.).

Structurally altered: any change or addition to the load bearing structure of a building so that the amount of useable internal square feet exceeds 25% of the existing useable internal square feet of the building. System improvement: capital improvements, other than site-related improvements, on county highways which are set forth in the comprehensive road improvement plan and identified as being eligible to be funded with impact fees. System improvements must address capacity deficiencies.

Technical specifications: those documents that contain the impact fee calculation factors necessary for computation of the impact fee for a particular land use, an individual assessment, and the impact fee schedule attached to this Ordinance.

Temporary structure: a building or structure designed or intended for temporary human occupancy or for the temporary protection of animals, chattels, or property of any kind. For the purposes of this Ordinance, "temporary" is defined as a period of time no greater than two (2) years.

Transportation Committee: the transportation committee as designated by the Kane County Board.

Unit of local government: any city, village or town with territory in Kane County. The terms "unit of local government" and "municipality" are interchangeable.

Walking distance: the distance that a pedestrian must travel between destinations without obstruction, in a safe and comfortable environment. Walking distance is measured in linear feet along such paths, sidewalks or ways with one thousand three hundred twenty feet (1,320') equaling a one-fourth (1/4) mile and two thousand six hundred forty feet (2,640') equaling a one-half (1/2) mile.

Working day: any day on which the offices of the County are officially open, not including Saturdays, Sundays, and other holidays designated by the County Board. (Ord. 07-232, § 3, 7-10-2007)

Section Four. **Interpretation of Ordinance, Fee Schedule and Appeals.**

1. Application of the provisions of this Ordinance, the impact fee schedules and any individual assessment shall be made by the County Engineer. Whenever necessary, the County Engineer may use Trip Generation (8th ed. of the Institute of Transportation Engineers as may be amended or revised from time to time) or the Highway Capacity Manual (Special Report 209, Transportation Research Board, as may be amended from time to time), or locally obtained empirical data, in applying this Ordinance. The County Engineer shall establish a Procedures Manual identifying the procedures the Division of Transportation will utilize in administering this Ordinance.

2. Any decision by the County Engineer with respect to this Ordinance may be appealed by the fee payer to the County Board through the Transportation Committee. Any appeal shall be made by written petition within fourteen (14) calendar days of written notice of a decision by the County Engineer.

3. Upon receipt of a petition for appeal of a decision of the County Engineer, the Transportation Committee shall schedule consideration of such appeal at its next regularly scheduled committee meeting. The Transportation Committee shall notify the fee payer by regular mail of the date and time of such meeting and shall consider such written or oral testimony that the fee payer may present in conjunction with the decision and recommendation of the County Engineer. The Transportation Committee shall affirm, reverse, or modify the County Engineer's decision at said regularly scheduled meeting.

4. The fee payer shall have fourteen (14) calendar days after the date of the decision of the Transportation Committee to appeal the Transportation Committee's decision to the County Board. The County Board shall schedule consideration of such appeal at its next regularly scheduled County Board meeting. Failure by the County Board to render a decision within sixty (60) days of said County Board meeting shall constitute a denial of the fee payer's appeal.

5. Upon a final decision by the County Board, a fee payer may seek any subsequent relief in a de novo proceeding in the Circuit Court of the Sixteenth Judicial Circuit, Kane County, Illinois.

Section Five. Developers of New Development to Pay Road Improvement Impact Fee.

Any developer initiating or conducting new development shall pay an impact fee to the County in accordance with the terms and conditions of this Ordinance.

Section Six. **Assessment of Impact Fees and Impact Fee Schedule.**

1. An impact fee shall be calculated pursuant to the impact fee schedules set forth in Exhibit B of this Ordinance and shall be due upon issuance of a building permit, unless otherwise provided for herein. Unless the project is otherwise covered by an impact fee agreement, impact fees shall be assessed based on the predominant use of each building. Speculative projects for which the use of the buildings has not been determined will be assessed at the highest of the rates in the impact fee schedule which may be appropriate for the structure being built.

2. Any new development that has received site specific development approval prior to January 1, 2008, shall be assessed an impact fee under the terms of Kane County Ordinance 04-22. Any new development that has received site specific development approval on or after January 1, 2010, shall be assessed in accordance with the terms of the Kane County Road Improvement Impact Fee Ordinance in effect at the time the impact fee became due. New development that is assessed an impact fee under Kane County Ordinance 04- 22 shall not be eligible for any impact fee discount provided for in Section Eighteen of this Ordinance.

3. Any new development that is solely owned and solely occupied by a charitable organization that is certified by the Internal Revenue Service as tax-exempt under Section 501(c)(3) of the Internal Revenue Code, and that has received site specific development approval prior to January 1, 2008, shall be assessed an impact fee pursuant to the terms of Kane County Ordinance 04-22 until January 1, 2010, but shall receive a total site discount equaling: (i) 100% of the impact fee that would have been assessed on an equivalent land use that generates 50 weekday PM peak hour trips, or (ii) 100% of the impact fee assessed on the new development thereunder, whichever amount is less.

Section Seven. **Payment of Impact Fees.**

1. Except as may be otherwise provided in subsections 3 and 4 of this Section, impact fees for a single family residential new development assessed pursuant to any previous, current or subsequent Ordinance shall, prior to the issuance of a building permit by either a municipality or the County, be paid in full.

2. Except as otherwise provided for in this subsection and in subsection 3 and 4 of this Section, impact fees for multi-family residential new development and for non-residential new development assessed pursuant to any previous, current or subsequent Ordinance shall, prior to the issuance of a building permit by either a municipality or the County, be paid in full.

3. In the event that a building permit or certificate of occupancy is issued by a municipality without an impact fee having been paid, the County may collect the impact fee from the fee payer or the fee payer's successor in title at any time thereafter. Any fee payer or any fee payer's successor in title, paying an impact fee after a building permit or certificate of occupancy has been issued shall be charged a rate of interest which is three percent (3%) over the prime commercial rate in effect at the time that the impact fee is assessed. Interest shall begin accruing on the first business day following the date of said building permit or certificate of occupancy issuance.

4. Payment of an impact fee may be authorized at a time earlier than as otherwise specified in subsections 1 and 2 of this Section if the County and the fee payer enter into an impact fee payment agreement that provides for such earlier payment of the impact fee. At the option of the County, the County may enter into an impact fee payment agreement with a fee payer pursuant to Section Eight hereof that provides for the installment payment of the impact fee at a rate of interest which is 3% over the prime commercial rate in effect at the time that the impact fee is imposed, for a period of up to ten (10) years after the impact fee is due, provided that the County receives, in the opinion of the County, adequate security ensuring such later payment of the impact fee. In all impact fee payment agreements, interest on any unpaid impact fee or part thereof shall begin accruing on the first business day following submittal of the impact fee application.

