Kane County
Division of Transportation

Comprehensive Road Improvement
Plan for Impact Fees

COUNTY BOARD ADOPTED: January 11, 2022

Contents

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,

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.

KDOT: 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.

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 highway system.

In Illinois, revenues available for highway purposes are strictly limited by statute. The size of the state Motor Fuel Tax is limited and Kane County has 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 Comprehensive Road Improvement Plan (CRIP) 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 et seq.). The Plan's primary function is to support the statue's goals by describing the existing roadway network and traffic conditions, quantifying the anticipated new development upon which the estimated improvements are based, identifying available funding sources, and listing the highway improvements anticipated to be needed, along with their estimated costs and anticipated year of construction.

Because the CRIP is designed to pertain only to highways under Kane County jurisdiction, recommendations for short and long-range improvements on highways maintained by other governmental jurisdictions are not included in the recommended project list in Section 4. Intersections of highways under Kane County jurisdiction and highways under jurisdiction of other units of government are included.

Guide to the Plan

In accordance with the provisions of the Road Improvement Impact Fee Law, the CRIP is comprised of seven sections. The following synopsis provides a general idea of each section.

Section 1: Existing Highway System

Section 1 provides a description of all existing 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 highways and the current level of service of the existing highways.

Section 2: Commitment to Cure Existing Deficiencies

Section 2 demonstrates the County's commitment to constructing the improvements identified in Section 1 as being needed to cure the existing deficiencies in the County Highway system, where practicable.

Section 3: Land Use Assumptions

Section 3 presents the land use assumptions update adopted by the Kane County Board for this plan.

Section 4: Proposed Roadway Improvement Plan

Section 4 provides a description of the County highways proposed to be improved, expanded, enlarged or constructed to serve new development identified in Section 3, 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

Section 5 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 amended 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 governmental 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

Section 7 provides a schedule setting forth estimated dates for commencing construction of all highway improvements identified in the CRIP.

SECTION 1

Existing Highway System

As of 2020, the highway system in Kane County consisted of more than 2,100 miles of highways, including Interstate Highways, Freeways and Expressways, Arterials, Collectors and Local Streets. These highways 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 **Figure 1-1**.

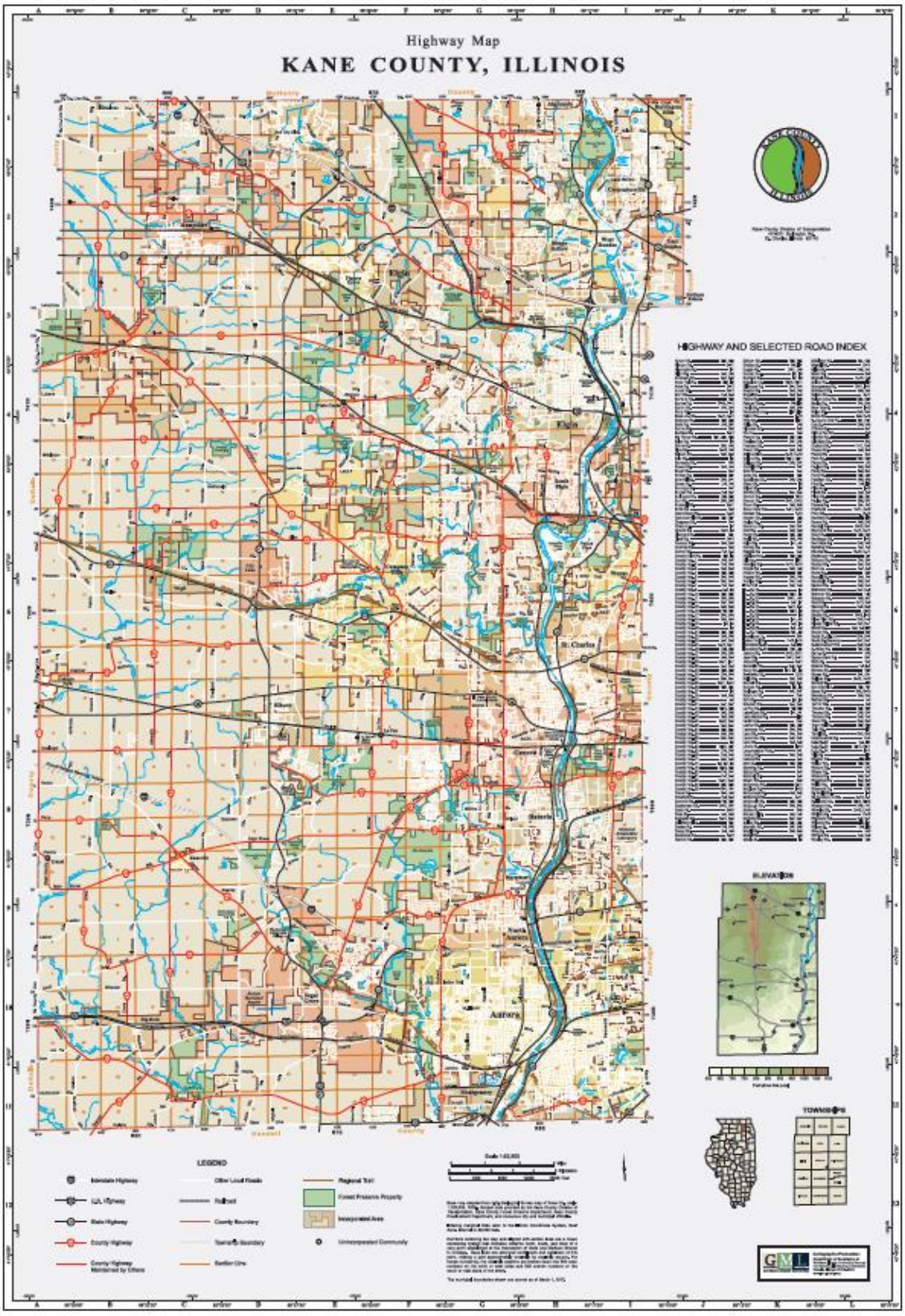
TABLE 1-1: KANE COUNTY HIGHWAYS

CH #	Route	From	To
1	West County Line Road	Main Street Road	IL-64
2	Burlington Road	Railroad 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 Road	DuPage County Line
10	Main Street Road	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 Road	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
24	Jericho Road	US-30	Orchard Road

TABLE 1-1: KANE COUNTY HIGHWAYS

CH #	Route	From	To
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
41	Keslinger Road	DeKalb County Line	Randall Road
44	Davis – Scott – Swan Road	US-30	Main Street Road
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
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 Road
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
86	Longmeadow Parkway	Huntley Road	Il-62

FIGURE 1-1: KANE COUNTY HIGHWAY SYSTEM



System Performance Measures

Transportation engineers measure the performance of a segment of highway or a highway 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 free-flow conditions, to F, representing heavy congestion and/or gridlock. LOS values of D or better are generally considered to be acceptable. Segments and Intersections that operate at a level of service of E or F are considered deficient due to excessive travel delays. The thresholds used to convert modeled travel speeds into LOS values are shown **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[A]

Level of Service (LOS)	Average Travel Speed (MPH)						
	55 MPH Speed Limit	50 MPH Speed Limit	45 MPH Speed Limit	40 MPH Speed Limit	35 MPH Speed Limit	30 MPH Speed Limit	25 MPH Speed Limit
A	44	40	36	32	28	24	20
B	37	34	30	27	23	20	17
C	28	25	23	20	18	15	13
D	22	20	18	16	14	12	10
E	17	15	14	12	11	9	8
F	<17	<15	<14	<12	<11	<9	<8

A – Reproduced from Table 18-1 in the Highway Capacity Manual, 6th Edition

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 (LOS E or F). These are identified in **Table 1-4** and **Table 1-5**, respectively. 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 2002Project	Roadway	Extents	LOS	Reason for Deficiency	Est. Cost
Included in Project #2	Big Timber Road	IL-72 to Damisch Rd.	E	Heavy westbound volumes	See **Table 4-1**, project #2
Improvement Completed	Keslinger Road	Peck Rd. to Randall Rd.	E	Heavy eastbound volumes	-
Improvement Completed	LaFox Road	Keslinger Rd. to IL-38	E	Heavy northbound volumes at IL-38	-
Improvement Completed	LaFox Road	IL-38 to Campton Hills Rd.	E	Heavy southbound volumes at IL-38	-
Improvement Completed	Kirk Road	IL-56 to Wind Energy Pass	E	Heavy northbound and southbound volumes	-

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

Project	Intersection	LOS	Reason for Deficiency	Est. Cost
Improvement Completed	Kirk Rd. @ IL-56	F	Heavy northbound and southbound approach volumes	-
Improvement Completed	Burlington Rd. @ IL-47	F	Heavy approach volumes on IL-47	-
Included in Project #2	Big Timber Rd. @ IL-72	F	Heavy westbound and southbound approach volumes	See **Table 4-1**, project #2
Improvement Completed	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	Randall Rd. @ Longmeadow Pkwy.	F	Heavy northbound and southbound approach volumes	-

Project	Intersection	LOS	Reason for Deficiency	Est. Cost
Included in Project #14	Fabyan Pkwy. @ Paramount Pkwy.	F	Heavy westbound approach volume	See **Table 4-1**, project #14
Improvement Completed-	Mooseheart Rd. @ IL-31	F	Heavy northbound and southbound approach volumes	-
Improvement Completed	LaFox Rd. @ IL-38	F	Heavy eastbound and westbound approach volumes	-
Improvement Completed-	Silver Glen Rd. @ IL-31	F	Heavy northbound and southbound approach volumes	-
Improvement Completed	Fabyan Pkwy. @ Kaneville Rd.	F	Heavy westbound approach volume	-
Improvement Completed	Randall Rd. @ IL-64	E	Heavy turning volumes on all approaches	-
Included in Project #37	Randall Rd. @ US-20 Ramps / Foothill Dr.	E	Heavy northbound and southbound approach volumes; heavy eastbound turning movements	See **Table 4-1**, project #37
Improvement Completed	Kirk Rd. @ Fabyan Pkwy.	E	Heavy turning movements on all approaches	-
Jusrisdiction Transferred	Penny Rd. @ IL-68	E	Heavy westbound and eastbound approach volumes	-
Improvement Completed	Main St. @ Nelson Lake Rd.	E	Heavy westbound approach volume	-

Impact Fee Service Areas

The CRIP program divides Kane County (and the County highway network) into three service areas. Impact fees generated within a given service area must be expended entirely within that same service area, helping to ensure that the funds benefit the portion of the County they are collected in. Service area boundaries are shown in **Figure 1-2**.

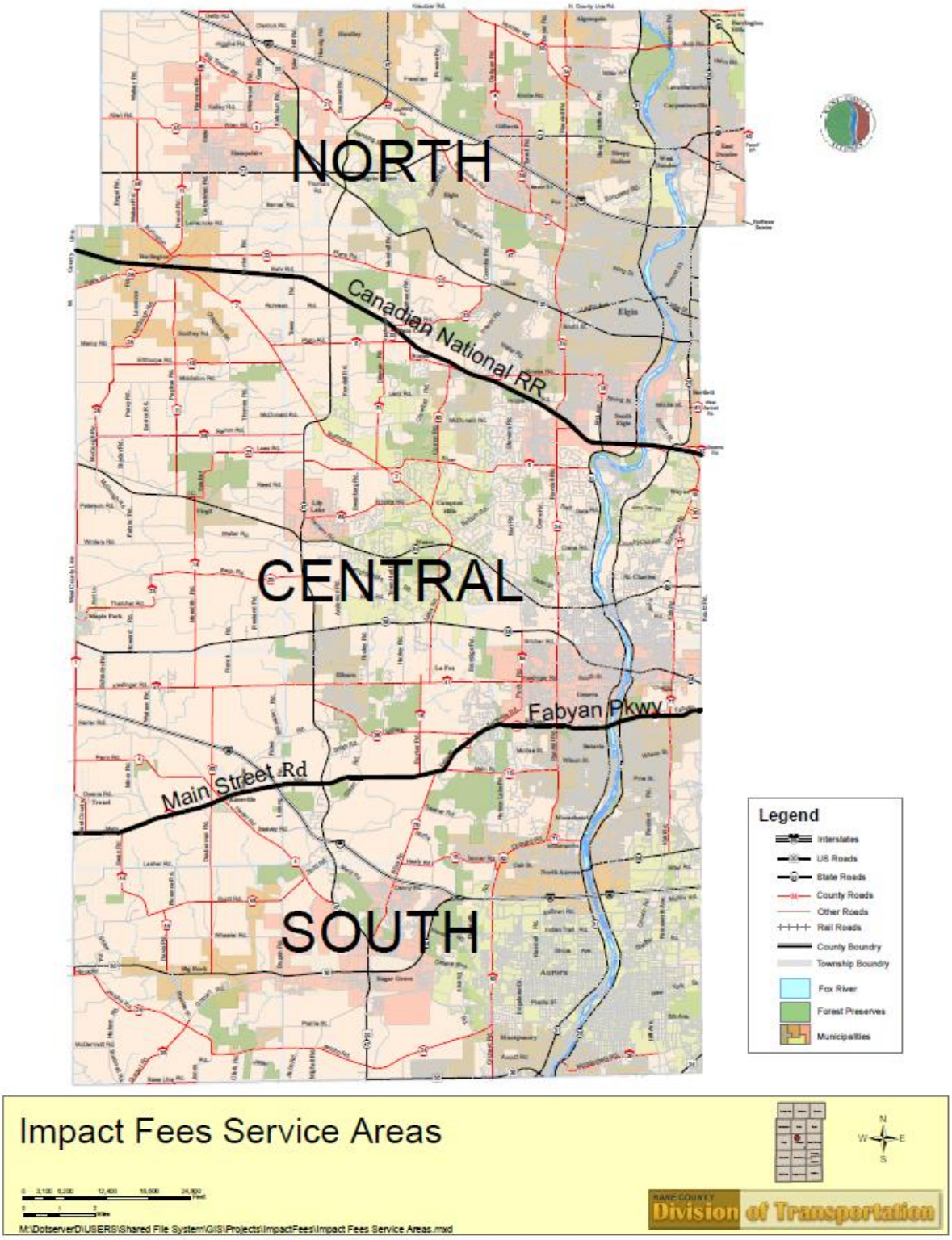


FIGURE 1-2: KANE COUNTY IMPACT FEE SERVICE AREAS

Kane County Highway System Performance Levels

The modeled 2020 level of service for each segment on the County highway network is shown in Figure 1-3 for the North service area, Figure 1-4 for the Central service area, and Figure 1-5 for the South service area. The LOS values symbolized on Figures 1-3 to 1-5 represents the average bidirectional travel speed on each segment over the course of a 24-hour day. Segment travel speeds were converted to LOS values using the thresholds summarized in **Table 1-2**.

