

**LAKE COUNTY, ILLINOIS**

**COMPREHENSIVE ROAD IMPROVEMENT PLAN**

**FOR**

**IMPACT FEES**

**JUNE 8, 1992**

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**SECTION 1**

## INTRODUCTION AND PURPOSE

### 1. Introduction

Over the past several years, residential and business development in Lake County has increased at a rapid rate of growth. The rapid growth is expected to continue. This anticipated growth will result in an increased impact on the County's roadway network, thus creating the need to improve the roadways in the County to accommodate future growth.

Finding a method to obtain funding to pay for these roadway improvements in a fair and equitable manner, and to promote orderly economic growth in the County, is necessary. Some of the burden of paying for road improvements should fall on those who create the burden.

### 2. Purpose

Road improvement impact fees provide one method to promote orderly economic growth throughout the County by assuring that new development bears its fair share of the cost of meeting the demand for road improvements.

The land area of the County that is to be included in the impact fee program has been divided into fourteen (14) service areas. Road improvement impact

funds that are collected within each service area must be expended within each service area. The service areas are contained in Section 2.

The development of this comprehensive road improvement plan for road improvement impact fees was a two phase process. Phase one included a land use assumptions study containing population, household, and employment projections for the different areas of the County for the year 2000. In phase two, the results of this land use assumptions study was used to help predict which County and State roadways in the County would experience the greatest increase in daily volume between 1980 and 2000. Phase two also included a study to determine which roadways in the County have existing deficiencies, that is, those roadways with existing (1991) peak-hour volume above capacity at level of service D as defined by the Highway Capacity Manual.

The results of these studies from phase one and phase two were used to help develop this comprehensive road improvement plan to identify road improvement needs and estimate cost and funding sources. The plan contains the Year 2000 land use assumptions (population, employment, and household projections), existing roadway capacity deficiencies, a listing of roadway improvement projects, intergovernmental agreements, and various resolutions relating to the impact fee development process. Each of these items are presented in later sections of this plan.

This Ten Year Comprehensive Road Improvement Plan satisfies the requirements set forth in the Illinois Revised Statutes, Chapter 121, Section 5-910 for the development of a comprehensive road improvement plan for road improvement impact fees.

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SECTION 2

## SERVICE AREAS

The land area of the County that is to be included in the impact fee program has been divided into fourteen (14) Service Areas. The Service Areas are depicted upon the maps in this section.

**SERVICE AREA #1**

**At a point beginning at the intersection of the center of right-of-way of Grass Lake Road (County Highway 18) and the Lake County/McHenry County Line.**

**Thence east along the center of right-of-way of Grass Lake Road (County Highway 18) to the intersection of the center of right-of-way of Grass Lake Road (County Highway 18) and Savage Road.**

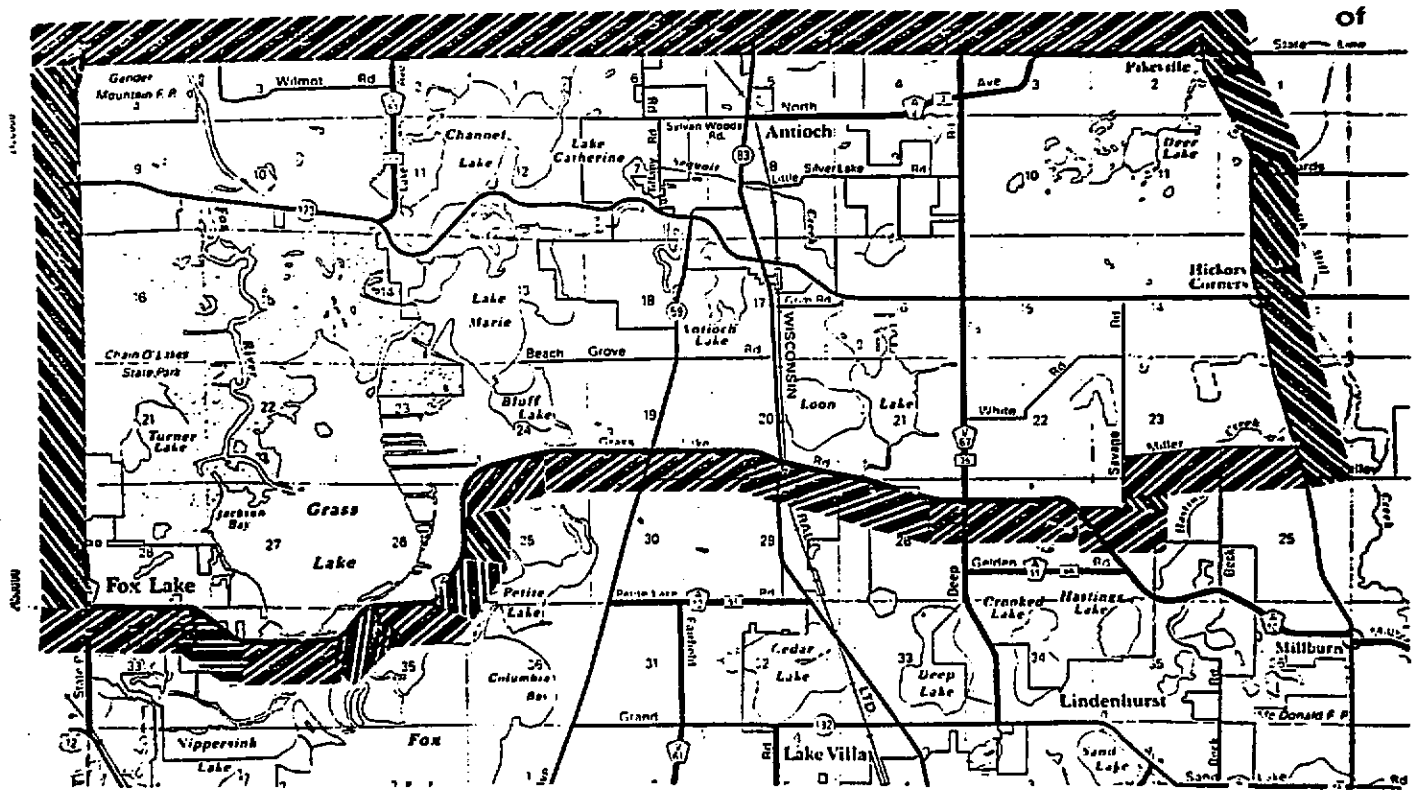
**Thence east and north along center of right-of-way of Savage Road to the intersection of the center of right-of-way of Savage Road and Miller Road.**

**Thence east along the center of right-of-way of Miller Road to the intersection of the center of right-of-way of Miller Road and U.S. Route 45.**

**Thence north along the center of right-of-way of U.S. Route 45 to the Illinois/Wisconsin State Line.**



SERVICE AREA #1



**SERVICE AREA #2**

At a point beginning at the intersection of the center of right-of-way of U.S. Route 45 and the Illinois/Wisconsin State Line.

Thence south along the center of right-of-way of U.S. Route 45 to the intersection of the center of right-of-way of U.S. Route 45 and Millburn Road (County Highway 14).

Thence east along the center of right-of-way of Millburn Road (County Highway 14) to the intersection of the center of right-of-way of Millburn Road (County Highway 14) and Hunt Club Road (County Highway 29).

Thence south along the center of right-of-way of Hunt Club Road (County Highway 29) to the intersection of the center of right-of-way of Hunt Club Road (County Highway 29) and the southern border of Newport Township.