5. Developers of residential new development who receive assisted financing, or who have received a written commitment for assisted financing and whose assisted financing has been provided within six (6) months of the issuance of a certificate of occupancy, may enter into an impact fee payment agreement with the County whereby the impact fee may be paid in installments over a ten (10) year period of time at a rate of interest which is three percent (3%) over the prime commercial rate in effect at the time that the impact fee is assessed.

6. The County and any municipality may enter into an intergovernmental agreement that provides for the cooperative collection of impact fees and/or for the conditioning of the issuance of municipal building permits or certificates of occupancy upon proof of payment of the County's impact fee.

7. Municipalities shall provide the County with a notice of issuance of any building permit in accordance with the provisions of 65 ILCS 5/11-39-1, and shall submit a copy of the fee payer's receipt of payment of the impact fee or a County approved impact fee payment agreement along with such notice.

Section Eight. **Impact Fee Payment Agreements.**

1. At any time prior to the issuance of a building permit, a fee payer may enter into an impact fee payment agreement with the County providing for the payment of the impact fee imposed by this Ordinance, in accordance with requirements specified by the County Engineer. Such impact fee payment agreement may provide for: a) installment payments of the impact fee for a period up to ten (10) years, (only in the case of new development funded by assisted financing), b) reduction of the impact fee through transportation systems management strategies, c) recapture payments for construction credits, d) credit and security arrangements and e) other matters relating to the impact fee. In addition, any impact fee payment agreement may also include an improvement credit agreement as provided for in Section Twelve of this Ordinance. A form of security may, at the sole option of the County be required to secure the deferred payment of an impact fee due under the provisions of this

Ordinance. Security may be in the form of a promissory note, cash bond, security bond, an irrevocable letter of credit, or a lien or mortgage on the lands to be covered by the building permit, among other things. The impact fee payment agreement may provide that such security may be partially releasable upon receipt of partial payments of the impact fee. Fee payers receiving assisted financing shall be charged a rate of interest which is three percent (3%) over the prime commercial rate in effect at the time that the impact fee is assessed, on any deferred impact fee payments.

2. Fee payers for non-residential new development and fee payers for multi-unit residential new development will be allowed to enter into impact fee payment agreements to defer payment of some portion of the impact fees due upon the issuance of a building permit. Impact fee payment agreements shall provide that a payment of at least fifty percent (50%) of the determined impact fee or construction credits in lieu of cash shall be payable upon the issuance of a building permit, and the balance shall be payable in twelve (12) months from the date of issuance of the building permit. Fee payers shall be charged a rate of interest that is three percent (3%) over the prime commercial rate in effect at the time that the impact fee is assessed, on any impact fees deferred.

3. Within ten (10) working days of receipt of a written application for an impact fee payment agreement, the County Engineer shall determine if all pertinent information has been provided by the person making the written application. If the County Engineer determines that additional documentation is required, the County Engineer shall send a written statement specifying the deficiencies in the application by mail/email to the person submitting the application. Until the deficiencies are corrected, the County shall take no further action on the application for an impact fee payment agreement.

4. When the County Engineer determines that the application for an impact fee payment agreement is complete, the County Engineer shall draft an impact fee payment agreement for the review and approval of the fee payer. Upon acceptance of the impact fee payment agreement by the fee payer, the Transportation Committee shall consider the impact fee payment agreement at its next regularly scheduled meeting. If the Transportation Committee approves the impact fee payment agreement, the County Engineer may execute the agreement on behalf of the County. The Transportation Committee's denial of an impact fee payment agreement shall be based on written finding. Said written findings shall indicate that the impact fee payment agreement is not in the best interest of the County. Reasons for such finding may include but are not necessarily limited to the extraordinary potential adverse impact of the new development among other things.

Section Nine. **Intergovernmental Agreements.**

1. At any time after the adoption of this Ordinance, the County may enter into an intergovernmental agreement with any municipality with territory in Kane County regarding the impact fee imposed by this Ordinance. Such intergovernmental agreements shall be adopted in accordance with state statute and may include provisions governing administrative issues involving the collection of the impact fee assessed, such as the reimbursement of collection costs from the impact fees collected, and any other matters deemed necessary or appropriate by the County and the municipality.

2. The intergovernmental agreement may provide for the collection of an impact fee for municipal streets as an additional component of the Kane County Road improvement Impact Fee, provided that all the municipalities in the applicable service area(s) enter into an intergovernmental agreement with the County that provides that the municipal street portion of the impact fee shall be expended for municipal street improvements within the service area(s) in which the fee is collected, and provided that the use of the impact fees on municipal streets is used in the same manner and for the same purposes as motor fuel tax money allotted to the County under the provisions of the Highway Code of the Illinois Compiled Statutes (605 ILCS 5/5- 701 et seq.), solely for highway improvement capital costs.

Section Ten. **Impact Fee Schedule.**

1. Any developer, except those preparing an individual assessment pursuant to Section Eleven of this Ordinance and those initiating new development exempt from the impact fee by the provisions of Section Seventeen hereof, shall pay the impact fee as set forth in Exhibit B of this Ordinance. When a land use of a new development is not listed in Exhibit B of this Ordinance, the County Engineer may determine the land use classification which most closely identifies the new development, which land use shall apply for purposes of determining the applicable impact fee under this Section. For land uses not specifically listed in Exhibit B, the County may, at the discretion of the County Engineer, determine an appropriate impact fee based on accepted traffic engineering practices, published data, the impact fee per trip provided in Exhibit D of this Ordinance, and the formula in Section Eleven of this Ordinance.

2. In the event that the proposed new development is a change in the immediate past land use of the site of the new development, the amount of the impact fee shall be based on the change in trips generated by the new use of the new development site, and the formula set forth in Section Eleven shall be used to calculate the impact fee.

3. Where a proposed new development is to be located within two (2) service areas, the County Engineer shall determine the impact fee as follows:

a. In the case of residential new development, the impact fee shall be determined by counting the number of dwelling units located within each service area of the new development and charging a per-unit cost for the dwelling units within each service area.

b. In the case of non-residential new development, the impact fee shall be determined by calculating the average of the impact fees that would otherwise be charged if the new development were located entirely within each service area.