Figure 1-3: Modeled 2020 Level of Service, North Service Area

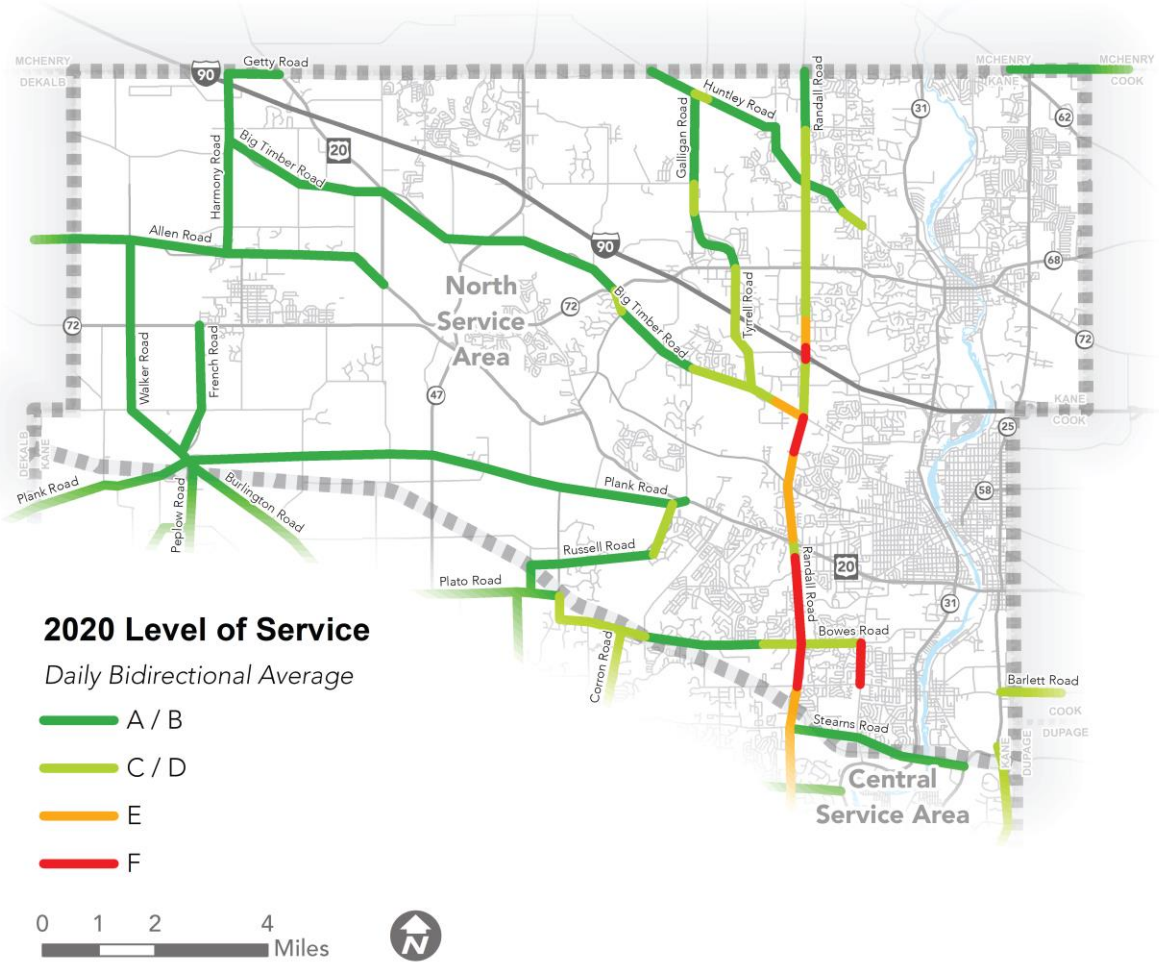


FIGURE 1-4: MODELED 2020 LEVEL OF SERVICE, CENTRAL SERVICE AREA

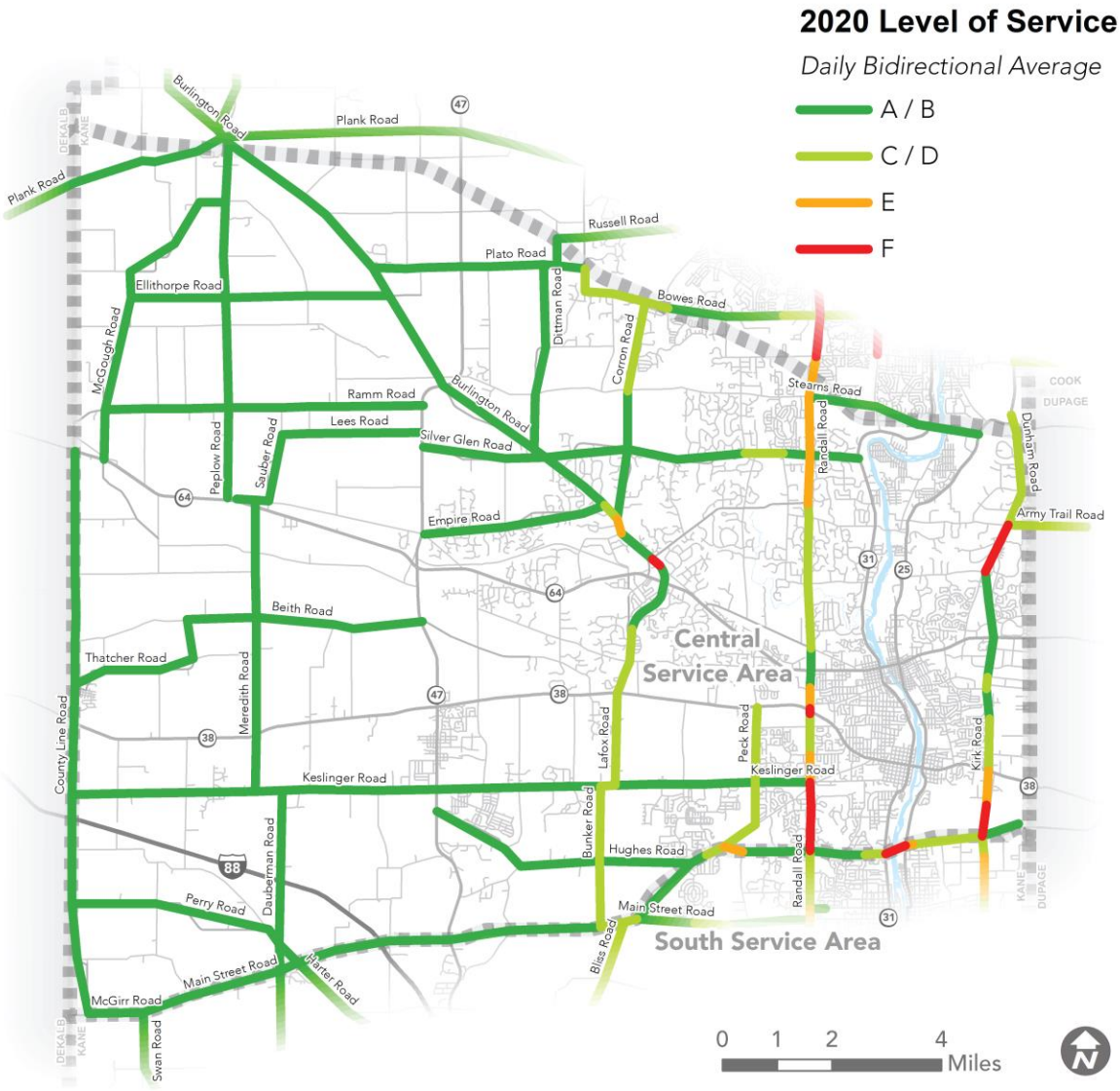


FIGURE 1-5: MODELED 2020 LEVEL OF SERVICE, SOUTH SERVICE AREA

SECTION 2

Commitment to Cure Existing Deficiencies

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

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SECTION 3

Land Use Assumptions

To confirm the need for existing CRIP projects, and to identify new projects, the location and magnitude of future growth within Kane County must be forecasted. Projections for household, population, and employment growth were sourced from data produced by the Chicago Metropolitan Agency for Planning (CMAP). To maintain consistency with the recently-completed Kane County 2050 Long-Range Transportation Plan (LRTP), the same base CMAP dataset was used in the LRTP was used for the CRIP update.

To model growth over time, the base CMAP data for 2015, 2020, 2030, 2040, and 2050 was aggregated into traffic analysis zones (TAZ). TAZ-level data for 2020 and 2030 was presented to Kane County municipalities for comment. Based on municipal feedback, comments from the public hearing process, and further input from KDOT staff, the base 2020 and 2030 data was refined to align with anticipated growth in the County.

The refined land use estimates for the 2030 CRIP update were validated at the county level using 2010 and 2020 Census data 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.

Using these forecasts, together with specific allocation at the traffic analysis zones, the land use assumptions contained in **Tables 3-1**, **Table 3-2**, and **Table 3-3** were adopted by the Kane County Board to be used in the travel demand model to assist with the development the 2030 CRIP for Kane County.

TABLE 3-1: HOUSEHOLDS BY TOWNSHIP, 2015 – 2050

Township[A]	2015[B]	2020[C]	2030[C]	2050[B]
Aurora	47,497	49,976	56,090	68,213
Batavia	13,230	14,194	16,089	18,536
Big Rock	720	983	1,724	3,988
Blackberry	5,026	5,437	6,468	11,018
Burlington	747	1,035	1,922	5,490
Campton	5,570	6,281	7,554	10,528
Dundee	21,582	23,442	27,880	33,914
Elgin	35,180	37,244	42,615	49,101
Geneva	9,809	10,733	12,797	15,548
Hampshire	3,066	4,031	5,895	9,599
Kaneville	493	545	674	1,199
Plato	2,545	3,749	4,803	7,431
Rutland	9,144	10,835	13,922	19,286
St. Charles	18,852	20,454	22,892	25,486
Sugar Grove	7,097	7,806	8,395	15,916
Virgil	781	961	1,345	2,952
TOTAL	**181,339**	**197,706**	**231,065**	**298,205**

A - Political Township: Kane County GIS Department
B - 2015 and 2050 Households: CMAP 2018 Quarter 3 Confomity Analysis
C - 2020 and 2030 Households: CMAP 2018 Quarter 3 Confomity Analysis Adjusted Based on County and Municipality Feedback

TABLE 3-2: POPULATION BY TOWNSHIP, 2015 – 2050

Township[A]	2015[B]	2020[C]	2030[C]	2050[B]
Aurora	146,217	152,356	166,308	197,184
Batavia	36,014	38,227	42,277	47,429
Big Rock	1,890	2,494	3,832	8,105
Blackberry	15,410	16,436	18,767	29,701
Burlington	1,998	2,723	4,343	11,298
Campton	16,873	18,604	21,475	28,462
Dundee	65,503	70,271	81,378	95,903
Elgin	102,049	106,881	118,885	133,968
Geneva	26,053	27,977	31,567	37,294
Hampshire	8,126	10,049	13,203	20,156
Kaneville	1,232	1,361	1,650	2,820
Plato	7,475	10,222	12,295	18,135
Rutland	23,475	26,833	32,955	41,320
St. Charles	50,286	53,593	58,293	63,650
Sugar Grove	20,101	21,695	22,331	39,637
Virgil	2,051	2,468	3,167	6,476
TOTAL	**524,753**	**562,190**	**632,726**	**781,538**

A - Political Township: Kane County GIS Department
B - 2015 and 2050 Population: CMAP 2018 Quarter 3 Confomity Analysis
C - 2020 and 2030 Popluation: CMAP 2018 Quarter 3 Confomity Analysis Adjusted Based on County and Municipality Feedback

TABLE 3-3: EMPLOYMENT BY TOWNSHIP, 2015 – 2050

Township[A]	2015[B]	2020[C]	2030[C]	2050[B]
Aurora	49,900	53,077	56,544	69,720
Batavia	14,214	14,469	15,246	18,474
Big Rock	3,660	3,727	4,064	5,379
Blackberry	3,122	3,256	3,744	6,660
Burlington	539	610	942	3,253
Campton	2,318	2,468	2,937	4,890
Dundee	33,156	36,344	39,382	46,501
Elgin	39,185	40,646	43,411	52,786
Geneva	23,824	24,140	25,394	27,938
Hampshire	2,632	2,766	3,243	5,926
Kaneville	431	460	571	986
Plato	906	997	1,296	3,027
Rutland	3,919	4,861	7,433	9,433
St. Charles	27,685	28,716	30,115	33,239
Sugar Grove	4,756	5,607	5,905	11,154
Virgil	331	377	554	1,653
TOTAL	**210,578**	**222,521**	**240,781**	**301,019**

A - Political Township: Kane County GIS Department
B - 2015 and 2050 Employment: CMAP 2018 Quarter 3 Confomity Analysis
C - 2020 and 2030 Employment: CMAP 2018 Quarter 3 Confomity Analysis Adjusted Based on County and Municipality Feedback

SECTION 4

Proposed Highway 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 maintain an acceptable level of service on County highways. The cost of those projects, including engineering, land acquisition and construction were estimated. The proposed roadway program 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 the existing deficiencies identified in Section 1, the portion of the total project cost needed to address existing deficiencies is is not included in the impact fee-eligble portion of the project cost. The scope of proposed improvements included in each CRIP project is summarized in **Table 4-2**. The allocation of impact fee-eligible project costs to service areas in shown in **Table 4-3**.