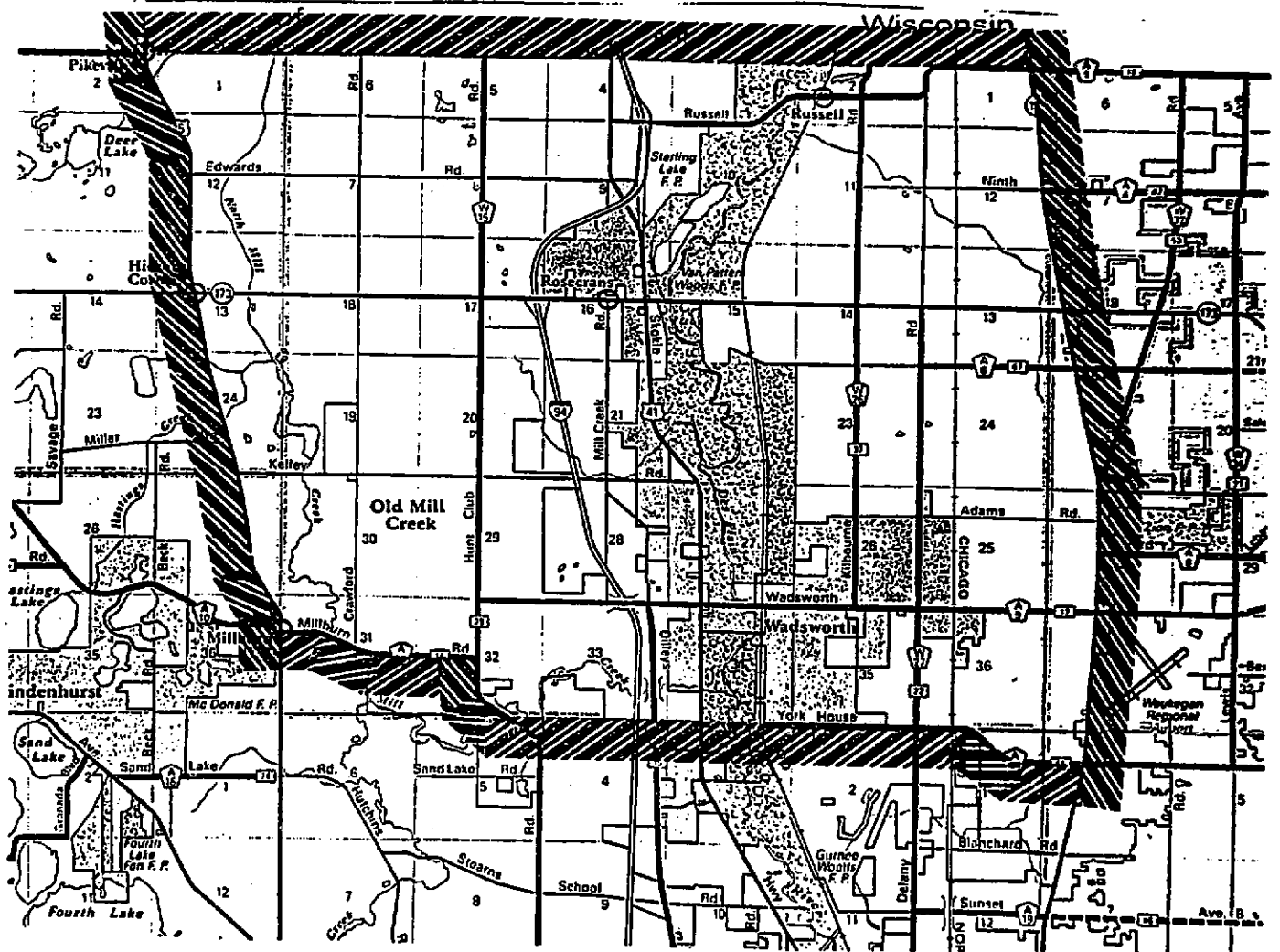
Thence east along the southern border of Newport Township to the center of right-of-way of the western most point of Yorkhouse Road (County Highway 65).

Thence east along the center of right-of-way of Yorkhouse Road (County Highway 65) to the intersection of the center of right-of-way of Yorkhouse Road (County Highway 65) and the eastern edge of right-of-way of Green Bay Road (Illinois Route 131).

Thence north along the eastern edge of right-of-way of Green Bay Road (Illinois Route 131) to the Illinois/Wisconsin State Line.

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# SERVICE AREA #2



**SERVICE AREA #4**

At a point beginning at the intersection of the center of right-of-way of Grass Lake Road (County Highway 18) and the Lake County/McHenry County line.

Thence east along the center of right-of-way of Grass Lake Road (County Highway 18) to the intersection of the center of right-of-way of Grass Lake Road (County Highway 18) and Illinois Route 59.

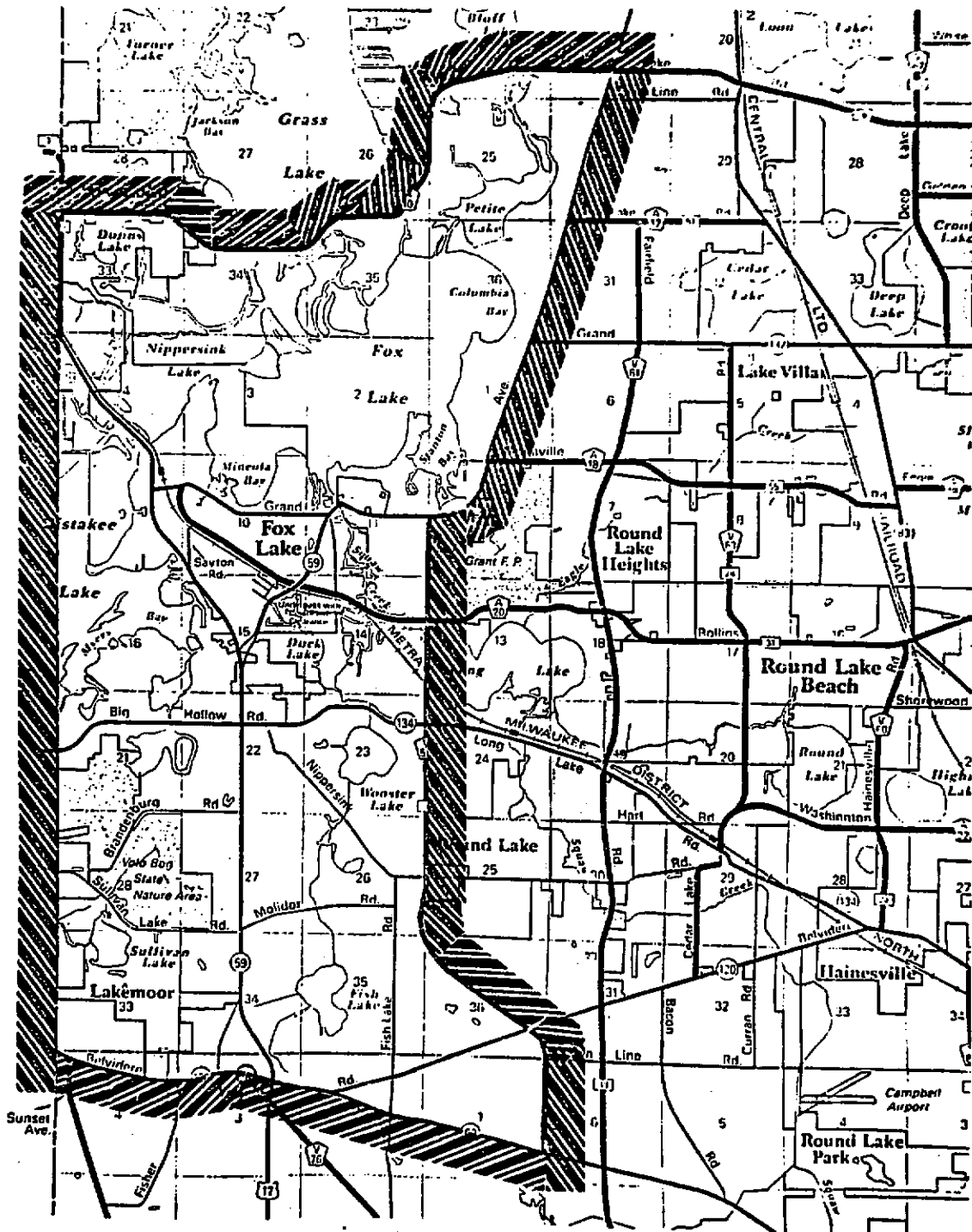
Thence south along the center of right-of-way of Illinois Route 59 to the intersection of the center of right-of-way of Illinois Route 59 and Wilson Road (County Highway 7).