Section Eleven. **Individual Assessment of Impact.**

1. Any developer may choose to provide an individual assessment of the impacts of the proposed new development upon the County highway system. The individual assessment may be used by the County to determine (i) whether the share of the highway improvement capital costs necessitated by the proposed new development should be less than the impact fee established in Section Ten of this Ordinance or (ii) the impact fee for a particular land use or combination of uses not otherwise identified in Section Ten of this Ordinance.

2. Any developer who chooses to provide an individual assessment is required to submit to the County Engineer a written statement of intent to perform an individual assessment prior to performing the individual assessment.

3. The individual assessment shall be calculated according to the following formulas (See Technical Specifications for detailed information):

PRIMARY TRIP RATE = GROSS TRIP RATE x TOTAL TRIP REDUCTION TRIPS

= PRIMARY TRIP RATE x NUMBER OF IMPACT UNITS GROSS IMPACT FEE =

TRIPS x IMPACT FEE PER TRIP

NET IMPACT FEE = GROSS IMPACT FEE minus DEMOLITION CREDIT minus IMPROVEMENT CREDIT

REDUCED IMPACT FEE = NET IMPACT FEE x IMPACT FEE MULTIPLIER

DISCOUNTED IMPACT FEE = REDUCED IMPACT FEE x (100% minus IMPACT FEE DISCOUNT) Where: GROSS TRIP RATE = The number of trips generated by one IMPACT UNIT of the new development on a weekday during the peak hour, between 4:00 p.m. and 6:00 p.m., of adjacent street traffic, as defined in Trip Generation (Institute of Transportation Engineers, 8th ed., 2008).

TOTAL TRIP REDUCTION = The percentage of trips generated by a new development that are pass-by trips or diverted-linked trips as defined by the Trip Generation Handbook (Institute of Transportation Engineers, 2004) as may be amended from time to time.

PRIMARY TRIP RATE = The portion of the GROSS TRIP RATE that represents new trips on the highway system, discounting pass-by and diverted-linked trips.

IMPACT UNITS = A measure of the size of the new development that correlates with the number of peak hour trips generated by the new development between 4:00 p.m. and 6:00 p.m. For residential new developments, the IMPACT UNIT is the number of dwelling units of various types in the new development. For non-residential new developments, the IMPACT UNIT is generally a multiple of the number of gross interior square feet of the buildings constructed in the new development.

IMPACT FEE PER TRIP = The GROSS IMPACT FEE for the service area for new development that generates one trip during the peak hour of adjacent highway traffic between 4:00 p.m. and 6:00 p.m. (See Exhibit D of this Ordinance).

DEMOLITION CREDIT = The GROSS IMPACT FEE that would have been assessed on a building that a fee payer demolishes in conjunction with new development.

IMPROVEMENT CREDIT = The value of impact fee eligible highway improvements constructed by a developer in conjunction with new development and pursuant to an improvement credit agreement with the County.

IMPACT FEE MULTIPLIER = The percentage determined by the County Board by which the NET FEE shall be multiplied to determine the REDUCED FEE (See Exhibit C of this Ordinance).

IMPACT FEE DISCOUNT = The percentage determined by the County Engineer by which the REDUCED FEE shall be discounted based upon the trip reduction measures included in the new development, as provided for in Section Eighteen of this Ordinance. Only new developments meeting the specific requirements of Section Eighteen are eligible for this discount. For all other projects, the IMPACT FEE DISCOUNT = 0%.

4. The individual assessment shall include the following information:

a. The proposed trip generation rates for the proposed new development, on an average daily and on a peak design hour basis. The trip generation rates shall be based on local empirical surveys for the same or similar land use types;

b. The proposed trip reduction rates for pass-by and diverted-linked trips, if any. The trip reduction rates shall be based on local empirical surveys for the same or similar land use types.

c. Any other data and supporting calculations that demonstrate a lower impact fee would be justified due to the unique nature or location of the new development.

5. An individual assessment shall be prepared only by transportation professionals, qualified by the County in accordance with established procedures, in the field of transportation planning and engineering and impact analysis

6. Within ten (10) working days of receipt of an individual assessment, the County Engineer shall determine if the individual assessment is complete. If the County Engineer determines the application is not complete, the County Engineer shall send by mail a written statement specifying the deficiencies to the person submitting the application. Until the deficiencies are corrected, the County Engineer shall take no further action on the application, other than further reviews for completeness.

7. When the County Engineer determines the individual assessment is complete, the individual assessment shall be reviewed by the County within fifteen (15) working days thereafter. The County Engineer shall approve the proposed impact fee if the County Engineer determines that the traffic information, traffic factors, and methodology used to determine the proposed impact fee are professionally acceptable and fairly assess the highway improvement capital costs to the County highway system in accordance with the formula set out in Subsection 1 of this Section. If the County Engineer determines that the traffic information, traffic factors, or methodology are unreasonable, the proposed impact fee shall be denied, and the developer shall pay the impact fee according to the schedule established in Section Ten of this Ordinance or as otherwise determined by the County Engineer if the new development's proposed land use has not previously been identified in the impact fee schedule. If the individual assessment is denied by the County Engineer, the person or developer may appeal the decision of the County Engineer in the manner provided for in Section Four of this Ordinance.

Section Twelve. **Impact Fee Credit Agreements.**

1. Any fee payer may request an impact fee credit against the impact fee imposed by this Ordinance for any contribution, payment, recapture, construction of a system improvement or conveyance of land accepted and received by Kane County for system improvements in accordance with the provisions of this Section. To be eligible to receive an impact fee credit, any fee shall apply for said credits in writing to the County Engineer no later than . Highway improvements made primarily for the benefit of the new development or individuals or entities other than the County, including but not limited to highway improvements such as turn lanes, traffic signals at private entrances, improvements to cross streets not on the County highway system over and above those necessary for the efficient operation of County intersections, and improvements to private property, together with the engineering and right of way costs therefore, are not eligible for an improvement credit. Any contribution, payment, recapture, construction of a system improvement or conveyance of land accepted and received by the County that does not address a capacity deficiency as set forth in the Comprehensive Road Improvement Plan or is received by the County as third party beneficiary to consideration included in any annexation agreement or as consideration for the a grant from the County of any benefit to the new development, is not eligible as an improvement credit.The County Engineer shall determine which improvements are system improvements eligible for an improvement credit.