TABLE 4-1: PROPOSED ROADWAY IMPROVEMENT PLAN

Project	Route	Location/Limits	IF Eligible**	Project Scope*	Est. Cost ($Mill)	IF Cost ($Mill)
1	Beith Rd.	at IL-47	CH, SI	Y	1.30	1.30
2	Big Timber Rd.	Ketchum Rd. to Randall Rd.	WI-3, WI-4, RA, SI, CH	P	78.08	77.61
3	Bliss Rd.	IL-47 to Fabyan Pkwy./ Main St.	WI-3, RA, CH, SI, BR	Y	20.96	20.96
4	Bunker Rd.	at Hughes Rd.	SI, PH-1	Y	0.48	0.48
5	Bunker Rd.	at Main St.	SI, CH	Y	2.25	2.25
6	Bunker Rd.	Realignment with LaFox Rd.	RA, SI, NR	Y	6.04	6.04
7	Burlington Rd.	at Old LaFox Rd.	CH, SI	Y	1.86	1.86
8	Corron Rd.	at Bowes Rd.	CH, SI	Y	0.66	0.66
9	Corron Rd.	at Silver Glen Rd.	CH, SI	Y	1.20	1.20
10	Corron Rd.	at McDonald Rd.	CH, SI	Y	0.74	0.74
11	Corron Rd.	Extension to Nesler Rd or improvement at Bowes/Nesler	NR, GS	Y	16.72	16.72
12	Dunham Rd.	Stearns Rd. to Kirk Rd.	SI, CH	Y	12.13	12.13
13	Kirk Rd.	Dunham Rd. to IL-64	SI, CH	Y	12.13	12.13
14	Empire Rd.	at IL-47	CH, SI, RA	Y	3.24	3.24

TABLE 4-1: PROPOSED ROADWAY IMPROVEMENT PLAN

Project	Route	Location/Limits	IF Eligible**	Project Scope*	Est. Cost ($Mill)	IF Cost ($Mill)
15	Fabyan Pkwy.	Main St. to Randall Rd.	CH, WI-4, SI, RA	Y	36.22	36.22
16	Fabyan Pkwy.	Western Ave. to Paramount Pkwy.	WI-3, WI-5, CH, SI, BH	P	50.48	44.88
17	French Rd.	Realignment with Harmony Rd.	RA, GS, NR	Y	19.24	19.24
18	Galligan Rd.	Freeman Rd. to Binnie Rd.	WI-3, CH	Y	4.50	4.50
19	Galligan Rd.	Realignment south of Huntley Rd.	RA, CH, SI	Y	4.56	4.56
20	Granart Rd.	Jericho Rd. to US-30 / Dauberman Rd.	GS, RA, CH, SI, NR	P	22.40	6.09
21	Harter Rd.	at IL-47	CH, SI	Y	1.38	1.38
22	Harter Rd.	at Scott Rd.	CH, SI	Y	2.44	2.44
23	Harter Rd.	at Main St.	CH, SI	Y	3.02	3.02
24	Hughes Rd.	at IL-47	CH, SI	Y	0.73	0.73
25	Huntley Rd.	County Line Rd. to Sleepy Hollow Rd.	WI-4, CH, SI, OPT	Y	51.84	51.84
26	Jericho Rd.	at Ashe Rd.	CH, SI	Y	0.93	0.93
27	Jericho Rd.	at IL-47	CH	Y	0.29	0.29
28	Kaneville Rd.	at Peck Rd.	CH, SI	Y	1.88	1.88
29	Kirk Rd.	at IL-38	CH, BW	Y	8.53	8.53
30	Kirk Rd.	Fabyan Pkwy. to south of Wilson St.	WI-6, CH	Y	17.10	17.10
31	LaFox Rd.	at Campton Hills Dr.	CH, SI	Y	5.34	5.34
32	Lake Cook Rd.	at IL-62	CH	Y	1.36	1.36
33	Longmeadow Pkwy.	Huntley Rd. to Randall Rd.	WI-4	Y	0.75	0.75
34	Main St.	Bunker Rd. to Randall Rd.	WI-3, CH, SI	P	30.71	30.20
35	Meredith Rd.	Realignment with Dauberman Rd.	RA, NR, CH, SI	Y	4.90	4.90
36	Meredith Rd.	Realignment with Peplow Rd.	RA, NR	Y	5.37	5.37
37	Montgomery Rd.	IL-25 to Hill Ave.	WI-4, WI-3, CH	P	22.59	20.59
38	Orchard Rd.	US-30 to Randall Rd.	WI-6, BW	P	85.96	45.36
39	Peplow Rd.	Realignment with French Rd.	RA, NR, GS	Y	18.51	18.51
40	Plank Rd.	Russell Rd. to US-20	WI-4, CH, SI	Y	4.82	4.82

TABLE 4-1: PROPOSED ROADWAY IMPROVEMENT PLAN

Project	Route	Location/Limits	IF Eligible**	Project Scope*	Est. Cost ($Mill)	IF Cost ($Mill)
41	Randall Rd.	Silver Glen Rd. to Corporate Pkwy.	IC, CH, WI-6	P	260.07	241.04
42	Randall Rd.	Orchard Rd. to north of Oak St. (St. Charles)	WI-6, WI-4, BW, BR, CH	P	89.99	82.60
43	Silver Glen Rd.	at IL-47	CH, SI	Y	0.38	0.38
44	Tanner Rd.	Realignment with Deerpath Rd.	RA	Y	5.59	5.59
45	Tyrell Rd.	Raymond Dr. to Mason Rd.	WI-3	Y	0.42	0.42

*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

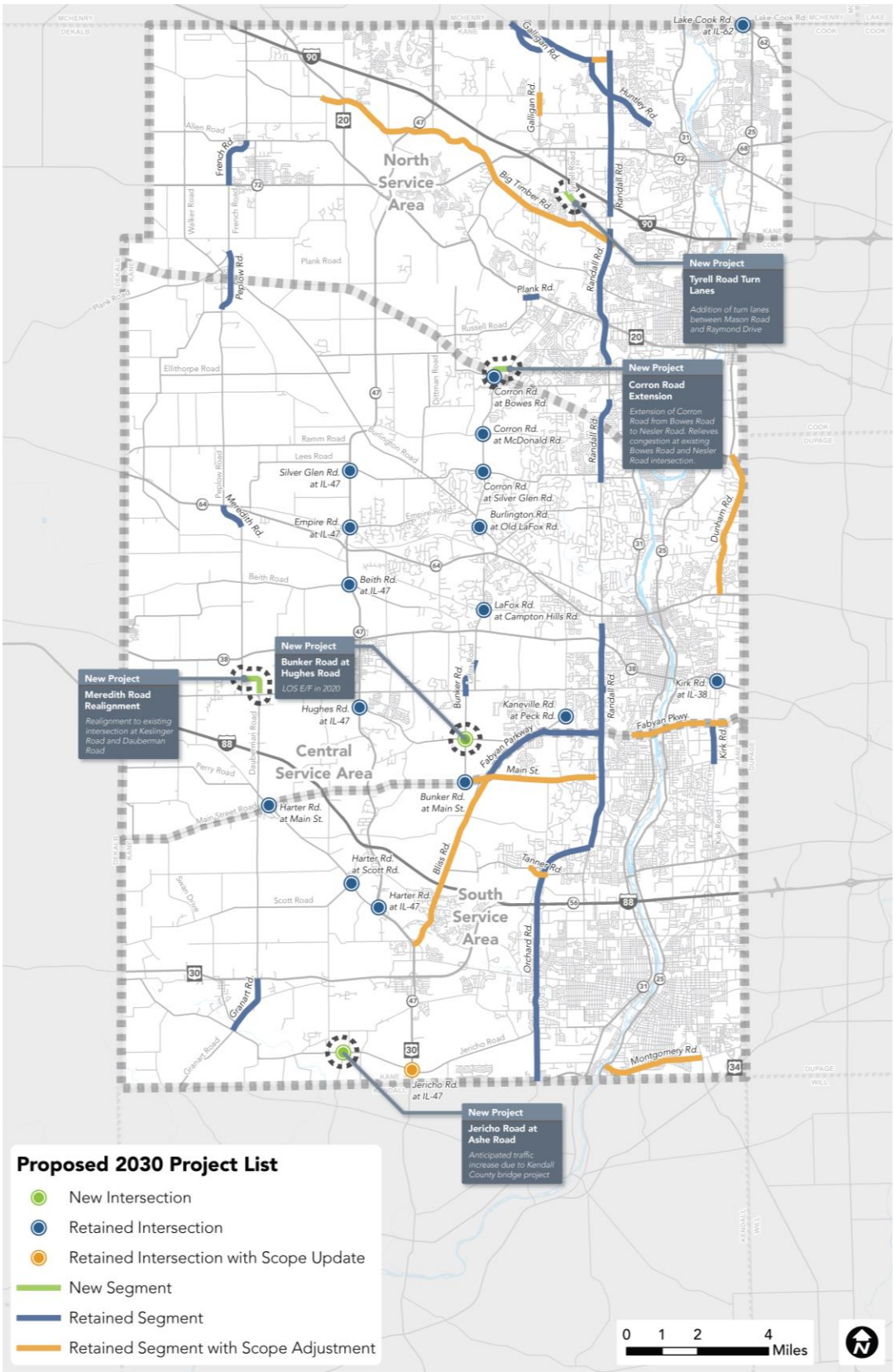


TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
1	**Beith Road at IL-47** **Eligible Scope Includes:** • Installation of a traffic signal • Addition of left-turn lanes on all four legs

2	**Big Timber Road – Ketchum Road to Randall Road**
	Eligible Scope Includes:
	• Widening Big Timber to a three-lane cross section from a point approximately 1000 feet west of Randall Road to Ketchum Road
	• Intersection Improvements at:
	  ○ **Ketchum Road** – Installation of traffic signal
	  ○ **US-20** – Widening Big Timber Road to a four-lane cross section in intersection vicinity; addition of dedicated left- and right-turn lanes on Big Timber Road; modifications to existing traffic signal to accommodate expanded roadway cross section
	  ○ **Reinking Road** – Realigning approximately 1000 feet of Reinking Road to form a new northbound approach to the existing intersection of Big Timber Road and Sandwald Road
	  ○ **Sandwald Road** – Installation of traffic signal with realigned Reinking Road; installation of right and left-turn lanes
	  ○ **IL-47** – Widening Big Timber Road to a four-lane cross section in intersection vicinity; addition of right-turn lanes on Big Timber Road; modifications to existing traffic signal to accommodate expanded roadway cross section
	  ○ **Damisch Road** – Installation of traffic signal; addition of a right-turn lane and left-turn lane
	  ○ **Coombs Road** – Installation of traffic signal; addition of a left-turn lane on Coombs Road; addition of a right-turn lane on Big Timber Road
	Non-eligible Scope Includes:
	• Addition of right-turn lanes at IL-72

3	**Bliss Road – IL-47 to Fabyan Parkway/Main Street** **Eligible Scope Includes:** • Reconstruction of Bliss Road to a three-lane cross section between IL-47 and Fabyan Parkway/Main Street • Realignment of Bliss Road to a point approximately 1,200 feet east of the existing terminus along Main Street, opposite Fabyan Parkway • Installation of a traffic signal at Bliss Road and Healy Road • Addition of right-turn lanes at Bliss Road and Healy Road • Additional improvements to Bliss Road at the intersection with Main Street are included in project #13
4	**Bunker Road and Hughes Road** **Eligible Scope Includes:** • Installation of a traffic signal; intersection modifications

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
5	**Bunker Road at Main Street** **Eligible Scope Includes:** • Installation of traffic signal • Addition of left-turn lanes on the eastbound and southbound intersection approaches • Addition of a right-turn lane on westbound approach
6	**Bunker Road Realignment with LaFox Road** **Eligible Scope Includes:** • Extension of Bunker Road north and east to connect to LaFox Road at a point approximately 0.5 miles north of the existing UPRR grade crossing. Extension to have a two-lane cross section. • Installation of roundabout at Bunker Road and Keslinger Road
7	**Burlington Road at Old LaFox Road** **Eligible Scope Includes:** • Installation of traffic signal • Addition of one left-turn lane on the northbound approach and one right-turn lane on the eastbound approach
8	**Corron Road at Bowes Road** **Eligible Scope Includes:** • Installation of traffic signal • Addition of left-turn lanes on the northbound and westbound approaches, and addition of a right-turn lane on the eastbound approach
9	**Corron Road at Silver Glen Road** **Eligible Scope Includes:** • Installation of traffic signal • Addition of left- and right-turn lanes on all four approaches
10	**Corron Road at McDonald Road** **Eligible Scope Includes:** • Installation of traffic signal • Addition of left- and right-turn lanes on all four approaches
11	**Corron Road Extension to Nesler Road or Intersection improvements at Bowes Road and Nesler Road** **Eligible Scope Includes:** • Extension of Corron Road north to Nesler Road • Feasibility Study needed to determine scope
12	**Dunham Road – Stearns Road to Kirk Road** **Eligible Scope Includes:** • Addition of left- and right-turn lanes at intersections on Dunham Road from approximately 500 feet south of Stearns Road to the intersection with Kirk Road

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
13	**Kirk Road – Dunham Road to IL-64** **Eligible Scope Includes:** • Addition of left- and right-turn lanes at intersections on Kirk Road from Dunham Road to the high school entrance south of Fox Chase Drive • Widening Kirk Road to a six lane cross section in the vicinity of the IL-64 intersection; addition of one new left-turn lane on the northbound and southbound approaches in order to provide dual lefts
14	**Empire Road at IL-47** **Eligible Scope Includes:** • Installation of traffic signal at Empire Road and IL-47 • Addition of left- and right-turn lanes on all four approaches • Addition of left-turn lane on IL-47 at Lily Lake Grade School entrance • Realignment of Hanson Road intersection with Empire Road, and addition of westbound left-turn lane on Empire Road at Hanson Road
15	**Fabyan Parkway – Main Street to Randall Road** **Eligible Scope Includes:** • Widening Fabyan Parkway to a four-lane cross section from Main Street to Randall Road; minor alignment adjustments at Main Street to match with realigned Bliss Road • Intersection Improvements: ○ **Main Street:** Installation of a roundabout ○ **Hughes Road:** Realignment of side-street approach to improve intersection geometry; installation of a traffic signal; addition of north-eastbound and eastbound left-turn lanes; addition of a south-westbound right-turn lane ○ **Wenmoth Road:** Installation of a traffic signal; addition of left-turn lanes on the northbound and westbound approaches