Thence South along the center of right-of-way of Wilson Road (County Highway 7) to the intersection of the center of right-of-way of Wilson Road (County Highway 7) and Illinois Route 60.

Thence west along the center of right-of-way of Illinois Route 60 to the intersection of the center of right-of-way of Illinois Route 60 and Illinois Route 120.

Thence west along the center of right-of-way of Illinois Route 120 to the Lake County/McHenry County line.

# SERVICE AREA #4



**SERVICE AREA #5**

At a point beginning at the intersection of the center of right-of-way of Grass Lake Road (County Highway 18) and Illinois Route 59.

Thence east along the center of right-of-way of Grass Lake Road (County Highway 18) to the intersection of the center of right-of-way of Grass Lake Road (County Highway 18) and Savage Road.

Thence east and north along the center of right-of-way of Savage Road to the intersection of the center of right-of-way of Savage Road and Miller Road.

Thence east along the center of right-of-way of Miller Road to the intersection of the center of right-of-way of Miller Road and U.S. Route 45.

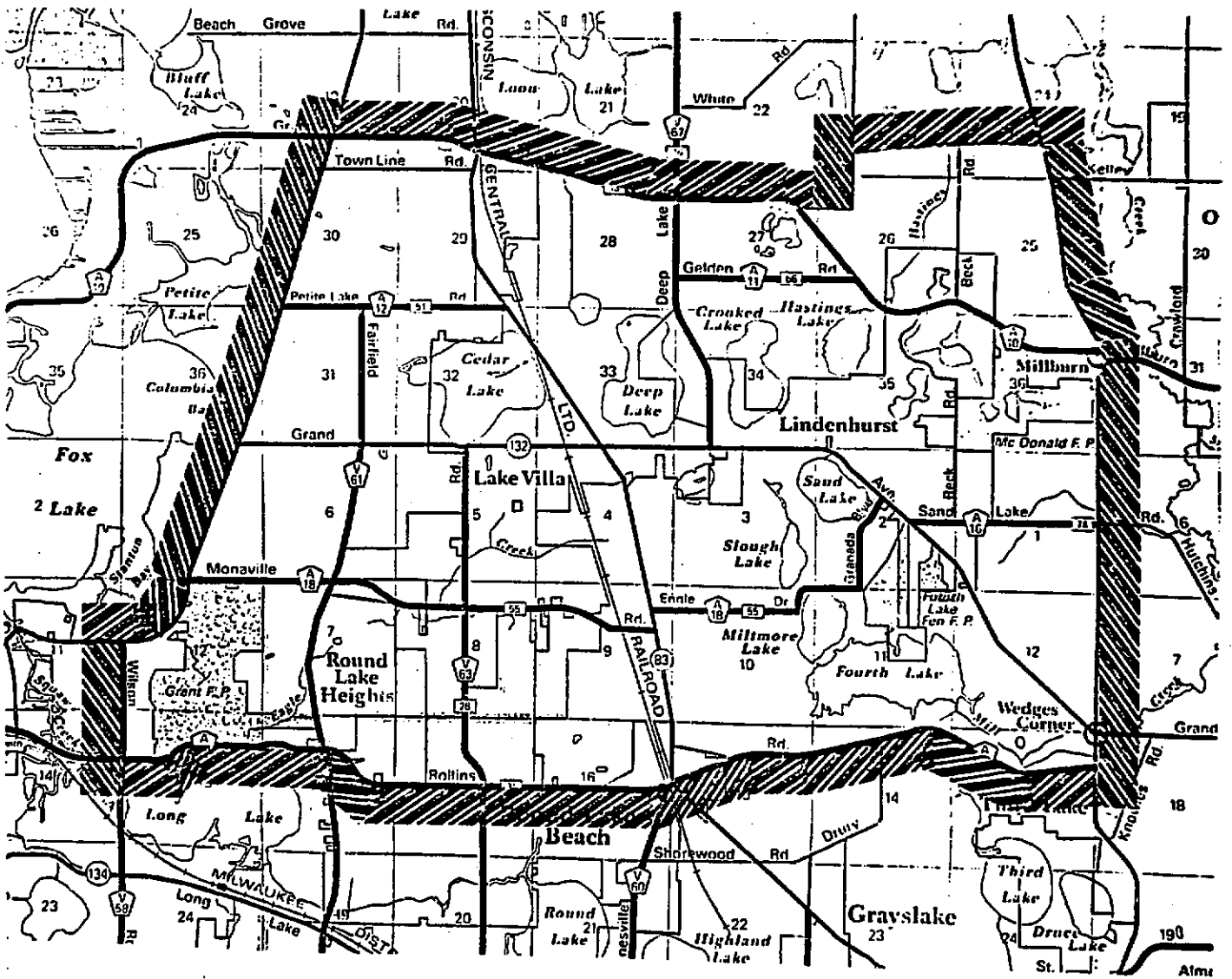
Thence south along the center of right-of-way of U.S. Route 45 to the intersection of the center of right-of-way of U.S. Route 45 and Rollins Road (County Highway 31).

Thence west along the center of right-of-way of Rollins Road (County Highway 31) to the intersection of the center of right-of-way of Rollins Road (County Highway 31) and Wilson Road (County Highway 7).

Thence north along the center of right-of-way of Wilson Road (County Highway 7) to the intersection of the center of right-of-way of Wilson Road (County Highway 7) and Illinois Route 59.

Thence north along the center of right-of-way of Illinois Route 59 to the intersection of the center of Illinois Route 59 to the intersection of the center of right-o-way of Illinois Route 59 and Grass Lake Road (County Highway 18).

# SERVICE AREA #5



**SERVICE AREA #6**

At a point beginning at the intersection of the center of right-of-way of Millburn Road (County Highway 14) and U.S. Route 45.

Thence east along the center of right-of-way of Millburn Road (County Highway 14) to the intersection of the center of right-of-way of Millburn Road (County Highway 14) and Hunt Club Road (County Highway 29).

Thence south along the center of right-of-way of Hunt Club Road (County Highway 29) to the intersection of the center of right-of-way of Hunt Club Road (County Highway 29) and the northern border of Warren Township.

Thence east along the northern border of Warren Township to the western most point of the center of right-of-way of Yorkhouse Road (County Highway 65).

Thence east along the center of right-of-way of Yorkhouse Road to the intersection of the center of right-of-way of Yorkhouse Road (County Highway 65) and the eastern edge of right-of-way of Green Bay Road (Illinois Route 131).

Thence south along the eastern edge of right-of-way of Green Bay Road (Illinois Route 131) to the intersection of the eastern edge of right-of-way of Green Bay Road (Illinois Route 131) and the southern edge of right-of-way of Illinois Route 120.