2. The County shall not be required to refund any impact fee or part thereof for any improvement credits that exceed the impact fee assessed by this Ordinance for the new development. However, a fee payer or his or her successor in interest may apply an improvement credit which has not otherwise been used in another improvement credit agreement, against an impact fee which would otherwise be due and owing under the provisions of this Ordinance, provided that the improvement for which the credit is being applied is located within the same service area as the new development which would be the beneficiary of the credit and provided that the refund application is made within five years of the date of execution of the original improvement credit agreement.

3. A fee payer shall be entitled to an improvement credit equal to the dollar value of the cost of eligible system improvements contributed, paid for or committed to by the fee payer or his or her predecessor in interest in conjunction with the County's approval of the new development which is subject to the impact fee for which an improvement credit is being sought. The cost of such improvements shall be based on the following criteria:

a. The actual cost of the system improvements based on a valid contract proposal or bid tabulations for work performed in Kane County on a County highway; and

b. The mean value of two legitimate, qualified appraisals of the fair market value of any land or interest therein which is part of the system improvement for which a credit is being sought. The fee payer or developer and the County shall each provide a legitimate, qualified appraisal from which the mean shall be determined.

4. The fee payer or developer shall initiate such determination of entitlement to an improvement credit by submitting a written request for an improvement credit agreement to the County Engineer no later than _____. The request for an improvement credit agreement shall include the following information:

a. A proposed plan of specific system improvements, prepared and certified by a duly qualified and licensed Illinois civil engineer; and,

b. The projected costs for the proposed system improvements, which shall be based on local information for similar highway improvements, along with the construction timetable for the completion of such improvements. Such estimated costs shall include the cost of all labor and materials, the appraised value or cost of all lands, property, rights, easements and franchises acquired, financing charges, interest prior to and during construction and for one (1) year after completion of construction, cost of plans and specifications, surveys of estimated costs and of revenues, costs of engineering and legal services and all other expenses necessary or incidental to determining the feasibility or practicability of such construction or reconstruction.

5. Within ten (10) working days of receipt of the request for an impact fee credit agreement, the County Engineer shall determine if all pertinent information has been provided. If the County Engineer determines that additional information is required, the County Engineer shall send a written statement outlining the request's deficiencies to the person submitting the request. The County Engineer shall take no further action on the proposed improvement credit agreement, other than further reviews for completeness, until all deficiencies have been corrected or otherwise settled.

6. Once the County Engineer determines that the proposed improvement is a system improvement and the proposed costs for the suggested system improvement are professionally acceptable and fairly assess its cost and any unit of local government with jurisdiction over the proposed system improvement or any part thereof is in agreement with the system improvement, the County Engineer shall draft an improvement credit agreement that shall be reviewed and approved by the person or developer submitting the request for the improvement credit agreement. The impact fee credit agreement shall specifically outline the system improvements that will be constructed by the person or developer, the time by which the system improvements shall be completed and the total dollar value of the system improvements. If the County Engineer determines that either the proposed system improvement is not a system improvement or that the proposed costs thereof are not acceptable, the County Engineer shall notify the person or developer of his/her decision and may propose an alternative system improvement consistent with the provisions of this Ordinance.

7. Upon acceptance of the impact fee credit agreement by the County Engineer and the person or developer, the Transportation Committee shall consider the impact credit agreement at its next regularly scheduled committee meeting. If the Transportation Committee approves the impact fee credit

agreement, the County Engineer may execute the impact fee credit agreement on behalf of the County. Any impact fee credit agreement that includes system improvements with a total dollar value over \$100,000 shall be reviewed and ratified by the County Board before it is executed by the County Engineer.

8. The Division of Transportation shall maintain records of the use of impact fee credits toward payment of impact fees due and shall provide a quarterly statement to the beneficiary of each impact fee credit agreement indicating use of any impact fee credits during the reporting period and the balance of impact fee credits remaining. Upon execution of an impact fee credit agreement, the beginning balance shall be equal to the total dollar value of the impact fee credits as specified in the impact fee credit agreement. Impact fee credits will be applied against new development in the following manner:

a. The recipient of the impact fee credit shall indicate on the impact fee application that impact fees assessed will be paid by utilizing impact fee credits and shall indicate the improvement credit agreement number.

b. For each portion of the new development to which an impact fee credit is intended to be applied, the Division of Transportation shall calculate the gross impact fee in accordance with Exhibit B of this Ordinance or in accordance with Section Eleven of this Ordinance. The remaining impact fee credit balance shall be reduced by the gross impact fee for that portion of the new development. The impact fee receipt shall note that the impact fees were paid through application of impact fee credits and the amount of improvement credit expended.

c. If the impact fee credits remaining are insufficient to cover the gross impact fee for the new development, the remaining gross impact fee shall be multiplied by the impact fee multiplier then in effect and the applicant notified of the impact fee due.

Section Thirteen. **Demolition Credits.**

1. A developer shall be entitled to a demolition credit equal to the dollar value of the gross impact fee that would have been charged on the building(s) being demolished as part of a redevelopment plan or new development. A demolition credit shall not exceed the gross impact fee for the new development.

2. At the time of application for an impact fee receipt, the person applying for an impact fee receipt shall present to the County a copy of the demolition permit or letter of authorization from the unit of local government issuing the demolition approval. The demolition permit shall be attached to the impact fee receipt application and demolition credits shall be calculated based upon the impact fee schedule in effect as of the date the impact fee is assessed. Demolition credits shall be deducted from the gross impact fee calculated for the new development.

3. The County shall not grant demolition credits for demolitions not associated with new development.

Section Fourteen. **Establishment of Service Areas.**

There are hereby established service areas within the County in accordance with the boundaries set forth on Exhibit A of this Ordinance. The impact fee funds collected pursuant to this Ordinance shall be expended within the service area(s) from which they were collected, in accordance with the provisions of Section Fifteen of this Ordinance.

Section Fifteen. Use of Impact Fees Collected.

1. The impact fees collected pursuant to this Ordinance shall be used in the same manner and for the same purposes as motor fuel tax money allotted to the County under the provisions of the Highway Code of the Illinois Compiled Statutes, (605 ILCS 5/5-701 et seq.), solely for highway improvement capital costs that are specifically and uniquely attributable to the new development assessed the impact fee. In no event shall impact fees be expended to alleviate existing deficiencies in the County's highway system which were identified in the Comprehensive Road Improvement Plan that was the basis for the original Road Improvement Impact Fees adopted by the County. The impact fees shall be expended on system improvements within the service area(s) from which the impact fees were collected, as specified in the Comprehensive Road Improvement Plan. In the event that a service area boundary is the centerline of a County highway or intersection, the County Engineer may use the impact fees to complete the system improvements to the opposite side of the highway or right of way. Co-mingling of impact fees with regular highway, local gasoline or state motor fuel tax funds on projects is permissible to the extent that regular tax funds are used to pay for the cost of alleviating any existing deficiencies. The County Engineer shall provide a written justification of the allocation of impact fees whenever such impact fees are allocated to projects that will remedy existing deficiencies, demonstrating that the impact fees are not used to improve said existing deficiencies.