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope

16	**Fabyan Parkway – Western Avenue to Paramount Parkway**
	Eligible Scope Includes:
	• Addition of a center left-turn lane on Fabyan Parkway from Heather Road to approximately 1,000 feet west of IL-31
	• Widening Fabyan Parkway to a six-lane cross section from approximately 1,000 feet west of IL-31 to roughly 1,000 feet east of IL-25
	• Expanding the existing Fox River bridge to accommodate the widened roadway cross section
	• Addition of a center left-turn lane on Fabyan Parkway from approximately 300 feet east of Raddant Road to approximately 500 feet west of Kirk Road
	• Addition of a center left-turn lane on Fabyan Parkway from approximately 300 feet east of Kirk Road to Paramount Parkway
	• Intersection improvements:
	  ○ **IL-31**: Addition of turn lanes; signal modification to accommodate the expanded roadway cross section
	  ○ **IL-25**: Addition of turn lanes; signal modification to accommodate the expanded roadway cross section
	  ○ **Louis Bork Drive / Kautz Road Extension**: Installation of traffic signal and turn lanes
	Non-Eligible Scope Includes:
	• Installation of a traffic signal at Fabyan Parkway and Paramount Parkway

17	**French Road Realignment with Harmony Road – IL-72 to Allen Road**
	Eligible Scope Includes:
	• Extension of French Road on a new two-lane alignment from IL-72 to Allen Road, terminating at the existing intersection with Harmony Road
	• Construction of a new two-lane overpass over CPRR (formerly Soo Line) trackage
	• Intersection improvements:
	  ○ **IL-72**: Installation of a traffic signal and addition of with turn lanes on all four approaches
	  ○ **Allen Road**: Installation of a traffic signal and addition of with turn lanes on all four approaches

18	**Galligan Road – Freeman Road to Binnie Road** **Eligible Scope Includes:** • Addition of a center left-turn lane from Freeman Road to Binnie Road • Addition of a left-turn lanes at the Freeman Road intersection and Binnie Road intersection
19	**Galligan Road Realignment South of Huntley Road** **Eligible Scope Includes:** • Realignment of Galligan Road to a point west of its current intersection with Huntley Road; realigned street to have a two-lane cross section

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
20	**Granart Road – Jericho to US-30 / Dauberman** **Eligible Scope Includes:** • 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 • Addition of turn lanes on all legs at the Jericho Road and US-30 intersections • Realignment of the east leg of the new intersection with Granart Road formed by the Dauberman extension south • Addition of turn lanes on Granart at Rhodes Avenue • Construction of approximately 3,200 lineal feet of new 2-lane rural roadway
21	**Harter Road at IL-47** **Eligible Scope Includes:** • Installation of traffic signal • Addition of southbound and eastbound right-turn lanes
22	**Harter Road at Scott Road** **Eligible Scope Includes:** • Installation of traffic signal • Addition of left-turn and right-turn lanes on all four intersection approaches
23	**Harter Road at Main Street** **Eligible Scope Includes:** • Installation of traffic signal • Addition of left-turn and right-turn lanes on all four intersection approaches

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
24	**Hughes Road at IL-47** **Eligible Scope Includes:** • Installation of a traffic signal • Addition of a left-turn lane on the westbound approach; addition of a right-turn lane on the northbound approach

25	**Huntley Road – County Line Road to Sleepy Hollow Road**
	Eligible Scope Includes:
	• Widening of Huntley Road to a four-lane cross section from Kreutzer Road to Sleepy Hollow Road
	• Intersection Improvements:
	  ○ **Galligan Road:** Signal modifications and channelization improvements to accommodate the widened roadway cross section along Huntley Road
	  ○ **Square Barn Road:** Addition of a right-turn lane on the southbound approach; signal modifications and channelization improvements to accommodate the widened roadway cross section along Huntley Road
	  ○ **Longmeadow Parkway:** Signal modifications to accommodate the widened roadway cross section
	  ○ **Randall Road:** Improvements included as part of project #41
	  ○ **Miller Road:** Signal modifications and channelization improvements to accommodate the widened roadway cross section along Huntley Road
	  ○ **Binnie Road:** Installation of traffic signal; addition of a right-turn lane on the eastbound approach
	  ○ **Sleepy Hollow Road:** Signal modifications and channelization improvements to accommodate the widened roadway cross section along Huntley Road

26	**Jericho Road and Ashe Road** **Eligible Scope Includes:** • Addition of left-turn lanes on the northbound and westbound approaches • Addition of a right-turn lane on the eastbound approach
27	**Jericho Road at IL-47** **Eligible Scope Includes:** • Addition of eastbound and westbound left-turn lanes; signal modifications to accommodate widening of IL 47
28	**Kaneville Road at Peck Road** **Eligible Scope Includes:** • Installation of traffic signal • Addition of a left-turn lane on the eastbound approach; addition of right-turn lane on the southbound approach
29	**Kirk Road at IL-38** **Eligible Scope Includes:** • Widening of Kirk Road to a six-lane cross section in the intersection vicinity • Expansion of existing bridge over UPRR tracks to accommodate wider roadway cross section

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
30	**Kirk Road – Fabyan Parkway to south of Wilson Street** **Eligible Scope Includes:** • Widening to a six-lane cross section and addition of turn lanes from Fabyan Parkway to approximately 1,000 feet south of Wilson Street • Addition of a left-turn lane on the southbound approach at Kirk Road and Lathem Road
31	**LaFox Road at Campton Hills Drive** **Eligible Scope Includes:** • Installation of a traffic signal • Addition of left-turn lanes on all four intersection approaches • Addition of right-turn lane on eastbound approach • Lengthening of the Mill Creek box culvert to accommodate wider roadway cross section following addition of turn lanes
32	**Lake Cook Road at IL-62** **Eligible Scope Includes:** • Addition of a right-turn on the north-westbound approach
33	**Longmeadow Parkway – Huntley Road to Randall Road** **Eligible Scope Includes:** • Widening of Longmeadow Parkway to a four-lane cross section from Huntley Road to a point approximately 400 feet west of Randall Road.
34	**Main Street – Bunker Road to Randall Road** **Eligible Scope Includes:** • Widening of Main Street to a three-lane cross section and right turn lanes from Bunker Road to shopping center access drive east of Barton Trail • Intersection Improvements: o **Bunker Road:** Signalization and addition of turn lanes included in project #4 o **Bliss Road/Fabyan Parkway:** Bliss Road to be realigned to existing Fabyan Parkway and Main Street intersection as part of project #3; addition of a roundabout as part of project #15 o **Wenmoth Road:** Installation of a traffic signal; addition of a left-turn lane on the southbound approach **Non-eligible Scope Includes:** • Eastbound and northbound right-turn lanes at Main Street and Nelson Lake Road; westbound left-turn lane at Main Street and Nelson Lake Road
35	**Meredith Road Realignment with Dauberman Road** **Eligible Scope Includes:** • Extension of Meredith Road south to connect to Dauberman Road. Extension to have a two-lane cross section. • Installation of a traffic signal at the Meredith Road at Keslinger Road intersection

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
36	**Meredith Road Realignment with Peplow Road** **Eligible Scope Includes:** • Construction of a new two-lane road from a point on Meredith Road approximately 1,500 feet north of Welter Road to the existing intersection of Peplow Road and IL-64 • Installation of a traffic signal at Peplow Road and IL-64 • Addition of left-turn lanes on all four approaches (including the new northbound approach) of the Peplow Road and IL-64 intersection
37	**Montgomery Road – IL-25 to Hill Avenue** **Eligible Scope Includes:** • Widening of Mill Street (IL-25 to Broadway), Broadway (Mill Street to Montgomery Road), and Montgomery Road (Broadway to east of Hill Avenue) to a three-lane cross section from IL-25 to approximately 800 feet east of Hill Avenue • Intersection Improvements: ○ **IL-25:** Signal modifications to support 3-lane section and right-turn lanes on east leg ○ **Douglas Road:** Addition of northbound right-turn lane ○ **Hill Avenue:** Widening of Montgomery Road to a four-lane cross section in the intersection vicinity, addition of a right-turn lane on the southbound approach, and signal modifications to accommodate the widened roadway cross section
38	**Orchard Road – US-30 to Randall Road** **Eligible Scope Includes:** • Widening of Orchard Road to a six-lane cross section from US-30 to Randall Road • Widening existing bridge over I-88 to accommodate the expanded roadway cross section • Widening of existing railroad (BNSF) and pedestrian (Virgil Gilman Trail) overpasses between Prairie Street and Jericho Road
39	**Peplow Road Realignment with French Road** **Eligible Scope Includes:** • Construction of a new 2-lane road 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. • Construction of a grade-separated crossing of CNRR (formerly ICRR) tracks between Burlington Road and Plank Road • Intersection Improvements: ○ **Burlington Road:** Installation of a traffic signal; addition of left-turn lanes on all four intersection approaches ○ **Plank Road:** Installation of a traffic signal; addition of left-turn lanes on all four intersection approaches

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
40	**Plank Road – Russell Road to US-20** **Eligible Scope includes:** • Widening of Plank Road to a 4-lane cross section from approximately 0.5 miles west of Russell Road to US-20 • Potential realignment of Plank Road • Installation of a traffic signal at Russell Road • Addition of right-turn lane to the northbound approach at the Plank Road and Russell Road intersection
41	**Randall Road – Silver Glen Road to Corporate Parkway** **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 grade separation at the ICRR. • 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. **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.
42	**Randall Road – Orchard Road to north of Oak Street (St. Charles)** **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. **Non-eligible Scope Includes:** • Dual left-turn lanes for westbound Kaneville/South Street and eastbound right-turn lane at the intersection of Keslinger Road.
43	**Silver Glen Road at IL-47** **Eligible Scope Includes:** • Installation of traffic signal • Addition of a left-turn lane on the southbound approach • Addition of a right-turn lane on westbound approach
44	**Tanner Road Realignment with Deerpath Road** **Eligible Scope Includes:** • Realignment of Tanner Road to intersect with Deerpath Road at Oak Street; realigned section of Tanner Road to contain three-lane cross section
45	**Tyrell Road –Raymond Drive to Mason Road** **Eligible Scope Includes:** • Widening of Tyrell Road to a three-lane section from Raymond Drive to Mason Road

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope

Notes:

(1) In some cases it may be possible to build a roundabout rather than install a traffic signal.
(2) Highway or System Improvements do not include site-related improvements (see Ordinance).
(3) For CRIP projects involving other jurisdictions, e.g., municipal, township, or state, cost participation is anticipated.

TABLE 4-3: IMPACT FEE-ELIGIBLE PROJECT COST ($MILLION) BY SERVICE AREA

Project	Route	Location/Limits	North	Central	South
1	Beith Rd.	at IL-47		1.30	
2	Big Timber Rd.	Ketchum Rd. to Randall Rd.	77.61		
3	Bliss Rd.	IL-47 to Fabyan Pkwy./ Main St.			20.96
4	Bunker Rd.	at Hughes Rd.		0.48	
5	Bunker Rd.	at Main St.		1.13	1.12
6	Bunker Rd.	Realignment with LaFox Rd.		6.04	
7	Burlington Rd.	at Old LaFox Rd.		1.86	
8	Corron Rd.	at Bowes Rd.		0.66	
9	Corron Rd.	at Silver Glen Rd.		1.20	
10	Corron Rd.	at McDonald Rd.		0.74	
11	Corron Rd.	Extension to Nesler Rd or Intersection improvements at Bowes Road and Nesler Road	16.72		
12	Dunham Rd.	Stearns Rd. to Kirk Rd.		12.13	
13	Kirk Rd.	Dunham Rd. to IL-64		12.13	
14	Empire Rd.	at IL-47		3.24	
15	Fabyan Pkwy.	Main St. to Randall Rd.		18.11	18.11
16	Fabyan Pkwy.	Western Ave. to Paramount Pkwy.		22.44	22.44
17	French Rd.	Realignment with Harmony Rd.	19.24		
18	Galligan Rd.	Freeman Rd. to Binnie Rd.	4.50		
19	Galligan Rd.	Realignment south of Huntley Rd.	4.56		
20	Granart Rd.	Jericho Rd. to US-30 / Dauberman Rd.			6.09
21	Harter Rd.	at IL-47			1.38
22	Harter Rd.	at Scott Rd.			2.44
23	Harter Rd.	at Main St.		1.51	1.51
24	Hughes Rd.	at IL-47		0.73	
25	Huntley Rd.	County Line Rd. to Sleepy Hollow Rd.	51.84		
26	Jericho Rd.	at Ashe Rd.			0.93
27	Jericho Rd.	at IL-47			0.29
28	Kaneville Rd.	at Peck Rd.		1.88	
29	Kirk Rd.	at IL-38		8.53	
30	Kirk Rd.	Fabyan Pkwy. to South of Wilson St.			17.10
31	LaFox Rd.	at Campton Hills Dr.		5.34	
32	Lake Cook Rd.	at IL-62	1.36		
33	Longmeadow Pkwy.	Huntley Rd. to Randall Rd.	0.75		
34	Main St.	Bunker Rd. to Randall Rd.			30.20
35	Meredith Rd.	Realignment with Dauberman Rd.		4.90	

TABLE 4-3: IMPACT FEE-ELIGIBLE PROJECT COST ($MILLION) BY SERVICE AREA

Project	Route	Location/Limits	North	Central	South
36	Meredith Rd.	Realignment with Peplow Rd.		5.37	
37	Montgomery Rd.	IL-25 to Hill Ave.			20.59
38	Orchard Rd.	US-30 to Randall Rd.			45.36
39	Peplow Rd.	Realignment with French Rd.	13.88	4.63	
40	Plank Rd.	Russell Rd. to US-20	4.82		
41	Randall Rd.	Silver Glen Rd. to Corporate Pkwy.	231.77	9.27	
42	Randall Rd.	Orchard Rd. to north of Oak St. (St. Charles)		38.42	44.18
43	Silver Glen Rd.	at IL-47		0.38	
44	Tanner Rd.	Realignment with Deerpath Rd.			5.59
45	Tyrell Rd.	Raymond Dr. to Mason Rd.	0.42		
TOTAL PROGRAM COST			**427.47**	**162.42**	**238.29**

SECTION 5

Funding Sources

Projected future revenue from the various funding sources available to KDOT for building and maintaining the County road network are summarized in **Table 5-1**. The values in **Table 5-1** represent projected ten-year totals over the period from 2021 to 2030. A summary of the primary use of the various revenue sources is presented in **Table 5-2**. Revenue by year is broken out in **Table 5-3**.