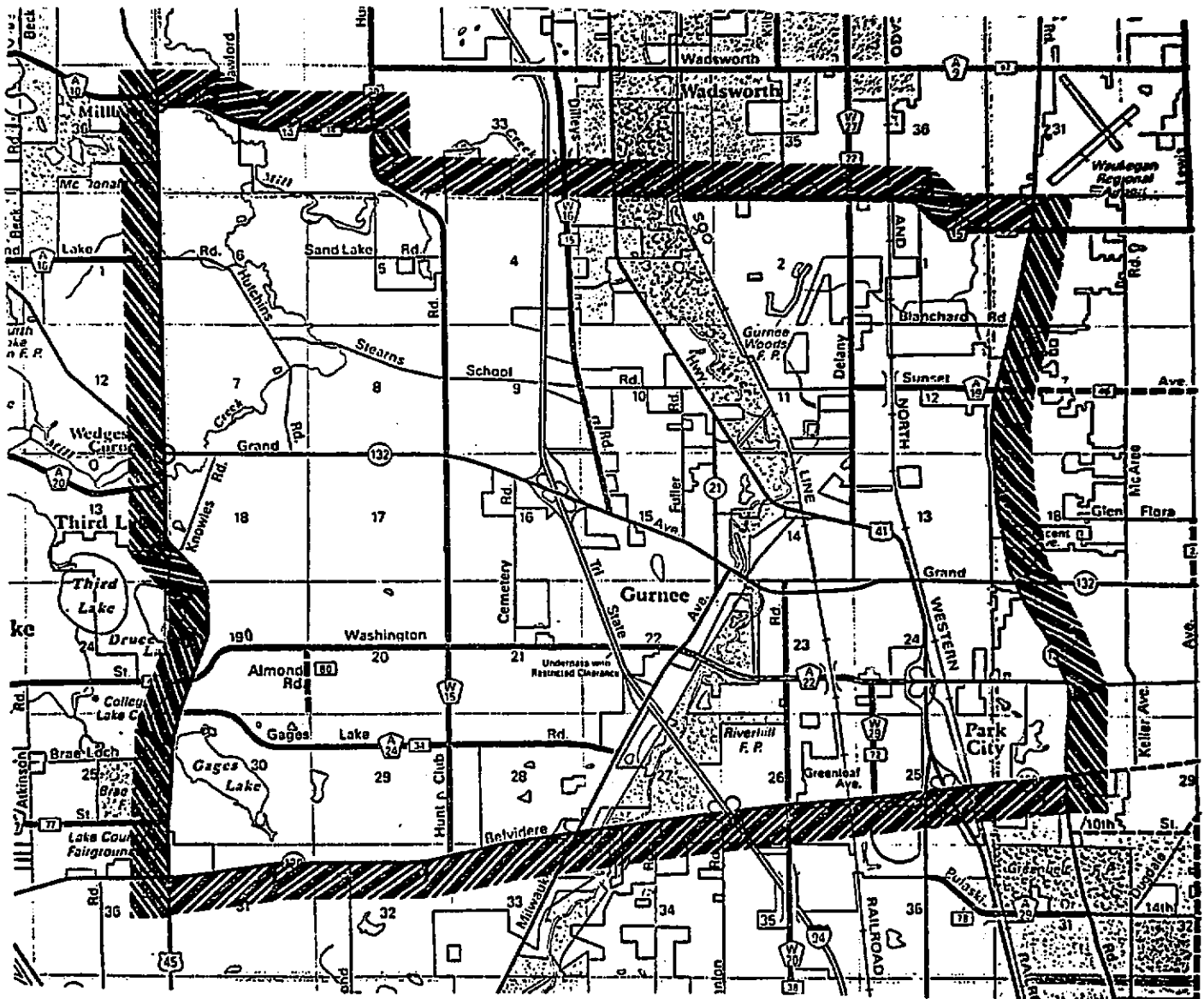
Thence west along the southern edge of right-of-way of Illinois Route 120 to the intersection of the southern edge of right-of-way of Illinois Route 120 and the eastern edge of right-of-way of the Chicago and Northwestern Railroad track.

Thence west along the center of right-of-way of Illinois Route 120 to the intersection of the center of right-of-way of Illinois Route 120 and U.S. Route 45.

Thence north along the center of right-of-way of U.S. Route 45 to the intersection of the center of right-of-way of U.S. Route 45 and Millburn Road (County Highway 14).



# SERVICE AREA #6



**SERVICE AREA #7**

At a point beginning at the intersection of the center of right-of-way of Wilson Road (County Highway 7) and Rollins Road (County Highway 31).

Thence east along center of right-of-way of Rollins Road (County Highway 31) to the intersection of the center of right-of-way of Rollins Road (County Highway 31) and U.S. Route 45.

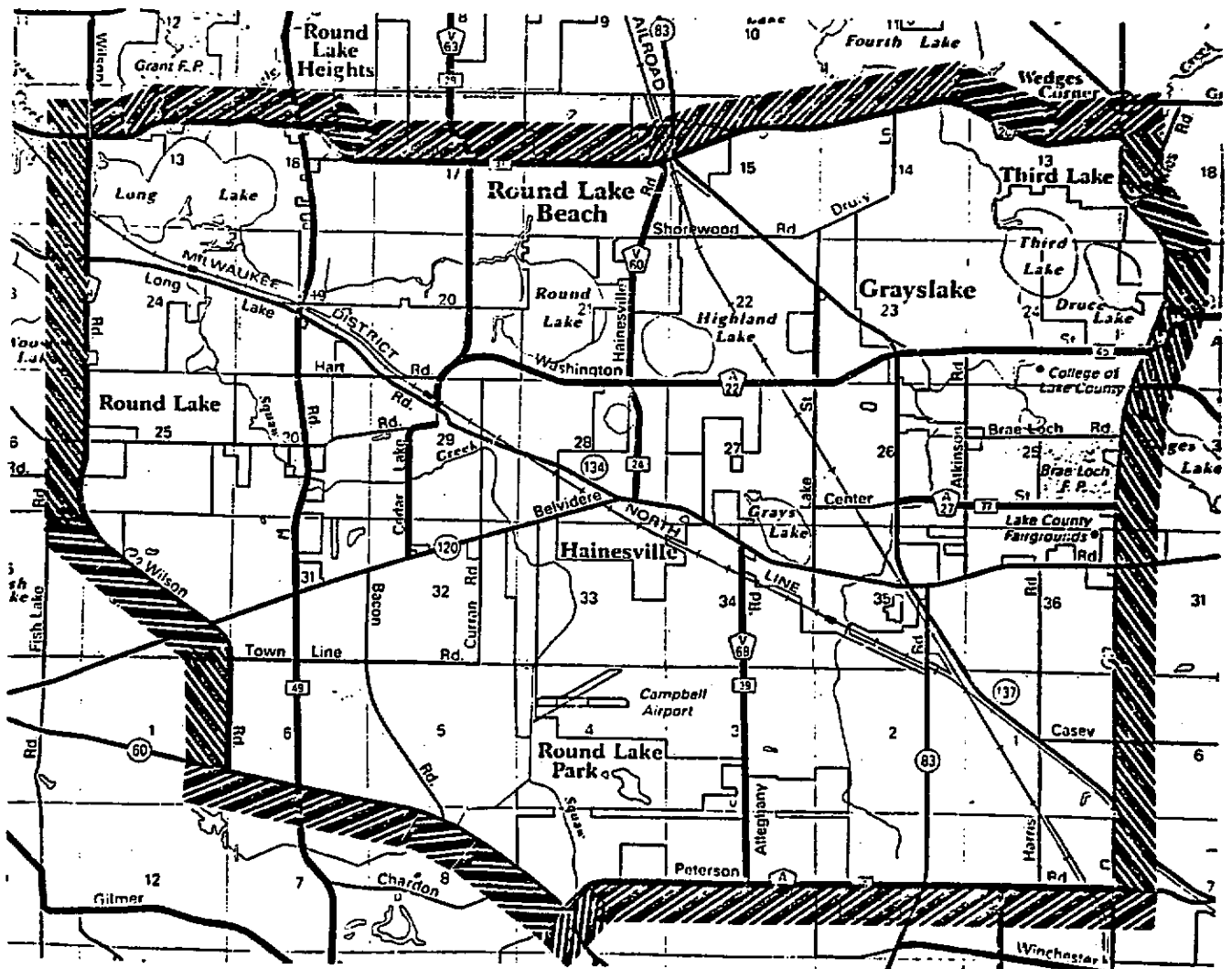
Thence south along the center of right-of-way of U.S. Route 45 to the intersection of the center of right-of-way of U.S. Route 45 and Peterson Road (County Highway 20).