2. Any expenditure or encumbrance of impact fees used to acquire right of way shall be expended or encumbered in conjunction with construction associated with that right of way and shall be expended or encumbered within five (5) years from receipt of the impact fees used to acquire the right of way.

3. Impact fees collected by the County pursuant to this Ordinance shall be kept separate from other funds of the County.

4. A "Road Improvement Impact Fee Fund" shall be established for each service area established in Section Fourteen of this Ordinance to insure that the impact fees collected are appropriately earmarked and spent on system improvements in accordance with the provisions of this Ordinance. In the event that any municipality enters into an intergovernmental agreement for the collection of a Road Improvement Impact Fee for municipal streets, an additional Road Improvement Impact Fee Fund shall be established for each of the service area(s) in which the municipality is located to insure that the municipal component of the impact fee is expended on municipal projects within the service area(s) in which it is collected.

5. Impact fees collected shall accrue to the fund established for the service area(s) in which the new development is proposed or occurs.

6. Impact fees on deposit and not immediately necessary for expenditure shall be invested in interest bearing accounts designated solely for the impact fees for each service area(s). All interest derived therefrom shall be retained in the appropriate fund and used for highway improvements authorized in this Ordinance.

7. The County shall provide for an annual accounting of any fund or account containing impact fee proceeds and interest earned thereon. Such accounting shall include, but shall not be limited to, the total impact fees collected, the source of the impact fees collected, the total amount of interest accruing on such impact fees, the amount of impact fees expended on highway improvements, and a list of the improvement credits granted. The County shall publish the results of the accounting once a year in a newspaper of general circulation within Kane County. The notice shall also state that a copy of the accounting report shall be made available for public inspection at reasonable times. A copy of the report shall be given to the advisory committee.

Impact fees collected pursuant to Kane County Ordinance 04-22 and impact fees assessed pursuant to Section Six, Paragraph 2 of this Ordinance may be expended on any eligible project identified on the Comprehensive Road Improvement Plan in effect at the time of award of the contract for expenditure of the impact fees; however, impact fees collected pursuant to Kane County Ordinance 04-22 and impact fees assessed pursuant to Section Six of this Ordinance shall be expended within the service area as defined in Ordinance 04-22 from which the impact fees were collected.

Section Sixteen. Refunds.

1. Any impact fee collected may be refunded to the fee payer for the approved new or due to non-commencement of construction before the impact fees have been spent or otherwise encumbered. Refunds may be made in accordance with this Section, provided that the fee payer or his or her successor in interest files a written request for a refund for an impact fees paid, within one (1) year of the date that the impact fees were required to be encumbered.

2. Impact fees collected shall be encumbered for any of the purposes listed in Section Fifteen of this Ordinance within five (5) years of the date of receipt thereof. In determining whether the funds have been encumbered, the impact fees shall be accounted for on a first-in- first-out (FIFO) basis.

3. The impact fees collected pursuant to this Ordinance that have not been encumbered in accordance with Paragraph 2 of this Section shall be returned to the owner of record only upon receipt of a petition therefor. The petition shall include the following information:

a. A notarized sworn statement that the applicant is the owner of record of the new development for which the impact fee was paid and that the applicant is entitled to a refund under the terms of this Ordinance;

b. A certified copy of the latest recorded deed for the property that comprises the new development for which the impact fee was paid; and

c. A copy of the most recent ad valorem property tax bill for the property that comprises the new development for which the impact fee was paid;

4. Within ten (10) working days of receipt of the written request, the County Engineer shall determine if the written request is complete. If the County Engineer determines the refund request is not complete, the County Engineer shall send a written statement specifying the deficiencies by mail to the person submitting the request. Unless the request's deficiencies are corrected, the County Engineer shall take no further action on the request.

5. When the County Engineer determines the request for refund of impact fees paid is complete, the County Engineer shall review the request within fifteen (15) working days, and shall approve the requested refund if the County Engineer determines the fee payer has paid an impact fee which the County has neither spent nor encumbered within five (5) years from the date the impact fee was paid.

6. If any impact fee has not been spent or otherwise encumbered within five (5) years of the date the impact fee were received, upon receipt of a refund petition, the impact fee shall be refunded along with interest at a rate which is seventy percent (70%) of the prime commercial rate in effect at the time that the impact fee is imposed, less five percent (5%) of the total fee to defray the costs of administration.

7. Impact fee refunds may be made at the discretion of the County Engineer without application in any case where inadvertent mathematical error resulting in overpayment has been made.

8. Any charitable organization certified by the Internal Revenue Service as tax-exempt under Section 501(c)(3) of the Internal Revenue Code, and when so certified paid an impact fee under Kane County Ordinance 04-22 for new development that is solely owned and solely occupied by the charitable organization shall, upon written application to the Kane County Engineer, receive a one time refund in an amount equal to 100% of the impact fee that would have been assessed on an equivalent land use that generates 50 weekday PM peak hour trips, or an amount equal to 100% of the impact fee paid, whichever amount is less.

Section Seventeen. Exemptions.