With the exception of revenue anticipated to be generated through the collection of impact fees, this revenue is not available to fund the impact fee-eligible projects included in the CRIP. Non-impact fee revenue is allocated to other needs in the County, such as maintenance of the existing County roadway network or construction of planned projects identified in the LRTP.

TABLE 5-1: PROJECTED HIGHWAY REVENUE, FY 2021-2030

Special Revenue Funds	FY 2021-2030
County Highway Levy	$50,136,395
County Bridge Levy	$3,301,888
County Highway Matching Levy	$687,682
RTA Sales Tax	$165,519,471
Motor Fuel Tax (MFT)	$101,028,474
Local Option MFT*	$89,983,386
Impact Fees	$20,966,973
Reimbursements	$31,005,457
Fees	$27,901,197
Investment/Other	$3,510,905
Project Obligations (matching)	$0
Total Projected Revenue	**$494,041,829**

TABLE 5-2: TRANSPORTATION FUNDS – PRIMARY USE

Fund	Primary Use
County Highway	Operations
County Bridge	Bridge inspections
Motor Fuel Tax	Maintenance
County Highway Matching	Salt
Motor Fuel Local Option	Maintenance & Salt
Transportation Sales Tax	Maintenance & Capital Projects
Transportation Capital (non-recurring)	Reimbursements
Impact Fee Funds (11)	Capital Projects (restricted)
Longmeadow Bond Construction Fund	Longmeadow Project

Source: Kane County Budget Presentation 2021

TABLE 5-3: ANNUAL PROJECTED HIGHWAY REVENUE, FY 2021-2030[A]

Special Revenue Funds	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Totals
County Highway Levy	$5,038,214	$5,010,909	$5,010,909	$5,010,909	$5,010,909	$5,010,909	$5,010,909	$5,010,909	$5,010,909	$5,010,909	$50,136,395
County Bridge Levy	$487,633	$312,695	$312,695	$312,695	$312,695	$312,695	$312,695	$312,695	$312,695	$312,695	$3,301,888
County Highway Matching Levy	$101,557	$65,125	$65,125	$65,125	$65,125	$65,125	$65,125	$65,125	$65,125	$65,125	$687,682
RTA Sales Tax	$15,054,160	$15,355,243	$15,662,348	$15,975,595	$16,295,106	$16,621,009	$16,953,429	$17,292,497	$17,975,290	$18,334,796	$165,519,471
Motor Fuel Tax (MFT)	$9,746,434	$9,819,532	$9,893,179	$9,967,378	$10,042,133	$10,117,449	$10,193,330	$10,269,780	$10,450,441	$10,528,819	$101,028,474
Local Option MFT*	$8,679,564	$8,744,661	$8,810,246	$8,876,323	$8,942,895	$9,009,967	$9,077,542	$9,145,623	$9,313,357	$9,383,208	$89,983,386
Impact Fees	$1,922,137	$1,960,580	$1,999,792	$2,039,787	$2,080,583	$2,122,195	$2,164,639	$2,207,932	$2,212,538	$2,256,789	$20,966,973
Reimbursements	$10,674,052	$8,393,400	$2,772,334	$1,760,477	$1,250,626	$1,038,619	$1,132,488	$1,228,234	$1,327,788	$1,427,440	$31,005,457
Fees	$506,561	$3,422,789	$4,008,505	$4,467,415	$2,568,523	$2,578,834	$2,589,350	$2,600,077	$2,574,357	$2,584,785	$27,901,197
Investment/Other	$348,947	$339,749	$346,544	$353,475	$360,544	$367,755	$375,110	$382,612	$314,935	$321,234	$3,510,905
Project Obligations (matching)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Projected Revenue	**$52,559,259**	**$53,424,683**	**$48,881,676**	**$48,829,178**	**$46,929,140**	**$47,244,556**	**$47,874,616**	**$48,515,485**	**$49,557,436**	**$50,225,799**	**$494,041,829**

A - FY 2021-2030 funding estimates provided by KDOT.

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 government entity 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

The construction start date for projects in the 2030 CRIP is summarized in **Table 7-1**.

TABLE 7-1: PROPOSED ROADWAY IMPROVEMENT PLAN

Project	Route	Location/Limits	Project Scope**	Estimated Calendar Year Construction to Start
1	Beith Rd.	at IL-47	CH, SI	MYP*
2	Big Timber Rd.	Ketchum Rd. to Randall Rd.	WI-3, WI-4, RA, SI, CH	MYP*
3	Bliss Rd.	IL-47 to Fabyan Pkwy./ Main St.	WI-3, RA, CH, SI, BR	2022
4	Bunker Rd.	at Hughes Rd.	SI, PH-1	MYP*
5	Bunker Rd.	at Main St.	SI, CH	MYP*
6	Bunker Rd.	Realignment with LaFox Rd.	RA, SI, NR	2022
7	Burlington Rd.	at Old LaFox Rd.	CH, SI	MYP*
8	Corron Rd.	at Bowes Rd.	CH, SI	MYP*
9	Corron Rd.	at Silver Glen Rd.	CH, SI	MYP*
10	Corron Rd.	at McDonald Rd.	CH, SI	MYP*
11	Corron Rd.	Extension to Nesler Rd or Intersection improvements at Bowes Road and Nesler Road	NR, GS	MYP*
12	Dunham Rd.	Stearns Rd. to Kirk Rd.	SI, CH	MYP*
13	Kirk Rd.	Dunham Rd. to IL-64	SI, CH	MYP*
14	Empire Rd.	at IL-47	CH, SI, RA	MYP*
15	Fabyan Pkwy.	Main St. to Randall Rd.	CH, WI-4, SI, RA	MYP*
16	Fabyan Pkwy.	Western Ave. to Paramount Pkwy.	WI-3, WI-5, CH, SI, BH	MYP*
17	French Rd.	Realignment with Harmony Rd.	RA, GS, NR	MYP*
18	Galligan Rd.	Freeman Rd. to Binnie Rd.	WI-3, CH	MYP*
19	Galligan Rd.	Realignment south of Huntley Rd.	RA, CH, SI	MYP*
20	Granart Rd.	Jericho Rd. to US-30 / Dauberman Rd.	GS, RA, CH, SI, NR	2022
21	Harter Rd.	at IL-47	CH, SI	MYP*

TABLE 7-1: PROPOSED ROADWAY IMPROVEMENT PLAN

Project	Route	Location/Limits	Project Scope**	Estimated Calendar Year Construction to Start
22	Harter Rd.	at Scott Rd.	CH, SI	MYP*
23	Harter Rd.	at Main St.	CH, SI	MYP*
24	Hughes Rd.	at IL-47	CH, SI	MYP*
25	Huntley Rd.	County Line Rd. to Sleepy Hollow Rd.	WI-4, CH, SI, OPT	MYP*
26	Jericho Rd.	at Ashe Rd.	CH, SI	MYP*
27	Jericho Rd.	at IL-47	CH	MYP*
28	Kaneville Rd.	at Peck Rd.	CH, SI	MYP*
29	Kirk Rd.	at IL-38	CH, BW	MYP*
30	Kirk Rd.	Fabyan Pkwy. to south of Wilson St.	WI-6, CH	MYP*
31	LaFox Rd.	at Campton Hills Dr.	CH, SI	MYP*
32	Lake Cook Rd.	at IL-62	CH	MYP*
33	Longmeadow Pkwy.	Huntley Rd. to Randall Rd.	WI-4	MYP*
34	Main St.	Bunker Rd. to Randall Rd.	WI-3, CH, SI	MYP*
35	Meredith Rd.	Realignment with Dauberman Rd.	RA, NR, CH, SI	MYP*
36	Meredith Rd.	Realignment with Peplow Rd.	RA, NR	MYP*
37	Montgomery Rd.	IL-25 to Hill Ave.	WI-4, WI-3, CH	2023***
38	Orchard Rd.	US-30 to Randall Rd.	WI-6, BW	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	Randall Rd.	Silver Glen Rd. to Corporate Pkwy.	IC, CH, WI-6	MYP*
42	Randall Rd.	Orchard Rd. to north of Oak St. (St. Charles)	WI-6, WI-4, BW, BR, CH	MYP*
43	Silver Glen Rd.	at IL-47	CH, SI	MYP*
44	Tanner Rd.	Realignment with Deerpath Rd.	RA	MYP*
45	Tyrell Rd.	Raymond Dr. to Mason Rd.	WI-3	MYP*

* Multi-Year Program – Subject to funding, portions of a project could advance sooner independently
**Project Scope Codes ***Portion going to letting, the rest MYP

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

Appendix

A. Technical Specifications for Impact Fee Calculations
B. Public Hearing Proceedings

Appendix A.
Technical Specifications for Impact Fee Calculations

Kane County
Division of Transportation

Technical Specifications Manual for
Road Improvement Impact Fees Under
Kane County Ordinance #22-27

Contents

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. In Kane County, road improvement impact fees supplement other highway improvement funding sources, including motor fuel taxes, and state and federal assistance. This document outlines how the Kane County Division of Transportation (KDOT) calculates the traffic impact and how the impact fee is generated from that data.

The calculation approach used by Kane County, known as the "Facilities-Driven" approach, allocates a percentage of the unfunded capital cost of highway 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 each type of new development (residential, commercial and industrial) expected to occur over the next ten years was estimated based the Land Use Assumptions, adopted as part of the 2050 Transportation Plan update and was further refined based on the air quality 2018 Q3 Conformity Analysis data provided by the Chicago Metropolitan Agency for Planning (CMAP), input from various Kane County municipalities, and comments received during the public hearing process. 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 highway network at the end of the ten-year planning horizon. The cost of those highway 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[1].

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 system. Finally, the net impact fee is

[1] The County is divided into three service areas (North, Central, South) for the purpose of calculating the impact fees. A map of the service areas is provided as **Figure 1**.

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:

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 (**Table 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 Institute of Transportation Engineers (ITE) *Trip Generation Handbook, 3rd Edition* (September 2017) (**Table 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 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 development, the impact unit is the number of dwelling units of various types in the new development. For non-residential new development, the impact unit is generally a multiple of the number of gross interior square feet of the buildings constructed in the new development (**Table 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 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 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 Ten of the Kane County Road Improvement Impact Fee Ordinance. New development which does not meet the eligibility criteria in Section Ten shall receive no discount.

2. Data Required to Determine the Impact Fee

Section 2 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 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 (PRIMARY TRIP RATE x NUMBER OF IMPACT UNITS) and the cost of the traffic impacts (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. The travel demand data utilized by Kane County for the Road Improvement Impact Fee Ordinance (Ordinance) is published by 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). The Institute of Transportation Engineers *Trip Generation Manual, 11th Edition* (September 2021), considered 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 Ordinance, along with the corresponding ITE land use codes, are presented in **Table 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 the ITE, *Trip Generation Manual, 11th Edition* (September 2021). The Gross Trip Rate used was determined by using the midpoint of the size range and the fitted curve equation reported in the ITE *Trip Generation Manual, 11th Edition.* The recommended Gross Trip Rates to be used in the impact fee calculation are presented in **Table 1**. The applicable ITE land use code for each category is also shown in **Table 1**.

Where new development includes a land use or combination of uses not otherwise identified in **Table 1**, an individual assessment is available pursuant to Section Thirteen of the Ordinance. Where the latest edition of the ITE *Trip Generation Manual* provides trip generation data for another land use code(s) which more closely represents the new development, the developer may complete a simplified individual assessment pursuant to Section Thirteen of the Ordinance. Alternatively, the developer may use empirical trip generation data through the standard individual assessment, subject to County Engineer approval as described in Section Thirteen of the Ordinance.

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 gas station 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. Diverted-linked trips add traffic to the highways adjacent to the new development, 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 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 ITE *Trip Generation Handbook, 3rd Edition* (September 2017), 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 1**.

2.2.2 Cost Data

For each new trip on the highway system 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.

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

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 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:

Number of New Trips = Total Trips in Year 2030 – Total Trips in Year 2020.

Based on the 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 2**.

Eligible Project Costs

Using the Land Use Assumptions and the County's traffic planning model, the County has developed the CRIP which includes a program of highway improvements needed to accommodate new development. The CRIP includes estimated total project costs or total improvement "need", including engineering, land acquisition and construction. 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. 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 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 Nine of the Ordinance provides for demolition credits. A demolition credit is calculated by determining the dollar value of impact fees that would have otherwise been assessed on a building or buildings being demolished as part of new development.

2.4 Impact Fee 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 Fourteen of the Ordinance, eligible highway improvement expenditures may include engineering, land acquisition and construction costs for projects specifically listed in the CRIP, but do not include improvements needed for safe and efficient access to the new development site. Because each situation is unique, impact fee credits are always subject to a specific written agreement between the developer and the County.

In accordance with the Ordinance, the County Engineer shall make the final determination as to which road improvements are eligible to receive impact fee credits.

2.5 Impact Fee Discount Program

As a means of encouraging new development that meets specific goals of the Kane County 2050 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 Ten of the 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 Seven 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 based on the trip generation estimated for the new development. The trip generation estimated for the new development shall be presented in a traffic impact study prepared by a Professional Traffic Operations Engineer (PTOE) licensed in the state of Illinois. If a traffic impact study is not available, the municipality granting site specific development approval shall certify the estimated trip generation.

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:

$$DISCOUNT = (50 - EST) \times IFT \times IFM$$

Where:

EST = Existing Site Traffic in TRIPS

IFT = Applicable Impact Fee per Trip from **Table 2**

IFM = Applicable Impact Fee Multiplier from **Table 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.