Thence west along the center of right-of-way of Peterson Road (County Highway 20) to the intersection of the center of right-of-way of Peterson Road (County Highway 20) and Illinois Route 60.

Thence west along the center of right-of-way of Illinois Route 60 to the intersection of the center of right-of-way of Illinois Route 60 and Wilson Road (County Highway 7).

Thence north along the center of right-of-way of Wilson Road (County Highway 7) to the intersection of the center of right-of-way of Wilson Road (County Highway 7) and Rollins Road (County Highway 31).

# SERVICE AREA #7



**SERVICE AREA #8**

At a point beginning at the intersection of the center of right-of-way of U.S. Route 45 and Illinois Route 120.

Thence east along the center of right-of-way of Illinois Route 120 to the intersection of the center of right-of-way of Illinois Route 120 and the eastern edge of right-of-way of the Chicago and Northwestern Railroad track.

Thence south along the eastern edge of right-of-way of the Chicago and Northwestern Railroad track to the intersection of the eastern edge of right-of-way of the Chicago and Northwestern Railroad track and the western edge of right-of-way of the Elgin, Joliet and Eastern Railroad track.

Thence west along the center of right-of-way of the Elgin, Joliet and Eastern Railroad track to the intersection of the center of right-of-way of the Elgin, Joliet and Eastern Railroad track and Illinois Route 176.

Thence west along the center of right-of-way of Illinois Route 176 to the intersection of the center of right-of-way of Illinois Route 176 and Bradley Road.

Thence south along center of right-of-way of Bradley Road to the intersection of the center of right-of-way of Bradley Road and Illinois Route 60.

Thence west along the center of right-of-way of Illinois Route 60 to the intersection of the center of right-of-way of Illinois Route 60 and Butterfield Road (County Highway 57).

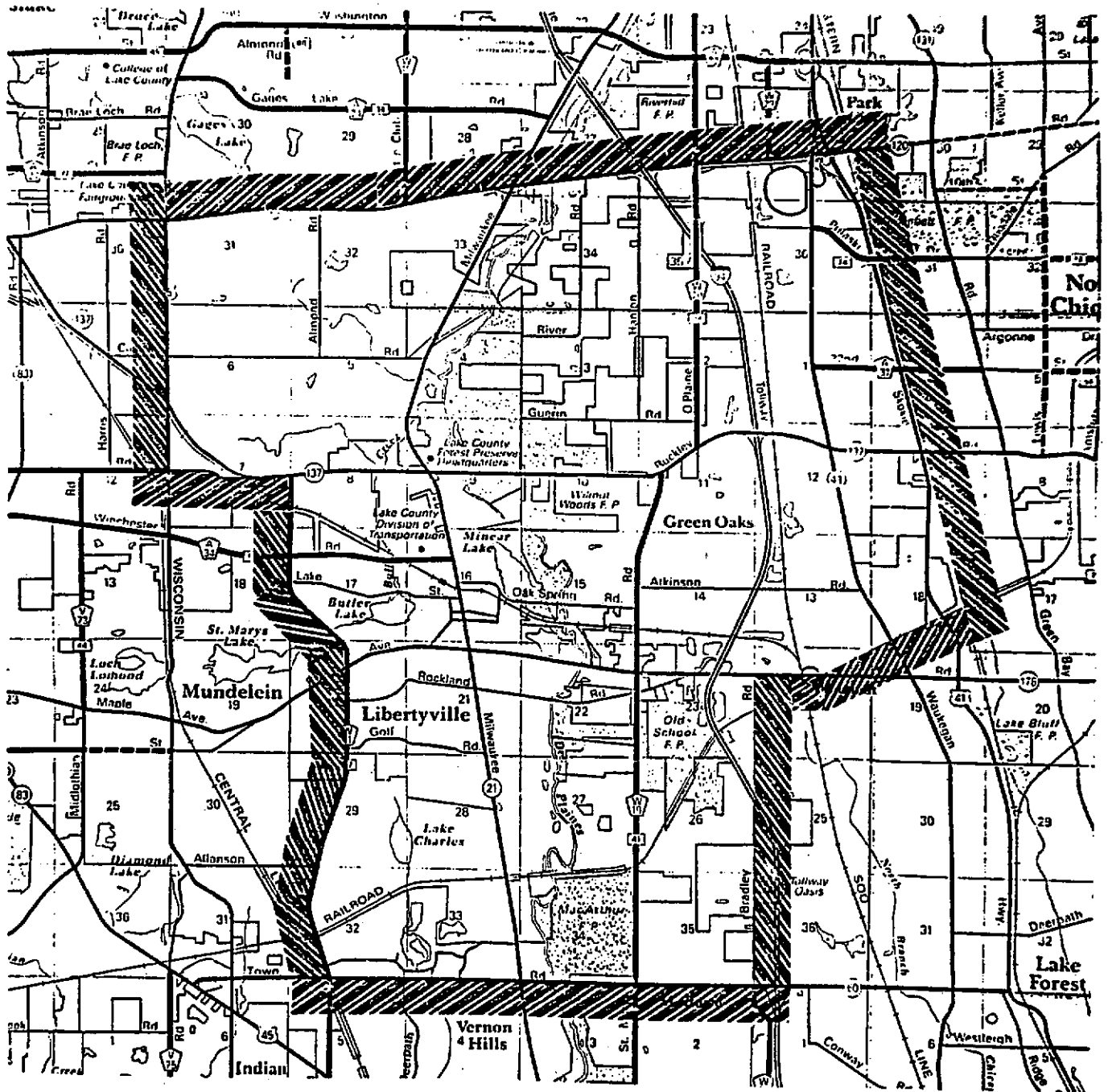
Thence north along the center of right-of-way of Butterfield Road (County Highway 57) to the intersection of the center of right-of-way of Butterfield Road (County Highway 57) and Illinois Route 137.

Thence west along the center of right-of-way of Illinois Route 137 to the intersection of the center of right-of-way of Illinois Route 137 and Peterson Road (State Highway FAU 1232).

Thence west along the center of right-of-way of Peterson Road (State Highway FAU 1232) to the intersection of the center of right-of-way of Peterson Road (State Highway FAU 1232) and U.S. Route 45.

Thence north along the center of right-of-way of U.S. Route 45 to the intersection of the center of right-of-way of U.S. Route 45 and Illinois Route 120.

# SERVICE AREA #8



**SERVICE AREA #9**

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At a point beginning at the intersection of the center of right-of-way of Illinois Route 120 and the Lake County/McHenry County Line.

Thence east along the center of right-of-way of Illinois Route 120 to the intersection of the center of right-of-way of Illinois Route 120 and Illinois Route 60.

Thence east along the center of right-of-way of Illinois Route 60 to the intersection of the center of right-of-way of Illinois Route 60 and Fremont Center Road (County Highway 62).

Thence south along the center of right-of-way of Fremont Center Road (County Highway 62) to the intersection of the center of right-of-way of Fremont Center Road (County Highway 62) and Illinois Route 176.