The following new development shall be exempt from payment of any impact fees imposed by this Ordinance:

1. Alterations or expansion of an existing dwelling unit where no additional units are created and the use of the unit is not changed;

2. Nonresidential new development where an existing building is structurally altered or enlarged creating additional usable square footage of no greater than twenty-five thousand (25,000) square feet (alternative language: or where the square footage created by the structural alteration or enlargement does not exceed 25% of the square footage of the existing building???) where (a) no additional useable square feet of space is added, (b) where the nonresidential new development does not require a zoning change, or (c) where the alteration is required by the County's or a municipality's building code;

3. The construction of nonresidential accessory buildings which do not constitute an increase in intensity of the existing use;

4. The reconstruction of a destroyed or partially destroyed building with a new building of the same size and use;

5. Publicly owned and operated school buildings; and

6. Public buildings owned, operated and occupied by government agencies.

7. Temporary structures.

8. Affordable housing. Each housing unit (or a designated percentage of the housing units in multi-family housing developments) meeting the definition of "affordable housing" and the requirements of this section shall be exempt from payment of the road improvement impact fee. The County engineer shall establish procedures to ensure that rental housing developments qualifying for this exemption continue to meet the minimum affordability requirements of the Illinois housing development authority for a period of ten (10) years. If a rental housing development fails to meet the affordability requirement in any year, the impact fee that would otherwise have been due shall be paid in full by the owner of record; and

9. Private schools (Ord. 07-232, § 17, 7-10-2007).

Section Eighteen. Discounts

1. A new development shall be eligible for a forty percent (40%) discount from the impact fee assessed in accordance with section ten of this Ordinance, provided that all of the following are met:

a. All building entrances in the new development are (i) within one half (1/2) mile walking distance of an existing or committed PACE fixed route bus service; or (ii) within one mile (1) mile walking distance of an existing or committed METRA commuter rail station (for the purposes of this subsection (a), "committed" shall mean that the METRA station or PACE fixed route bus service is included in either agency's published five year capital plan or has otherwise been actually budgeted by either agency); or (iii) within one-half (1/2) mile walking distance of other transit service. In order to meet the requirements of this subsection, "other transit service" shall meet all of the following requirements:

i. The transit service shall be scheduled along a fixed route with at least one terminus at an existing METRA commuter rail station or existing PACE fixed bus service. At a minimum, hourly round trip service shall be provided on weekdays from six o'clock (6:00) A.M. to nine o'clock (9:00) A.M. and from four o'clock (4:00) P.M. to seven o'clock (7:00) P.M.; and,

ii. The transit service shall be available for use by the general public, although occupants of the new development may be charged a preferred rate; and,

iii. The transit service shall be committed to for a period of at least ten (10) years with a guaranteed funding source; and,

iv. The transit service shall have a minimum passenger capacity sufficient to serve five percent (5%) of the units of the residential new development receiving the discount or five percent (5%) of the employees of the nonresidential new development receiving the discount. If a new development proposes to utilize an existing "other transit service", that transit service shall have sufficient available capacity to meet the minimum passenger capacity requirement as set forth in this subsection; and,

v. The transit service shall be provided by an entity licensed and insured to carry passengers for hire.

b. The new development includes a residential component and also includes at least four (4) of the land uses or trip generators listed in paragraph 2 below, or all building entrances are: (i) within one-quarter (1/4) mile walking distance of a residential zoning district and at least four (4) of the land uses or trip generators listed in paragraph 2 below; or (ii) within three quarter (3/4) mile walking distance of a residential zoning district and at least six (6) of the land uses or trip generators listed in paragraph 2 below.

c. The new development has (i) an average residential density of at least seven (7) units per acre; or (ii) an average nonresidential or mixed use floor area ratio of at least 0.5.

d. Unless located on an infill or redevelopment site the maximum block perimeter within the new development is less than or equal to two thousand two hundred feet (2,200') and the main or a public entrance to the building is directly accessible on a paved pathway from the public sidewalk along a street, with no parking allowed between the building and the public sidewalk along the street.

2. Land uses and trip generators referenced in this section are: parks, forest preserves, community or civic centers, recreation facilities, schools or daycare centers, libraries, places of worship, post offices, convenience stores, laundry/dry cleaners, neighborhood retail centers, restaurants, pharmacies, grocery stores, banks, medical/dental offices or hospitals, and general offices. A single use may not be counted in more than one category. Accessory uses within a principal

use may not be counted as a separate use; for example, a school within a church shall be considered one (1) use.

3. New development meeting the requirements of paragraph 1 of this section shall be given an additional ~~ten percent (10%)~~ discount from the impact fee assessed in accordance with section ~~ten~~ of this ordinance, provided the new development is located on an infill or redevelopment site.

4. Non residential new development meeting the requirements of subsection (a) of this section shall be given an additional ~~twenty percent (20%)~~ discount from the impact fee assessed in accordance with section 17-17 of this article, provided the new development is located on an infill or redevelopment site.

5. Industrial redevelopment meeting the requirements of paragraph 1 of this section shall be given an additional ~~twenty percent (20%)~~ discount from the impact fee assessed in accordance with section ten of this Ordinance

6. New development meeting the requirements of paragraph 1 of this section shall be given an additional ~~ten (10%)~~ discount from the impact fee assessed in accordance with section ~~ten~~ of this Ordinance, provided the new development (i) has an average residential density of at least ~~fourteen (14)~~ units per acre; or (ii) has an average non-residential or mixed use floor area ratio of at least 1.0.

7. New development meeting the requirements of paragraph 1 of this section shall be given an additional ~~ten percent (10%)~~ discount from the impact fee assessed in accordance with section ~~ten~~ of this Ordinance, provided the new development (i) has an average residential density of at least ~~twenty eight (28)~~ units per acre; or (ii) has an average non-residential or mixed use floor area ratio of at least 1.5.

8. The first fifty (50) trips generated by industrial redevelopment shall be discounted ~~ten (10) percent.~~

9. Industrial redevelopment meeting the requirements of paragraph 1 of this section shall be given an additional ~~ten percent (10%)~~ discount from the impact fee assessed in accordance with section 10 of this Ordinance, provided the new development has access to a railroad spur for freight purposes.

10. Industrial redevelopment meeting the requirements of paragraph 1 of this section shall be given an additional ~~five percent (5%)~~ discount from the impact fee assessed in accordance with section 10 of this Ordinance, provided the new development is within one mile of a public use airport.

11. Industrial redevelopment meeting the requirements of paragraph 1 of this section shall be given an additional ~~five percent (5%)~~ discount from the impact fee assessed in accordance with section 10 of this Ordinance, provided the new development has access to a railroad spur for freight purposes.

12. Industrial redevelopment meeting the requirements of paragraph 1 of this section shall be given an additional ~~five percent (5%)~~ discount from the impact fee assessed in accordance with section 10 of this Ordinance, provided the new development has access to a satet designated truck route.

13. Except for charitable organizations, the maximum impact fee discount that any new development may receive under this Section is ~~seventy percent (70%)~~. Impact fees calculated through an individual assessment are not eligible for any of the discounts in this section.

14. In order to receive the impact fee discount described in this section, the developer shall submit an impact fee discount application to the division of transportation. The impact fee discount application shall include an overall plan of the new development, a description of the permitted and anticipated land uses, and detailed calculations clearly demonstrating that the new development meets the requirements listed in this section and a schedule indicating the anticipated year of construction of the various phases and elements of the new development. The division of transportation may establish further requirements for an impact fee discount application as needed to properly administer the requirements of this section.