Figure1: Impact Fee Service Areas

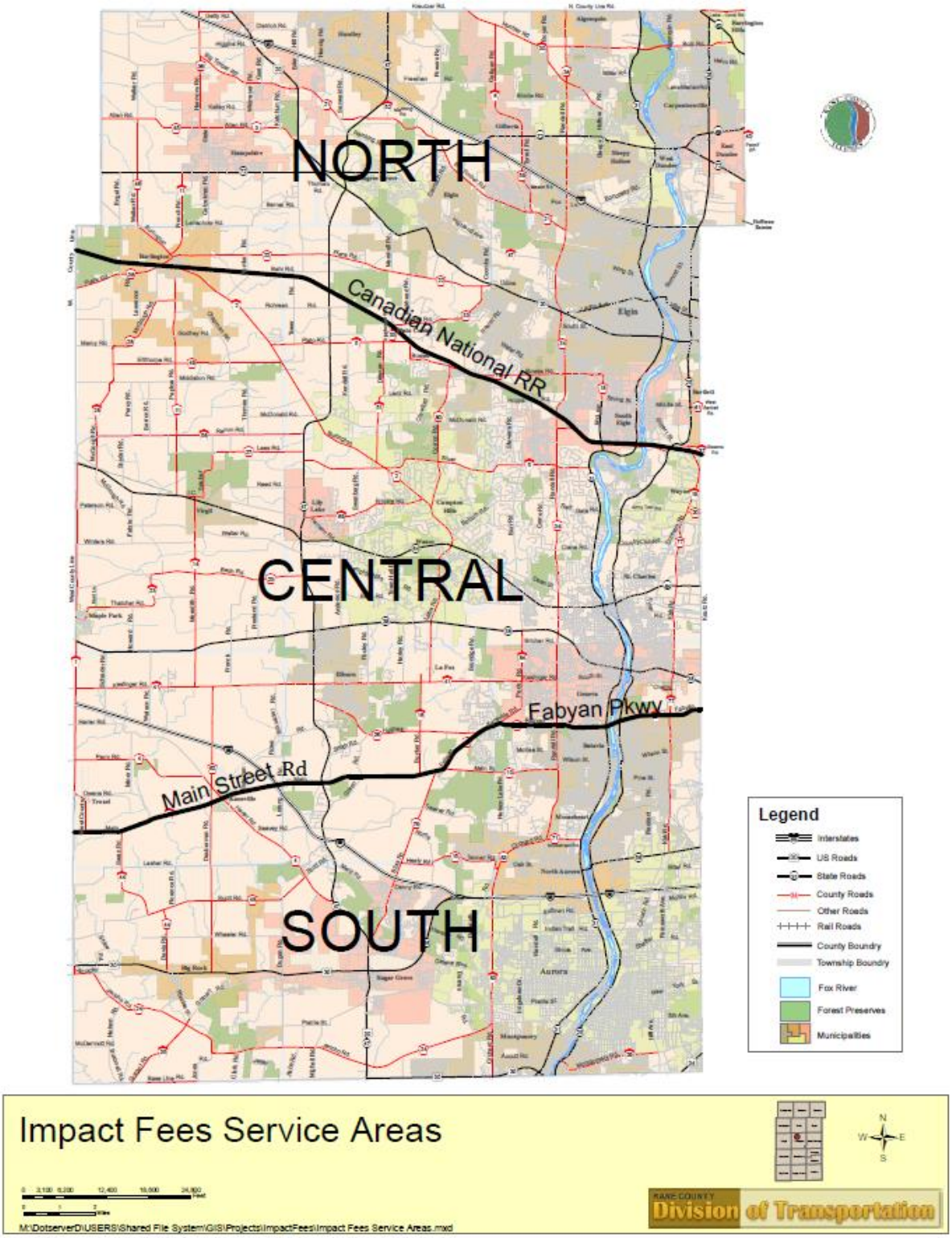


Table 1: Trip and Cost Data by Service Area

Land Use	Impact Unit	LUC (3)	Rate (4)	Diverted Trips (3)	Pass By (3)	Total Reduction	Adjusted Trip Rate
RESIDENTIAL							
Single Family Detached	Dwelling Unit	210	0.94				0.94
Single Family Attached	Dwelling Unit	215	0.57				0.57
Multi-Family Attached	Dwelling Unit	220	0.51				0.51
Age Restricted Housing	Dwelling Unit	251	0.3				0.30
COMMERCIAL RETAIL							
Retail 1 to < 40,000 s.f. (5)	1,000 s.f. (1)	822	6.59	23%	40%	63%	2.44
Retail 40,000 to 150,000 s.f.	1,000 s.f. (1)	821	9.03	23%	40%	63%	3.34
Retail over 150,000 s.f.	1,000 s.f. (1)	820	3.4	26%	22%	48%	1.77
Supermarket	1,000 s.f. (2)	850	8.95	28%	24%	52%	4.30
Gas Service Station	Fueling Position	944	13.91	31%	57%	88%	1.67
Convenience Store/Gas Station (GFA 2-4k)	Fueling Position	945	18.42	29%	56%	85%	2.76
Convenience Store/Gas Station (GFA 4-5.5k)	Fueling Position	945	22.76	16%	74%	90%	2.28
COMMERCIAL OFFICE							
General Office	1,000 s.f. (2)	710	1.44				1.44
Medical-Dental Office	1,000 s.f. (2)	720	3.93				3.93
Office Park	1,000 s.f. (2)	750	1.3				1.30
Business Park	1,000 s.f. (2)	770	1.22				1.22
COMMERCIAL INDUSTRIAL							
Warehousing/Distribution Terminal	1,000 s.f. (2)	150	0.18				0.18
Speculative Industrial (6)	1,000 s.f. (2)	150/710	0.43				0.43
Light Industrial/Industrial Park	1,000 s.f. (2)	110	0.65				0.65
COMMERCIAL RESTAURANT							
Fast Food Restaurant	1,000 s.f. (2)	934	33.03	19%	55%	74%	8.59
Fine Dining Restaurant	1,000 s.f. (2)	931	7.8	27%	44%	71%	2.26
COMMERCIAL SERVICE							
Day Care	1,000 s.f. (2)	565	11.12	32%	44%	76%	2.67
Hospital	Bed	610	1.69				1.69
Nursing Home	Bed	620	0.14				0.14
Hotel/Motel	Room	320	0.36				0.36
OTHER							
Religious Institution	1,000 s.f. (2)	560	0.49				0.49

(1) Gross Leasable Floor Area
(2) Gross Floor Area
(3) Based on data available in the ITE *Trip Generation Manual, 11th Edition* (September 2021).
(4) Based on ITE *Trip Generation Manual, 11th Edition* (September 2021), for weekday peak hour of adjacent street traffic, between 4:00PM to 6:00PM.
(5) Pass-by and Diverted Trip information not available in the ITE *Trip Generation Manual, 11th Edition* (September 2021) for LUC 822; and therefore, pass-by and diverted trip information was utilized from a similar land use (LUC 821).
(6) Rate calculated using 80% of LUC 150 and 20% of LUC 710 per the ITE *Trip Generation Manual, 11th Edition*.
Note: For a property with only one tenant, the measurements of GFA and GFLA are essentially equal.

Table 2: Trip and Cost Data by Service Area

Metric	Service Area		
	North	Central	South
Total New Trips	147,664	56,009	81,865
Eligible Project Cost	$427,470,000	$162,415,000	$238,290,000
Impact Fee per Trip	$2,895	$2,900	$2,911

Table 3: Impact Fee Multiplier[1]

Applicable Dates	Impact Fee Multiplier
April 12, 2022 through April 11, 2027	50%

[1]The Impact Fee Multiplier is used to determine the Reduced Impact Fees for a particular development and is calculated by:

REDUCED IMPACT FEE = NET IMPACT FEE x IMPACT FEE MULTIPLIER

For example, if the Impact Fee for a particular development after applicable credits (Net Impact Fees) is $5,000, then the assessed Reduced Impact Fee with a 50% Multiplier is $2,500 and with a 59% Multiplier is $2,950.

Appendix B.
Public Hearing Proceedings

Contents

KANE COUNTY IMPACT FEE PROGRAM

SUMMARY OF COMMENTS

- **Summary of Public Hearing Questions/Comments (in person)**
  - Several comments related to the proposed Corron Road extension project.
    - Plato Township Supervisor Tim Maroder expressed interest in the project.
    - Board Member Wojnicki noted that she has received a number of comments from area residents regarding congestion at the rail crossing.
    - Campton Hills Village President to provide crash history for Corron Road corridor.
    - Concern extension may create Randall Road bypass route.

KANE COUNTY
IMPACT FEE PROGRAM

SUMMARY OF COMMENTS

- **Elgin Development Group (submitted via email)**

  The Elgin Development Group, a division of the Elgin Area Chamber of Commerce, would like to request that the Committee consider reducing fees and finding alternate ways to finance road improvements. The impact fee program discourages manufacturing companies from moving to Elgin and Kane County. We understand that there are many transportation needs within Kane County and agree that they are all important. The issue is that these fees discourage developers from constructing buildings designed for manufacturing. Instead, developers opt to build facilities for warehousing and distribution which generally create much fewer jobs. Please strike a balance between creating jobs and impact fees.

  The EDG appreciates the reduction in various impact fee schedule categories. Also, the discounts for local skilled manufacturing job creation, mixed use development, residential density, mobility options, and downtown developments.

  The Elgin Development Group very much appreciates that the Kane County Division of Transportation and the Kane County Impact Fee Committee has been very open to suggestions, professional in their handling of the proposed Impact Fee Ordinance, and transparent throughout the process.

KANE COUNTY IMPACT FEE PROGRAM

SUMMARY OF COMMENTS

- **Village of Hampshire (submitted via online map)**

CRIP Project	Comment	Response
#17 - Realignment with Harmony Road *(previously mapped as Project #15)*	This extension of French road from Rt 72 north to align with Harmony Rd at Allen, is an important part of the Village of Hampshire's 5 year transportation plan in the Village's Comprehensive plan. We ask that this be a high priority.	For information.

KANE COUNTY IMPACT FEE PROGRAM

SUMMARY OF COMMENTS

- **City of Aurora (submitted via online map)**

CRIP Project	Comment	Response
#38 - Orchard Road, from US 30 to Randall Road *(previously mapped as Project #15)*	City has been working with KDOT on replacement of wood board wall along both sides of Orchard from Coach & Surrey to Prairie, with a sound wall. May want to reflect this in the program.	For information. Not Impact Fee Eligible

KANE COUNTY IMPACT FEE PROGRAM

SUMMARY OF COMMENTS

- **Kane County Board, District #15 (submitted via online map)**

CRIP Project	Comment	Response
#7 - Intersection Improvements at Burlington Road/Old LaFox Road	This proposed traffic light would create more traffic on Old LaFox Road as a cut through road. Old LaFox is nearly 100% residential and would not be safe for residents as a cut through.	Additional analysis would be completed prior to installation of channelization. Traffic signalization would be considered if and when warrants are met.
#31 - Intersection Improvements at LaFox Road/ Campton Hills Drive *(previously mapped as Project #28)*	A traffic light at this intersection would create more traffic on Campton Hills Road, which has significant historical farms on this road. I am opposed to using Campton Hills Road as a cut through road. Cyclists frequently use this road.	Additional analysis would be completed prior to installation of channelization. Traffic signalization would be considered if and when warrants are met.

KANE COUNTY IMPACT FEE PROGRAM

SUMMARY OF COMMENTS

- **Village of Campton Hills (submitted via email December 1)**

CRIP Project	Comment	Response
#9 - Intersection Improvements at Corron Road/Silver Glen Road	The established large lot subdivisions in concert with the extensive KCFPD Meissner and Campton Township Corron Farm give way to little potential for new homes and traffic. From Silver Glen to McDonald Rd is all permanent open space. Rarely, will one see more than two or three cars stacked, even at rush hour.	Additional analysis would be completed prior to installation of channelization. Traffic signalization would be considered if and when warrants are met.
#10- Intersection Improvements at Corron Road/McDonald Road	See Corron/Silver Glen. However, one should also factor the additional and extensive stretch of the Meissner - Corron Forest Preserve, to the west on McDonald. Not many years ago this was slated by Elgin for 2000+ homes and retail /commercial. No longer...and no additional traffic. A similar observation that rarely are there more than 2-3 car stacked at this intersection.	Additional analysis would be completed prior to installation of channelization. Traffic signalization would be considered if and when warrants are met.

KANE COUNTY IMPACT FEE PROGRAM

SUMMARY OF COMMENTS

- **Village of Campton Hills (submitted via email December 1)**

CRIP Project	Comment	Response
#31- Intersection Improvements at LaFox Road/Campton Hills Drive *(previously mapped as Project #28)*	Campton Hills Rd. is very much a rolling and curvy country road. Adding (turning) lanes and/or signals is quite likely to redirect additional traffic from IL Rte. 38. Although the intersection may be 'improved' the additional traffic on this road will surely add to the currently marginal safety of this road. Currently, there is great visibility at this intersection, with the exception of the southwest corner for traffic traveling eastbound. I would offer the suggestions of trimming back the understory vegetation to increase the visibility to the south. Additionally, lowering the speed limit from Rte. 38 to Campton Hills Rd. might be in order. The cost tradeoff to a major construction project would be significant.	Additional analysis would be completed prior to installation of channelization. Traffic signalization would be considered if and when warrants are met. **Will address all concerns with President Tyrrell**

NOTICE OF PUBLIC HEARING TO CONSIDER THE ADOPTION OF THE COMPREHENSIVE ROAD IMPROVEMENT PLAN AND IMPOSITION OF IMPACT FEES

The Public Hearing shall be held on November 16, 2021 commencing at 5:30 p.m. until 7:00 p.m. at the Kane County Government Center, in the Auditorium of Building A, located at 719 South Batavia Avenue, Geneva, Illinois.

The purpose of this hearing is to consider the adoption of a revised Comprehensive Road Improvement Plan, potential amendments to the Kane County Road Improvement Impact Fee Ordinance and potential revisions to the fee schedule.

In association with the development of the Comprehensive Road Improvement Plan and fee schedule, the County of Kane will retain the three (3) existing service areas described as North, Central and South. The service areas will be contiguous and together will encompass the entire county.