Thence west along the center of right-of-way of Illinois Route 176 to the intersection of the center of right-of-way of Illinois Route 176 and Gilmer Road (County Highway 26).

Thence south along the center of right-of-way of Gilmer Road (County Highway 26) to the intersection of the center of right-of-way of Gilmer Road (County Highway 26) and Schwerman Road.

Thence west along the center of right-of-way of Schwerman Road to the intersection of the center of right-of-way of Schwerman Road and Milton Road.

Thence west along the center of right-of-way of Milton Road to the intersection of the center of right-of-way of Milton Road and Fairfield Road (County Highway 49).

Thence north along the center of right-of-way of Fairfield Road (County Highway 49) to the intersection of the center of right-of-way of Fairfield Road (County Highway 49) and Milton Road (west section).

Thence west along the center of right-of-way of Milton Road to the intersection of the center of right-of-way of Milton Road and Old McHenry Road (County Highway 32).

Thence west along the center of right-of-way of Old McHenry Road (County Highway 32) to the intersection of the center of right-of-way of Old McHenry Road and U.S. Route 12.

Thence north along the center of right-of-way of U.S. Route 12 to the intersection of the center of right-of-way of U.S. Route 12 and Illinois Route 59.

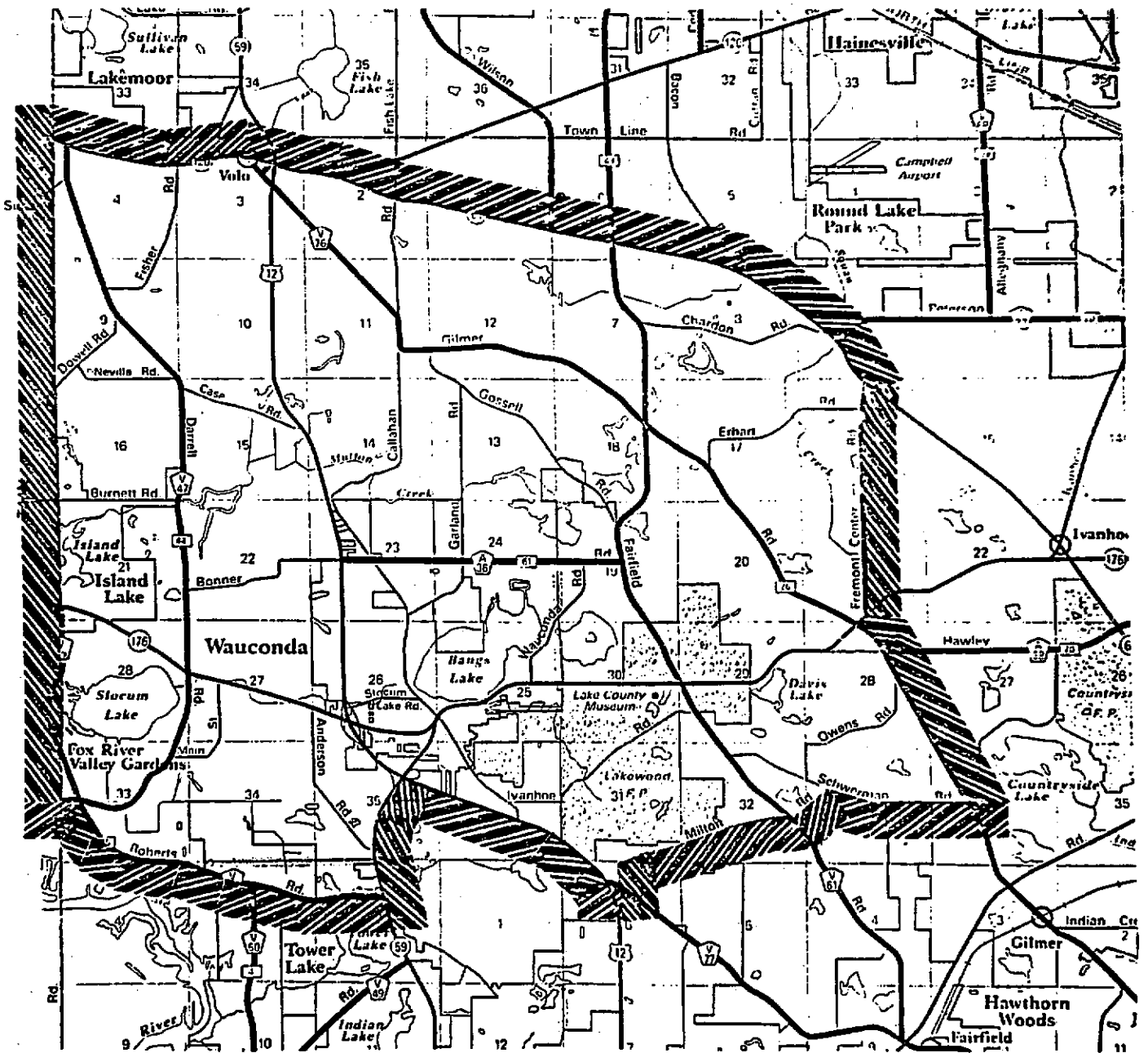
Thence south along the center of right-of-way of Illinois Route 59 to the intersection of the center of right-of-way of Illinois Route 59 and Roberts Road (County Highway 35).

Thence west along the center of right-of-way of Roberts Road (County Highway 35) to the intersection of the center of right-of-way of Roberts Road (County Highway 35) and Darrell Road (County Highway 44).

Thence west along the center of right-of-way of Darrell Road (County Highway 44) to the intersection of the center of right-of-way of Darrell Road (County Highway 44) and the Lake County/McHenry County line.

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### SERVICE AREA #9



**SERVICE AREA #10**

At a point beginning at the intersection of the center of right-of-way of Illinois Route 60 and Peterson Road (County Highway 20).

Thence east along the center of right-of-way of Peterson Road (County Highway 20) to the intersection of the center of right-of-way of Peterson Road (County Highway 20) and U.S. Route 45.

Thence east along the center of right-of-way of Peterson Road (State Highway FAU 1232) to the intersection of the center of right-of-way of Peterson Road (State Highway FAU 1232) and Illinois Route 137.

Thence east along the center of right-of-way of Illinois Route 137 to the intersection of the center of right-of-way of Illinois Route 137 and Butterfield Road (County Highway 57).

Thence south along the center of right-of-way of Butterfield Road (County Highway 57) to the intersection of the center of right-of-way of Butterfield Road (County Highway 57) and U.S. Route 45.

Thence north along the center of right-of-way of U.S. Route 45 to the intersection of the center of right-of-way of U.S. Route 45 and Illinois Route 83.

Thence south along the center of right-of-way of Illinois Route 83 to the intersection of the center of right-of-way of Illinois Route 83 and Gilmer Road (County Highway 26).

Thence north along the center of right-of-way of Gilmer Road (County Highway 26) to the intersection of the center of right-of-way of Gilmer Road (County Highway 26) and Illinois Route 176.