15. As a condition of receiving an impact fee discount under this section, the developer shall enter into an impact fee payment agreement with the County in accordance with section eight of this Ordinance. The impact fee payment agreement shall provide that the developer will construct the new development in accordance with the supporting documents submitted with the impact fee discount application, within a period not to exceed ten (10) years. The impact fee payment agreement shall also include a commitment by the developer that if the new development is not completed in accordance with the impact fee discount application within ten (10) years of the date of the impact fee payment agreement, or if there is a material change in the new development that would result in its ineligibility to receive an impact fee discount, or its receiving a lesser impact fee discount, that the developer shall pay or cause to be paid to the County an amount equal to the impact fee discount or excess impact fee discount received. The duration of the impact fee discount may be extended beyond the ten (10) year period upon mutual agreement of the County and the developer, provided that portions of the new development completed within ten (10) years meet the qualification requirements for the discount obtained and that additional portions of the development receiving the discount after the ten (10) year period continue to meet the requirements for the discount obtained. The County may, as a condition of the impact fee payment agreement, require a guaranty in a form acceptable to the County to ensure such payment.

16. New development shall be eligible for a one hundred percent (100%) discount from the impact fee assessed in accordance with section ten of this Ordinance, provided: (i) it is solely owned and solely occupied by a charitable organization certified by the internal revenue service as tax-exempt under section 501(c)(3) of the internal revenue code and (ii) the total site generates fifty (50) or fewer weekday P.M. peak hour trips as determined using the methodology contained in appendix A of the comprehensive road improvement plan. Sites that generate greater than fifty (50) weekday P.M. peak hour trips but otherwise meet the requirements of this section shall receive a total maximum discount the amount of which is determined by multiplying the applicable impact fee per trip from exhibit D attached to the Ordinance codified herein of this Ordinance, by the applicable impact fee multiplier from exhibit C attached to the Ordinance codified herein, and multiplying the result by fifty (50). In order to receive this discount, the charitable organization shall provide satisfactory evidence of its federal tax-exempt status. (Ord. 07-232, § 18, 7-10-2007).

Section Nineteen. **Advisory Committee.**

1. An advisory committee has been established by the County in compliance with the requirements of the Road Improvement Impact Fee Law to assist the County in the recommendation of land use assumptions and the development of the Comprehensive Road Improvement Plan. After the effective date of this Ordinance, the advisory committee shall, among other duties, continue to:

- a. Report to the County on all matters relating to the imposition of impact fees;
- b. Monitor and evaluate the implementation of the Comprehensive Road Improvement Plan and the assessment of impact fees;

- c. Report annually to the County with respect to the progress of the implementation of the Comprehensive Road Improvement Plan; and
- d. Advise the County of the need to update or revise the land use assumptions, Comprehensive Road Improvement Plan, or impact fees.
- e. Review the County's highway program with respect to impact fee expenditures.
- f. Discuss relevant development trends in the County.

2. The County shall adopt procedural rules to be used by the Advisory Committee in carrying out the duties imposed by this Section. The rules shall provide that any three members of the Advisory Committee may call a meeting of the Committee to discuss issues that fall within the duties listed above. The County shall assist the Advisory Committee and shall make available all professional reports reasonably relating to the development and implementation of the land use assumptions, the Comprehensive Road Improvement Plan, and the periodic up-dates of the plan.

Section Twenty. Review of Land Use Assumptions and Update of Comprehensive Road Improvement Plan.

The Advisory Committee shall periodically review the land use assumptions and the Comprehensive Road Improvement Plan, approved by Resolution 04-21 as amended, from time to time, in accordance with Section Nineteen of this Ordinance and shall advise the County of the need to update any of these documents. The Comprehensive Road Improvement Plan shall be updated at least once every five (5) years. The five (5) year period shall commence on the date of the most recent adoption of the Comprehensive Road Improvement Plan, and shall be conducted in accordance with statutory requirements.

Section Twenty-one. Review of Ordinance.

1. The Advisory Committee shall periodically review the factors used to calculate the impact fee schedule in Section Ten, the factors used for an individual assessment provided for in Section Eleven, the administration of this Ordinance and the Procedures Manual, and shall revise the impact fee schedule in accordance with any changes in the factors used in calculating the impact fee. The review shall not affect the applicability of the impact fee schedule in Section Ten or the factors in Section Eleven until a revision to the schedule or the factors is approved by the County Board. If the County Engineer determines that the arithmetic average of any proposed increase in the impact fees will be five percent (5%) or greater from the previous impact fee schedule, the County shall hold a public hearing regarding the proposed revisions to the impact fee schedule. The County shall give thirty (30) days notice of such public hearing by publication in a newspaper of general circulation within Kane County. A majority vote of the members of the County Board then holding office is required before the impact fees may be increased. In no event shall this paragraph or any other Section of this Ordinance be construed to prevent the County Board from taking any action to amend this Ordinance after its effective date.

2. Regarding any revision of the impact fee schedule, the maximum annual increase for any one year shall not be more than ten percent (10%) plus any increase in the construction cost Index (as published by the Engineering News Record) for said year.

3. Any impact fee increase or decrease shall become effective on December 1st of the year that the impact fee schedule is approved by the County Board. If there has been a State or County gas tax increase or decrease, a revised fee schedule may be considered by the Transportation Committee at its next regularly scheduled meeting and subsequently by the County Board at the next regularly scheduled County Board meeting. Any revised impact fee schedule approved by the County Board shall reflect the allocation of such gas tax funds to transportation capacity improvements.

4. An annual report shall be provided to the County Board that examines the expenditure of the impact fees collected under the provisions of this Ordinance and analyzes the effectiveness of such expenditures. The first annual report shall be produced on or before June 1, 2005, and a report shall be produced prior to June 1st of every year thereafter.

5. The limitations contained in Paragraphs 1 and 2 of this Section shall not apply to any amendment to this Ordinance resulting from a complete update of the Land Use Assumptions and Comprehensive Road Improvement Plan in accordance with the Road Improvement Impact Fee Law.

Section Twenty-two. Effective Date of Ordinance.

This Ordinance shall become effective upon adoption by the County Board.

Section Twenty-three. Penalties.

1. The County Engineer may initiate, through the office of the Kane County State's Attorney, judicial proceedings to collect any impact fee or any interest accrued thereon that has become due under this Ordinance.