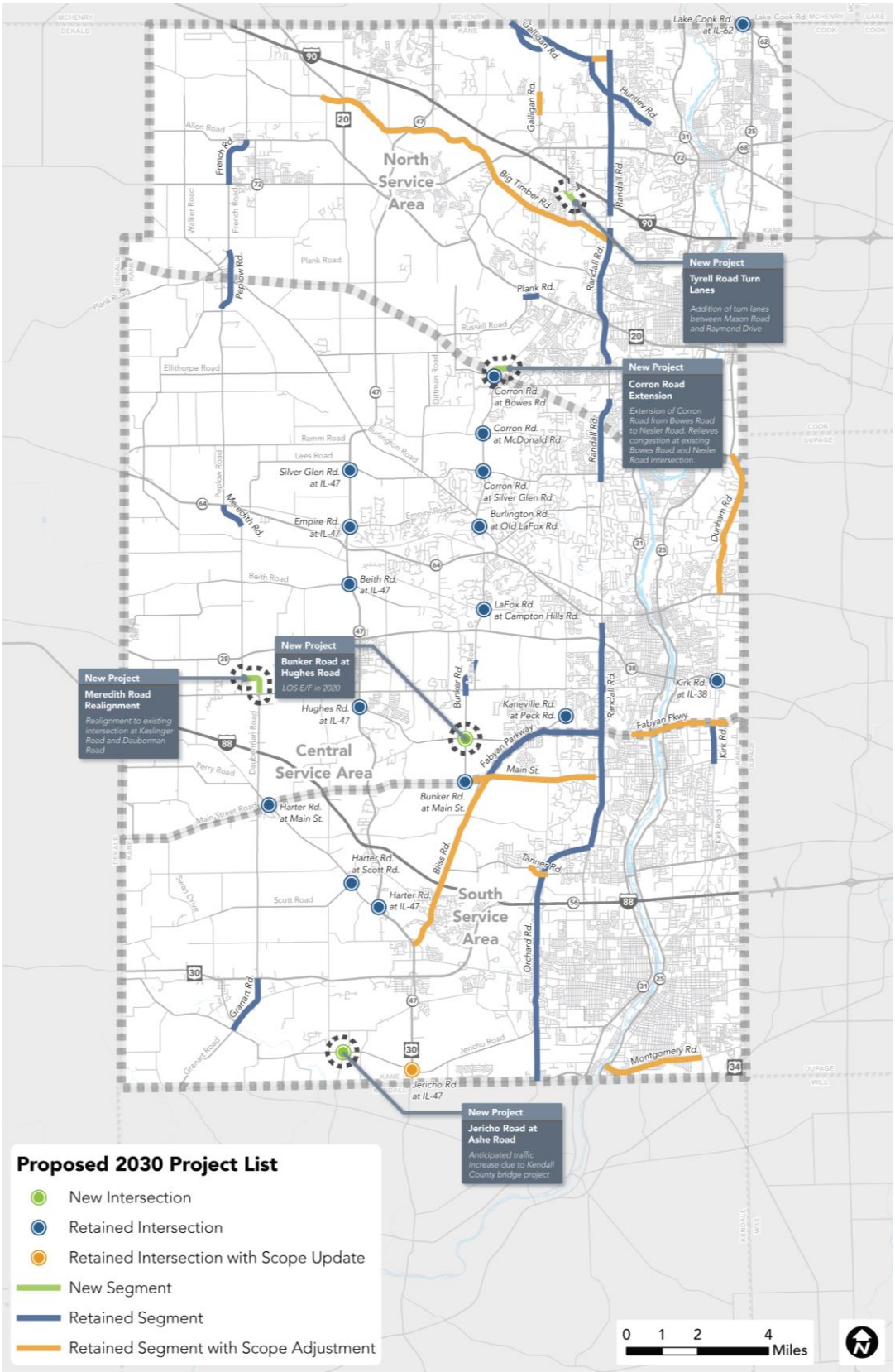
The Kane County Division of Transportation will make available to the public upon request the following: a list of the proposed comprehensive road improvement projects, cost estimates, service area boundary exhibit, draft fee schedule, draft ordinance update and other available information relating to the update. Any member of the public affected by the Comprehensive Road Improvement Plan, amendments to the Kane County Road Improvement Impact Fee Ordinance, and fee schedule shall have the right to appear at the public hearing and present evidence in support of or against the Comprehensive Road Improvement Plan, amendments to the Kane County Road Improvement Impact Fee Ordinance, and fee schedule.

Written comments regarding the Comprehensive Road Improvement Plan, amendments to the Kane County Road Improvement Impact Fee Ordinance, and fee schedule can also be sent to the Kane County Division of Transportation, Attn: Impact Fee Coordinator, 41W011 Burlington Road, St. Charles, IL 60175 or submitted by email to kdotimpactfee@co.kane.il.us until 4:00 p.m. on November 22, 2021.

Additional information regarding Kane County's Road Improvement Impact Fee Program can be found at http://kdot.countyofkane.org/Pages/Impact-Fees.aspx

CRIP and Imposition of Impact Fees Public Hearing
November 16, 2021

Name, Organization	Address	City, State, Zip	Email
Pam Petersky		Elburn	
Rory Fancler-Splitt Kimley Horn			
Tim Sjoberg Kimley-Horn			
DALE BERMAN	CCSD #3		
Barbara Wojnicki	KC Board # 15		
SCOTT HAJEK	VILLAGE OF HUNTLEY		shajek@huntley.il.us
Tim Marader Plato Twsh Supervisor	Plato Township	Plato Center, IL 60124	tmarader@comcast.net
MIKE TYRRELL president	Village of Campton Hills		MTYRRELL@VillageofCamptonHills.org
Steve Bauer	150 E. Runner	Vernon Hills	sbauer@dlrhorton.com
Jackie Forbes, KDOT staff	on file		
Lisa Larson, KDOT staff	on file		
Jennifer Becker, KDOT staff	on file		

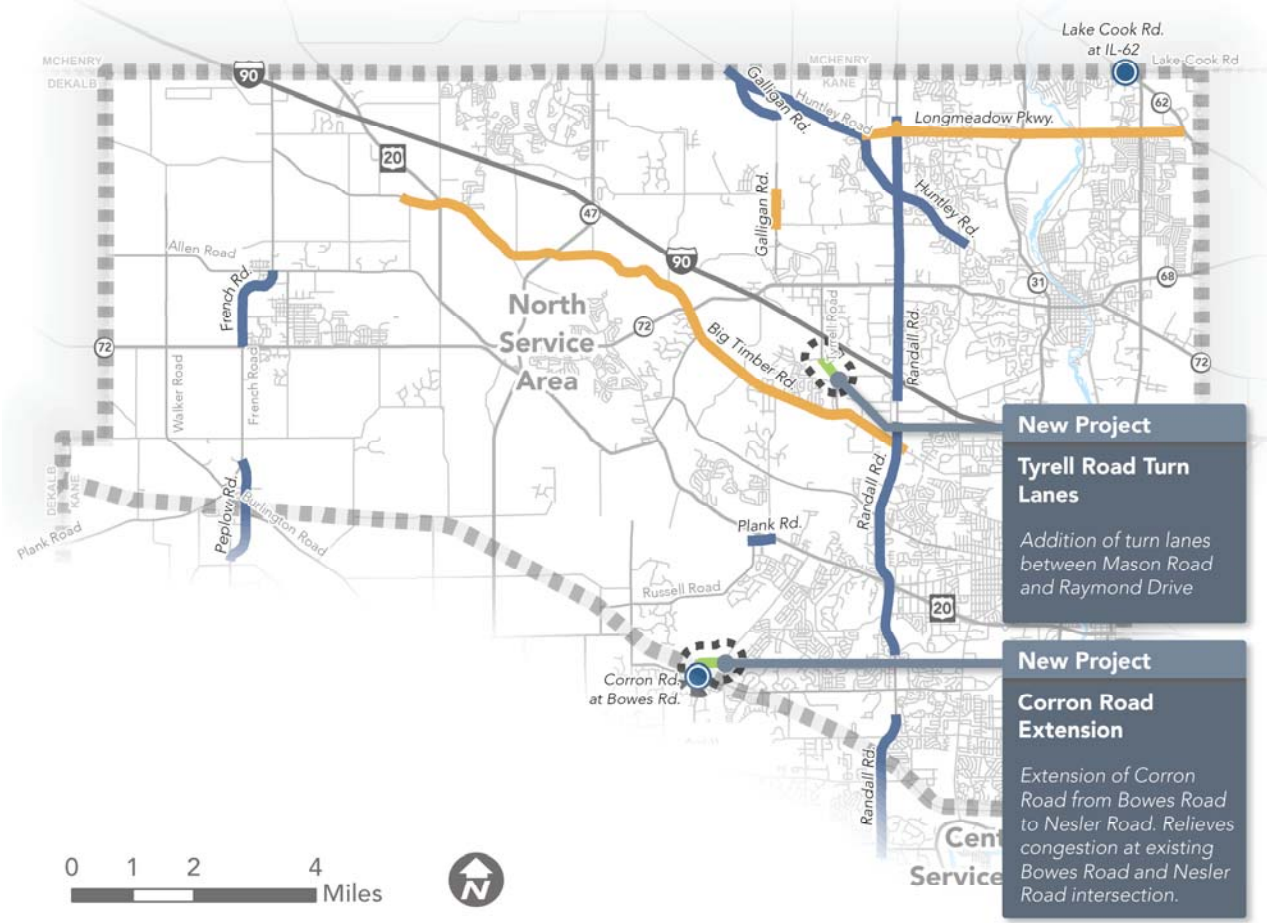

North Service Area
Central Service Area
South Service Area
New Project
Tyrell Road Turn Lanes
Addition of turn lanes between Mason Road and Raymond Drive
New Project
Corron Road Extension
Extension of Corron Road from Bowes Road to Nesler Road. Relieves congestion at existing Bowes Road and Nesler Road intersection.
New Project
Bunker Road at Hughes Road
LOS E/F in 2020
New Project
Meredith Road Realignment
Realignment to existing intersection at Keslinger Road and Dauberman Road
New Project
Jericho Road at Ashe Road
Anticipated traffic increase due to Kendall County bridge project
Lake Cook Rd. at IL-62
Gilligan Rd.
Huntley Rd.
Big Timber Rd.
Randall Rd.
Plank Rd.
Corron Rd. at Bowes Rd.
Corron Rd. at McDonald Rd.
Corron Rd. at Silver Glen Rd.
Silver Glen Rd. at IL-47
Empire Rd. at IL-47
Burlington Rd. at Old LaFox Rd.
Beith Rd. at IL-47
LaFox Rd. at Campton Hills Rd.
Hughes Rd. at IL-47
Bunker Rd.
Kaneville Rd. at Peck Rd.
Fabyan Parkway
Kirk Rd. at IL-38
Main St.
Bunker Rd. at Main St.
Harter Rd. at Main St.
Harter Rd. at Scott Rd.
Harter Rd. at IL-47
Bliss Rd.
Tanner Rd.
Orchard Rd.
Jericho Rd. at IL-47
Montgomery Rd.
Proposed 2030 Project List
New Intersection
Retained Intersection
Retained Intersection with Scope Update
New Segment
Retained Segment
Retained Segment with Scope Adjustment
0 1 2 4 Miles

KANE COUNTY
IMPACT FEE PROGRAM

2030 PROJECTS
NORTH SERVICE AREA

- New Intersection
- Retained Intersection
- Retained Intersection with Scope Update
- New Segment
- Retained Segment
- Retained Segment with Scope Adjustment

Cost ($ Million)	
Total	$446.21
Impact Fee Eligible	$427.47



KANE COUNTY
IMPACT FEE PROGRAM

2030 PROJECTS

CENTRAL SERVICE AREA

- New Intersection
- Retained Intersection
- Retained Intersection with Scope Update
- New Segment
- Retained Segment
- Retained Segment with Scope Adjustment

Cost ($ Million)	
Total	$167.44
Impact Fee Eligible	$162.42

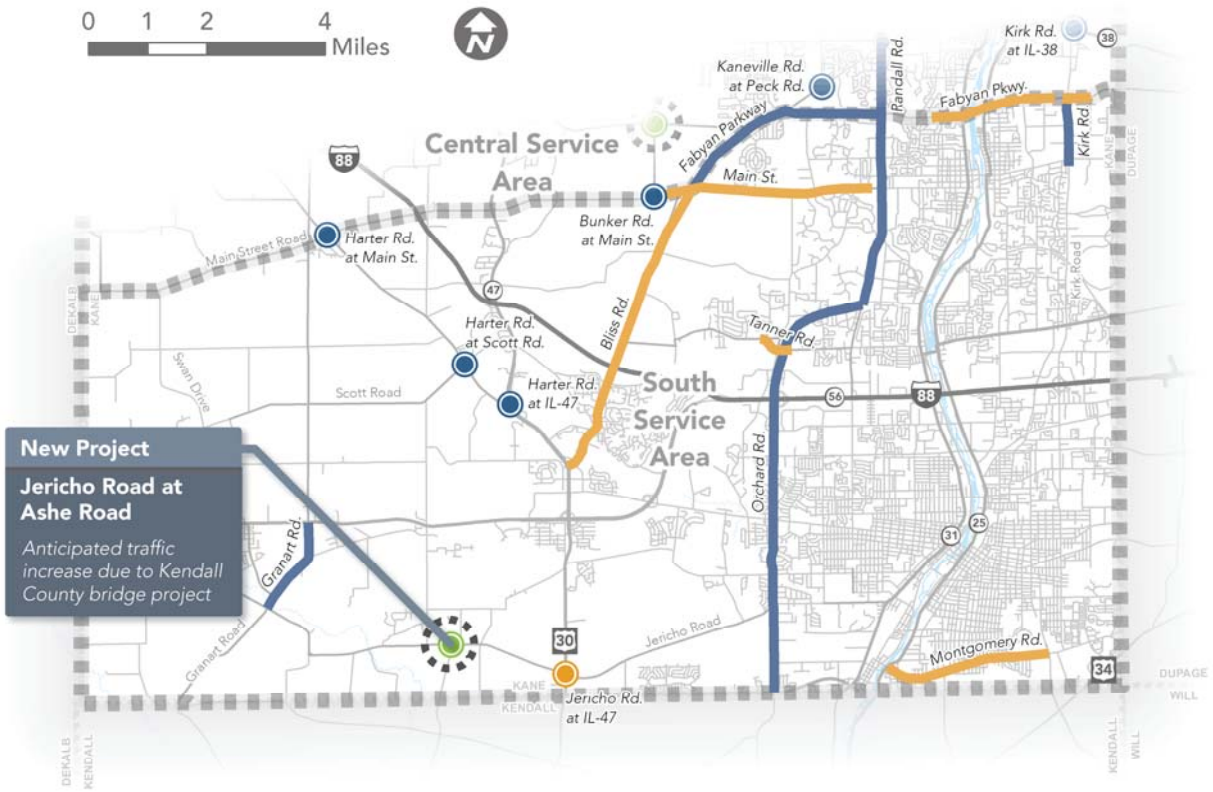
KANE COUNTY
IMPACT FEE PROGRAM

2030 PROJECTS

SOUTH SERVICE AREA

- New Intersection
- Retained Intersection
- Retained Intersection with Scope Update
- New Segment
- Retained Segment
- Retained Segment with Scope Adjustment