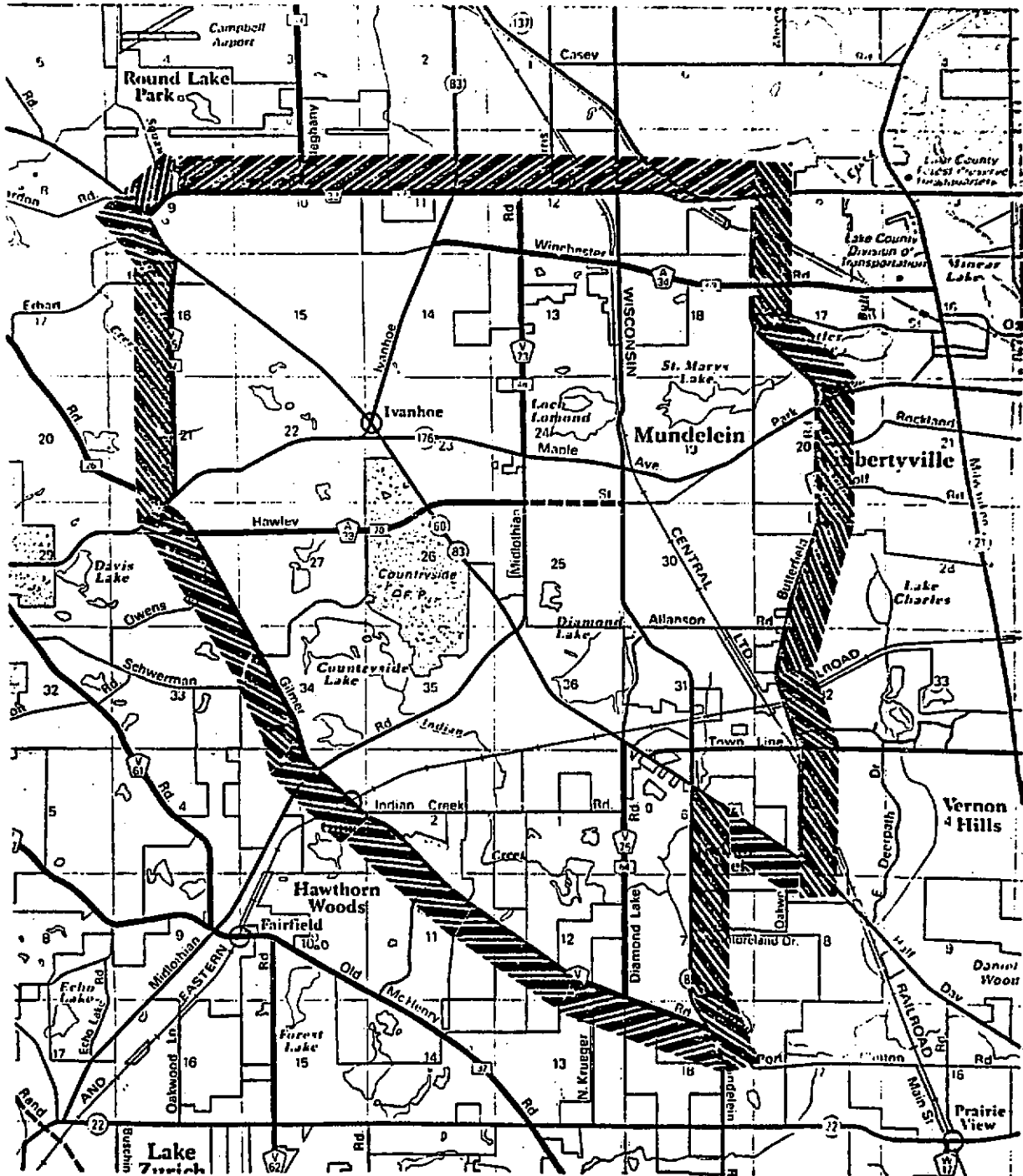
Thence east along the center of right-of-way of Illinois Route 176 to the intersection of the center of right-of-way of Illinois Route 176 and Fremont Center Road (County Highway 62).

Thence north along the center of right-of-way of Fremont Center Road (County Highway 62) to the intersection of the center of right-of-way of Fremont Center Road (County Highway 62) and Illinois Route 60.

Thence north along the center of right-of-way of Illinois Route 60 to the intersection of the center of right-of-way of Illinois Route 60 and Peterson Road (County Highway 20).



# SERVICE AREA #10



**SERVICE AREA #11**

Beginning at the eastern most point of the boundary line between the municipalities of North Chicago and Lake Bluff.

Thence west along the northern boundary line of the municipality of Lake Bluff to the intersection of the northern boundary line of the municipality of Lake Bluff and the eastern edge of right-of-way of Sheridan Road.

Thence north along the eastern edge of right-of-way of Sheridan Road to the intersection of the eastern edge of right-of-way of Sheridan Road and the northern edge of right-of-way of Illinois Route 137.

Thence west along the northern edge of right-of-way of Illinois Route 137 to the intersection of the northern edge of right-of-way of Illinois Route 137 and the western edge of right-of-way of the Elgin, Joliet and Eastern Railroad track.

Thence south along the western edge of right-of-way of the Elgin, Joliet and Eastern Railroad track to the intersection of the western edge of right-of-way of the Elgin, Joliet and Eastern Railroad track and the eastern edge of right-of-way of the Chicago and Northwestern Railroad track.

Thence west along the center of right-of-way of the Elgin, Joliet and Eastern Railroad track to the intersection of the center of right-of-way of the Elgin, Joliet and Eastern Railroad track and Illinois Route 176.

Thence west along the center of right-of-way of Illinois Route 176 to the intersection of the center of right-of-way of Illinois Route 176 and Bradley Road.

Thence south along the center of right-of-way of Bradley Road to the intersection of the center of right-of-way of Bradley Road and Illinois Route 60.

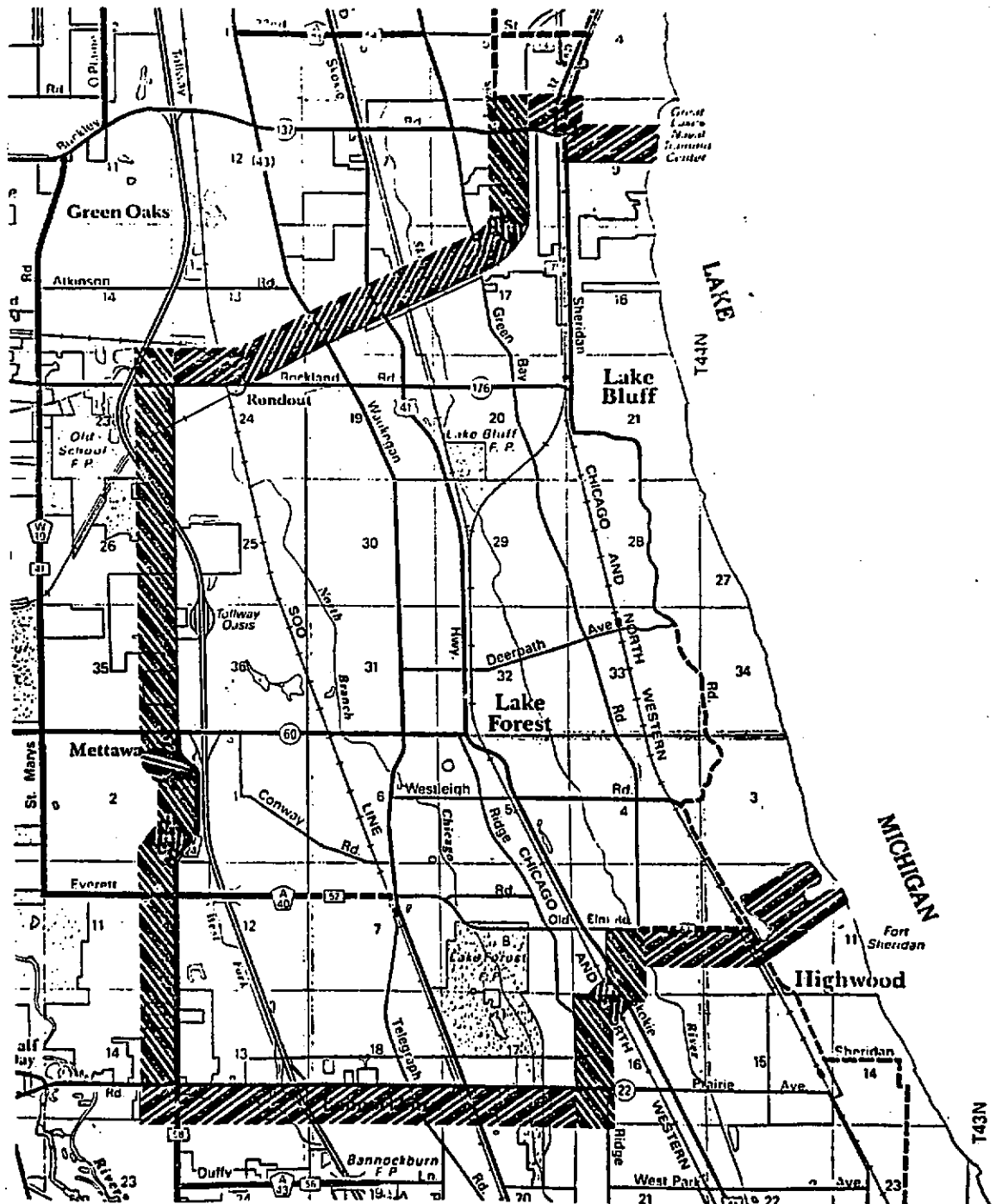
Thence south along the center of right-of-way of Riverwoods Road (County Highway 58) to the intersection of the center of right-of-way of Riverwoods Road (County Highway 58) and Illinois Route 22.