2. Unless a fee payer is actively prosecuting the appeal of an impact fee, or actively prosecuting any other remedy provided by law for relief against an impact fee, if an impact fee required by this Ordinance has not been timely paid, the County or the County Engineer shall not issue to the delinquent fee payer any subsequent approvals or permits for any other development or work in the County of Kane in which the delinquent fee payer has an interest and shall suspend review of any and all pending applications or petitions of the delinquent fee payer pending before the County until all impact fees owed have been paid.

Section Twenty-four. Distribution.

Certified copies of this Ordinance shall be sent to every municipality having territory within Kane County, the Illinois Department of Transportation, the Division of Transportation, and the Kane County Council of Mayors, and one copy to the Treasurer, Auditor, Finance Department, Development Department, and State's Attorney's Office.

Section Twenty-five. Severability.

In the event that any portion or section of this Ordinance is determined to be invalid, illegal, or unconstitutional by a court of competent jurisdiction, such decision shall in no manner effect the remaining portions or sections of the Ordinance, which shall remain in full force and effect.

Exhibit B: Impact Fee Schedule in Effect through ~~June 30, 2008~~ April 10, 2014

Land Use	Impact Unit	Gross Impact Fee (\$) per Impact Unit			Reduced Impact Fee (\$) per Impact Unit		
		North	Central	South	North	Central	South
RESIDENTIAL							
Single Family Detached	Dwelling Unit	\$3,675.87	\$3,683.26	\$3,671.12	\$1,837.94	\$1,841.63	\$1,835.56
Single Family Attached	Dwelling Unit	\$1,892.53	\$1,896.33	\$1,890.08	\$946.26	\$948.17	\$945.04
Multi-Family Attached	Dwelling Unit	\$2,256.48	\$2,261.01	\$2,253.56	\$1,128.24	\$1,130.51	\$1,126.78
Age Restricted Housing	Dwelling Unit	\$982.66	\$984.63	\$981.39	\$491.33	\$492.32	\$490.69
COMMERCIAL RETAIL							
Retail 1-50,000 s.f.	1,000 s.f. (1)	\$9,660.17	\$9,679.60	\$9,647.69	\$4,830.09	\$4,839.80	\$4,823.84
Retail 50,000-300,000 s.f.	1,000 s.f. (1)	\$8,807.94	\$8,825.65	\$8,796.55	\$4,403.97	\$4,412.82	\$4,398.28
Retail 300,000-1,000,000 s.f.	1,000 s.f. (1)	\$6,753.39	\$6,766.97	\$6,744.66	\$3,376.70	\$3,383.49	\$3,372.33
Retail over 1,000,000 s.f.	1,000 s.f. (1)	\$5,328.55	\$5,339.26	\$5,321.66	\$2,664.27	\$2,669.63	\$2,660.83
Supermarket	1,000 s.f. (2)	\$11,464.35	\$11,487.40	\$11,449.53	\$5,732.17	\$5,743.70	\$5,724.77
Convenience Market	1,000 s.f. (2)	\$28,611.74	\$28,669.27	\$28,574.77	\$14,305.87	\$14,334.64	\$14,287.38
Service Station	Fueling Position	\$7,571.93	\$7,587.16	\$7,562.14	\$3,785.97	\$3,793.58	\$3,781.07
COMMERCIAL OFFICE							
General Office	1,000 s.f. (2)	\$5,422.82	\$5,433.72	\$5,415.81	\$2,711.41	\$2,716.86	\$2,707.91
Medical-Dental Office	1,000 s.f. (2)	\$12,592.59	\$12,617.91	\$12,576.31	\$6,296.29	\$6,308.95	\$6,288.16
Office Park	1,000 s.f. (2)	\$5,386.42	\$5,397.26	\$5,379.46	\$2,693.21	\$2,698.63	\$2,689.73
Business Park	1,000 s.f. (2)	\$4,694.92	\$4,704.36	\$4,688.86	\$2,347.46	\$2,352.18	\$2,344.43
COMMERCIAL INDUSTRIAL							
Warehousing/Distribution Terminal	1,000 s.f. (2)	\$1,164.63	\$1,166.97	\$1,163.13	\$582.32	\$583.49	\$581.56
Light Industrial/Industrial Park	1,000 s.f. (2)	\$3,530.29	\$3,537.39	\$3,525.73	\$1,765.15	\$1,768.70	\$1,762.86
COMMERCIAL RESTAURANT							
Fast Food Restaurant	1,000 s.f. (2)	\$12,315.99	\$12,340.75	\$12,300.07	\$6,157.99	\$6,170.38	\$6,150.04
Other Restaurant	1,000 s.f. (2)	\$6,814.92	\$6,828.62	\$6,806.11	\$3,407.46	\$3,414.31	\$3,403.06
COMMERCIAL SERVICE							
Day Care	1,000 s.f. (2)	\$4,534.79	\$4,543.91	\$4,528.93	\$2,267.39	\$2,271.95	\$2,264.46
Hospital	Bed	\$4,767.71	\$4,777.30	\$4,761.55	\$2,383.86	\$2,388.65	\$2,380.78
Nursing Home	Bed	\$800.68	\$802.29	\$799.65	\$400.34	\$401.15	\$399.82
Hotel/Motel	Room	\$1,710.55	\$1,713.99	\$1,708.34	\$855.28	\$857.00	\$854.17
OTHER							
Religious Institution	1,000 s.f. (2)	\$2,001.71	\$2,005.74	\$1,999.12	\$1,000.86	\$1,002.87	\$999.56

Note: Items highlighted in green have been revised or were not included in the 2015 CRIP.

*Beginning ~~July 1, 2008~~ April 11, 2014, the Reduced Fee shall be calculated by multiplying the Gross Fee by the applicable Impact Fee Multiplier found in Exhibit C.

Exhibit C: Impact Fee Multiplier

Effective Dates	Year
April 11, 2012 through April 10, 2013	50%
April 11, 2013 through April 10, 2014	50%
April 11, 2014 through April 10, 2015	55%
April 11, 2015 through April 10, 2016	60%
Beginning April 11, 2017	65%

Note: Items highlighted in green have been revised or were not included in the 2015 CRIP.

Exhibit D: Fee Per Trip

Service Area	Fee per Trip
North Service Area	\$3,639
Central Service Area	\$3,647
South Service Area	\$3,635

Note: Items highlighted in green have been revised or were not included in the 2015 CRIP.