Cost ($ Million)	
Total	$306.44
Impact Fee Eligible	$238.29



KANE COUNTY IMPACT FEE PROGRAM

2030 CRIP - PROPOSED FEE SCHEDULE

LAND USE	IMPACT UNIT	LUC (3)	GROSS IMPACT FEE PER IMPACT UNIT			REDUCED IMPACT FEE PER IMPACT UNIT		
			NORTH	CENTRAL	SOUTH	NORTH	CENTRAL	SOUTH
RESIDENTIAL								
SINGLE FAMILY DETACHED	DWELLING UNIT	210	$2,721.19	$2,725.81	$2,736.12	$1,360.59	$1,362.91	$1,368.06
SINGLE FAMILY ATTACHED	DWELLING UNIT	215	$1,650.08	$1,652.89	$1,659.14	$825.04	$826.44	$829.57
MULTI-FAMILY ATTACHED	DWELLING UNIT	220	$1,476.39	$1,478.90	$1,484.49	$738.20	$739.45	$742.25
AGE RESTRICTED HOUSING	DWELLING UNIT	251	$868.46	$869.94	$873.23	$434.23	$434.97	$436.62
COMMERCIAL RETAIL								
RETAIL 1 TO < 40,000 S.F. (4)	1,000 S.F. (1)	822	$7,058.59	$7,070.59	$7,097.32	$3,529.30	$3,535.29	$3,548.66
RETAIL 40,000 TO 150,000 S.F.	1,000 S.F. (1)	821	$9,672.09	$9,688.53	$9,725.17	$4,836.05	$4,844.26	$4,862.58
RETAIL OVER 150,000 S.F.	1,000 S.F. (1)	820	$5,118.15	$5,126.85	$5,146.24	$2,559.08	$2,563.42	$2,573.12
SUPERMARKET	1,000 S.F. (2)	850	$12,436.42	$12,457.55	$12,504.66	$6,218.21	$6,228.77	$6,252.33
GAS SERVICE STATION	FUELING POSITION	944	$4,832.14	$4,840.35	$4,858.65	$2,416.07	$2,420.17	$2,429.33
CONVENIENCE STORE/GAS STATION (GFA 2-4K)	FUELING POSITION	945	$7,998.56	$8,012.15	$8,042.45	$3,999.28	$4,006.08	$4,021.23
CONVENIENCE STORE/GAS STATION (GFA 4-5.5K)	FUELING POSITION	945	$6,588.75	$6,599.95	$6,624.91	$3,294.38	$3,299.97	$3,312.45
COMMERCIAL OFFICE								
GENERAL OFFICE	1,000 S.F. (2)	710	$4,168.63	$4,175.71	$4,191.51	$2,084.32	$2,087.86	$2,095.75
MEDICAL-DENTAL OFFICE	1,000 S.F. (2)	720	$11,376.89	$11,396.22	$11,439.32	$5,688.45	$5,698.11	$5,719.66
OFFICE PARK	1,000 S.F. (2)	750	$3,763.35	$3,769.74	$3,784.00	$1,881.67	$1,884.87	$1,892.00
BUSINESS PARK	1,000 S.F. (2)	770	$3,531.76	$3,537.76	$3,551.14	$1,765.88	$1,768.88	$1,775.57
COMMERCIAL INDUSTRIAL								
WAREHOUSING/DISTRIBUTION TERMINAL	1,000 S.F. (2)	150	$521.08	$521.96	$523.94	$260.54	$260.98	$261.97
SPECULATIVE INDUSTRIAL (5)	1,000 S.F. (2)	150/710	$1,244.80	$1,246.91	$1,251.63	$622.40	$623.46	$625.82
LIGHT INDUSTRIAL/INDUSTRIAL PARK	1,000 S.F. (2)	110	$1,881.67	$1,884.87	$1,892.00	$940.84	$942.44	$946.00
COMMERCIAL RESTAURANT								
FAST FOOD RESTAURANT	1,000 S.F. (2)	934	$24,860.68	$24,902.92	$24,997.09	$12,430.34	$12,451.46	$12,498.55
FINE DINING RESTAURANT	1,000 S.F. (2)	931	$6,548.23	$6,559.35	$6,584.16	$3,274.11	$3,279.68	$3,292.08
COMMERCIAL SERVICE								
DAY CARE	1,000 S.F. (2)	565	$7,725.86	$7,738.99	$7,768.26	$3,862.93	$3,869.50	$3,884.13
HOSPITAL	BED	610	$4,892.35	$4,900.67	$4,919.20	$2,446.18	$2,450.33	$2,459.60
NURSING HOME	BED	620	$405.28	$405.97	$407.51	$202.64	$202.99	$203.75
HOTEL/MOTEL	ROOM	320	$1,042.16	$1,043.93	$1,047.88	$521.08	$521.96	$523.94
OTHER								
RELIGIOUS INSTITUTION	1,000 S.F. (2)	560	$1,418.49	$1,420.90	$1,426.28	$709.25	$710.45	$713.14

NOTES AND ADDITIONAL INFORMATION

1. **GROSS LEASABLE FLOOR AREA (GLFA)**
THE AMOUNT OF FLOOR SPACE AVAILABLE TO BE LEASED OR RENTED. THE GROSS LEASABLE AREA IS THE TOTAL FLOOR AREA DESIGNED FOR TENANT OCCUPANCY AND EXCLUSIVE USE.

2. **GROSS FLOOR AREA (GFA)**
THE TOTAL FLOOR AREA CONTAINED WITHIN THE BUILDING MEASURED TO THE EXTERNAL FACE OF THE EXTERNAL WALLS.

3. **LAND USE CODES**
BASED ON DATA AVAILABLE IN THE ITE TRIP GENERATION MANUAL, 11TH EDITION.

4. **RETAIL 1 TO < 40,000 S.F.**
PASS-BY AND DIVERTED TRIP INFORMATION NOT AVAILABLE IN THE 11TH EDITION OF THE ITE TRIP GENERATION MANUAL FOR LUC 822; THEREFORE PASS-BY AND DIVERTED TRIP INFORMATION WAS UTILIZED FROM SIMILAR LAND USE, LUC 821.

5. **SPECULATIVE INDUSTRIAL**
RATE CALCULATED USING 80% OF LUC 150 AND 20% OF LUC 710 PER THE ITE TRIP GENERATION MANUAL, 11TH EDITION.

NOTE: FOR A PROPERTY WITH ONLY ONE TENANT, THE MEASUREMENTS OF GFA AND GFLA ARE ESSENTIALLY EQUAL.

KDOT
KANE COUNTY DIVISION OF TRANSPORTATION

KANE COUNTY
IMPACT FEE PROGRAM

2026 CRIP - CURRENT FEE SCHEDULE

LAND USE	IMPACT UNIT	LUC	GROSS IMPACT FEE PER IMPACT UNIT			REDUCED IMPACT FEE PER IMPACT UNIT		
			NORTH	CENTRAL	SOUTH	NORTH	CENTRAL	SOUTH
RESIDENTIAL								
SINGLE FAMILY DETACHED	DWELLING UNIT	210	$3,369.19	$3,282.08	$3,383.66	$1,684.60	$1,641.04	$1,691.83
SINGLE FAMILY ATTACHED	DWELLING UNIT	230	$1,751.98	$1,706.68	$1,759.51	$875.99	$853.34	$879.75
MULTI-FAMILY ATTACHED	DWELLING UNIT	220	$2,088.90	$2,034.89	$2,097.87	$1,044.45	$1,017.44	$1,048.94
AGE RESTRICTED HOUSING	DWELLING UNIT	251	$909.68	$886.16	$913.59	$454.84	$443.08	$456.79
COMMERCIAL RETAIL								
RETAIL 1-50,000 S.F.	1,000 S.F. (1)	820	$5,103.17	$4,971.22	$5,125.09	$2,551.59	$2,485.61	$2,562.55
RETAIL 50,000-300,000 S.F.	1,000 S.F. (1)	820	$7,677.46	$7,478.95	$7,710.44	$3,838.73	$3,739.48	$3,855.22
RETAIL 300,000-1,000,000 S.F.	1,000 S.F. (1)	820	$5,550.72	$5,407.20	$5,574.56	$2,775.36	$2,703.60	$2,787.28
RETAIL OVER 1,000,000 S.F.	1,000 S.F. (1)	820	$4,650.79	$4,530.54	$4,670.77	$2,325.40	$2,265.27	$2,335.39
SUPERMARKET	1,000 S.F. (2)	850	$9,581.98	$9,334.23	$9,623.14	$4,790.99	$4,667.11	$4,811.57
CONVENIENCE MARKET	1,000 S.F. (2)	851	$26,486.90	$25,802.05	$26,600.67	$13,243.45	$12,901.03	$13,300.34
SERVICE STATION	FUELING POSITION	944	$7,009.60	$6,828.36	$7,039.71	$3,504.80	$3,414.18	$3,519.86
COMMERCIAL OFFICE								
GENERAL OFFICE	1,000 S.F. (2)	710	$5,020.10	$4,890.30	$5,041.66	$2,510.05	$2,445.15	$2,520.83
MEDICAL-DENTAL OFFICE	1,000 S.F. (2)	720	$12,028.01	$11,717.02	$12,079.68	$6,014.01	$5,858.51	$6,039.84
OFFICE PARK	1,000 S.F. (2)	750	$4,986.40	$4,857.47	$5,007.82	$2,493.20	$2,428.74	$2,503.91
BUSINESS PARK	1,000 S.F. (2)	770	$4,245.18	$4,135.42	$4,263.42	$2,122.59	$2,067.71	$2,131.71
COMMERCIAL INDUSTRIAL								
WAREHOUSING/DISTRIBUTION TERMINAL	1,000 S.F. (2)	150	$1,078.14	$1,050.26	$1,082.77	$539.07	$525.13	$541.39
FLEX INDUSTRIAL	1,000 S.F. (2)	N/A	$1,853.06	$1,805.14	$1,861.01	$926.53	$902.57	$930.51
LIGHT INDUSTRIAL/INDUSTRIAL PARK	1,000 S.F. (2)	110	$3,268.12	$3,183.62	$3,282.15	$1,634.06	$1,591.81	$1,641.08
COMMERCIAL RESTAURANT								
FAST FOOD RESTAURANT	1,000 S.F. (2)	934	$11,000.41	$10,715.98	$11,047.66	$5,500.21	$5,357.99	$5,523.83
OTHER RESTAURANT	1,000 S.F. (2)	931	$6,308.81	$6,145.69	$6,335.91	$3,154.41	$3,072.85	$3,167.96
COMMERCIAL SERVICE								
DAY CARE	1,000 S.F. (2)	565	$4,157.58	$4,050.08	$4,175.44	$2,078.79	$2,025.04	$2,087.72
HOSPITAL	BED	610	$4,767.71	$4,660.55	$4,761.55	$2,383.86	$2,330.28	$2,380.78
NURSING HOME	BED	620	$741.22	$722.06	$744.41	$370.61	$361.03	$372.20
HOTEL/MOTEL	ROOM	320	$1,583.52	$1,542.58	$1,590.32	$791.76	$771.29	$795.16
OTHER								
RELIGIOUS INSTITUTION	1,000 S.F. (2)	560	$1,853.06	$1,805.14	$1,861.01	$926.53	$902.57	$930.51

NOTES AND ADDITIONAL INFORMATION

1. **GROSS LEASABLE FLOOR AREA (GLFA)**
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NOTE: FOR A PROPERTY WITH ONLY ONE TENANT, THE MEASUREMENTS OF GFA AND GFLA ARE ESSENTIALLY EQUAL.

KDOT
KANE COUNTY DIVISION OF TRANSPORTATION

Transcript of Public Hearing

Date: November 16, 2021
Case: Impact Fee Public Hearing, In Re:

Planet Depos
Phone: 888.433.3767
Email: transcripts@planetdepos.com
www.planetdepos.com

BEFORE THE KANE COUNTY DIVISION OF TRANSPORTATION

- - - - - - - - - - - - - - - -x

In re the matter of: :

Kane County, Impact Fee :

Land Use Assumptions. :

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PUBLIC HEARING

HEARING OFFICER JACQUELINE FORBES

Geneva, Illinois

Tuesday, November 16, 2021

5:30 p.m.

Job No.: 401272

Pages: 1 - 5

Reported By: Paula Quetsch, CSR, RPR

Meeting held at the location of:

KANE COUNTY GOVERNMENT CENTER
719 South Batavia Avenue
Building A
Geneva, Illinois 60134
(630) 444-1236

Before Paula Quetsch, Certified Shorthand Reporter, Registered Professional Reporter, and Notary Public in and for the State of Illinois.

P R O C E E D I N G S

HEARING OFFICER FORBES: Good evening everyone. My name is Jackie Forbes. I am the chief of planning and programming for Kane County Division of Transportation and have been designated as the hearing officer for this public meeting.

The purpose of this hearing is to consider the adoption of a revised comprehensive road improvement plan, potential amendments to the Kane County road improvement plan, impact fee ordinance, and potential revisions to the fee schedule.

We have a number of informational displays around the room and a number of staff people and consultants here to answer questions.

You may make formal comments in several ways. There is a court reporter here to transcribe any verbal comments you may make; there are comment forms that you can fill out and leave with us tonight, or you can submit written comments to the Kane County Division of Transportation until November 22nd, 2021, at 4:00 p.m. Detailed instructions are shown on the comment form and

also on the meeting announcement. Comments may also be emailed to kdotimpactfee@co.kane.il.us.

The public hearing is now open and will last until 7:00 this evening.

Thank you for coming.

(Record closed at 7:00 p.m.)

CERTIFICATE OF SHORTHAND REPORTER

I, Paula M. Quetsch, Certified Shorthand Reporter No. 084-003733, CSR, RPR, and a Notary Public in and for the County of Kane, State of Illinois, the officer before whom the foregoing proceedings were taken, do certify that the foregoing transcript is a true and correct record of the proceedings, that said proceedings were taken by me stenographically and thereafter reduced to typewriting under my supervision, and that I am neither counsel for, related to, nor employed by any of the parties to this case and have no interest, financial or otherwise, in its outcome.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal this 17th day of November, 2021.

My commission expires: October 16, 2025

_____

Notary Public in and for the
State of Illinois

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