Thence east along the center of right-of-way of Illinois Route 22 to the intersection of the center of right-of-way of Illinois Route 22 and Ridge Road.

Thence north along the center of right-of-way of Ridge Road to the intersection of the center of right-of-way of Ridge Road and the southern boundary line of the municipality of Lake Forest.

Thence east along the southern boundary line of the municipality of Lake Forest to the eastern most point of this southern boundary line.

# SERVICE AREA #11



**SERVICE AREA #12**

At a point beginning at the intersection of the center of right-of-way of Darrell Road (County Highway 44) and the Lake County/McHenry County line.

Thence east along the center of right-of-way of Darrell Road (County Highway 44) to the intersection of the center of right-of-way of Darrell Road (County Highway 44) and Roberts Road (County Highway 35).

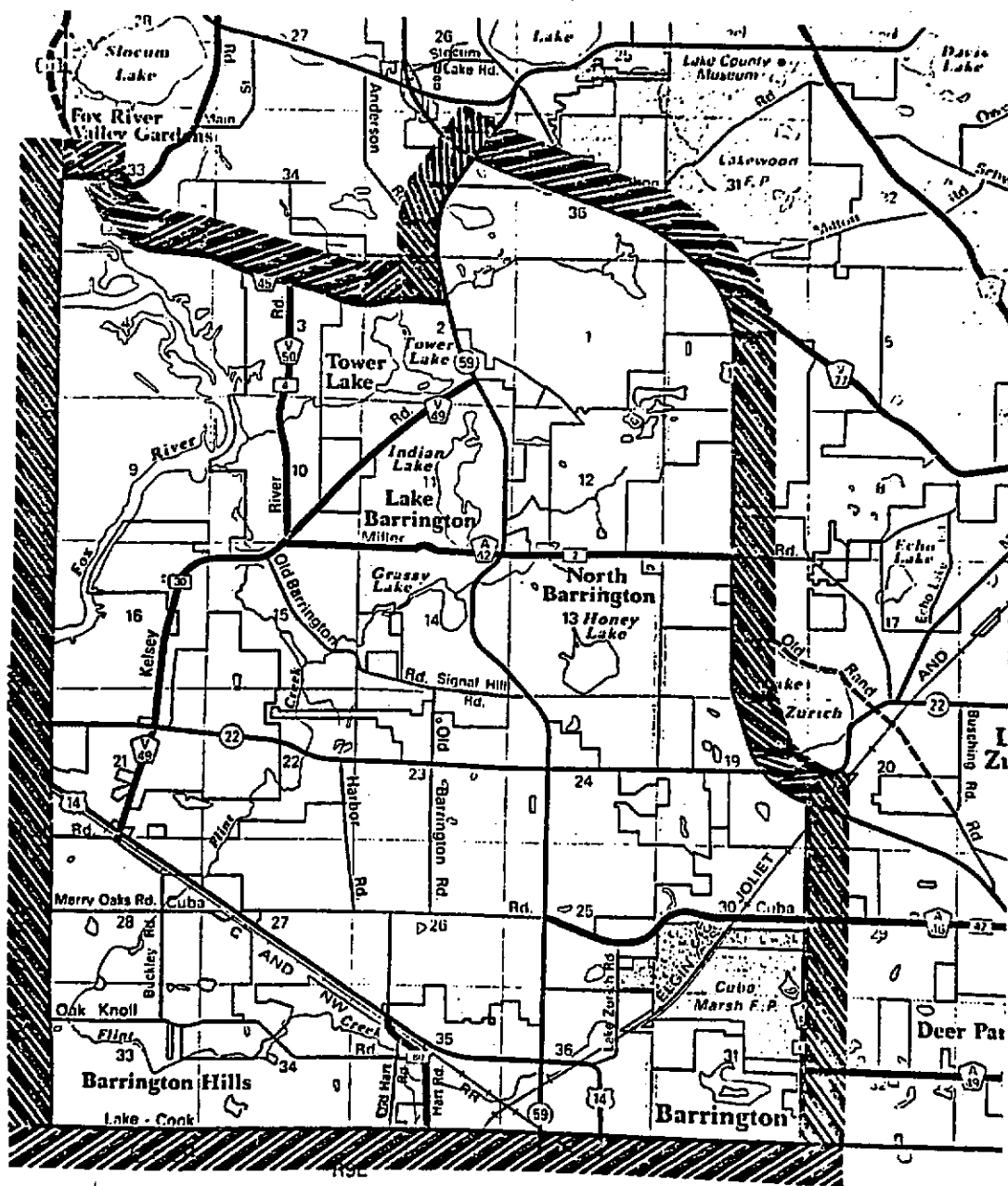
Thence east along the center of right-of-way of Roberts Road (County Highway 35) to the intersection of the center of right-of-way of Roberts Road (County Highway 35) and Illinois Route 59.

Thence north along the center of right-of-way of Illinois Route 59 to the intersection of the center of right-of-way of Illinois Route 59 and U.S. Route 12.

Thence south along the center of right-of-way of U.S. Route 12 to the intersection of the center of right-of-way of U.S. Route 12 and Ela Road (County Highway 60).

Thence south along the center of right-of-way of Ela Road (County Highway 60) to the Lake County/Cook County line.

SERVICE AREA #12



**SERVICE AREA #13**

At a point beginning at the intersection of the center of right-of-way of Ela Road (County Highway 60) and the Lake County/Cook County line.

Thence north along the center of right-of-way of Ela Road (County Highway 60) to the intersection of the center of right-of-way of Ela Road (County Highway 60) and U.S. Route 12.

Thence north along the center of right-of-way of U.S. Route 12 to the intersection of the center of right-of-way of U.S. Route 12 and Old McHenry Road (County Highway 32).

Thence east along the center of right-of-way of Old McHenry Road (County Highway 32) to the intersection of the center of right-of-way of Old McHenry Road (County Highway 32) and Milton Road.

Thence east along the center of right-of-way of Milton Road to the intersection of the center of right-of-way of Milton Road and Fairfield Road (County Highway 49).

Thence south along the center of right-of-way of Fairfield Road (County Highway 49) to the intersection of the center of right-of-way of Fairfield Road (County Highway 49) and Milton Road (east section).

Thence east along the center of right-of-way of Milton Road to the intersection of the center of right-of-way of Milton Road and Schwerman Road.

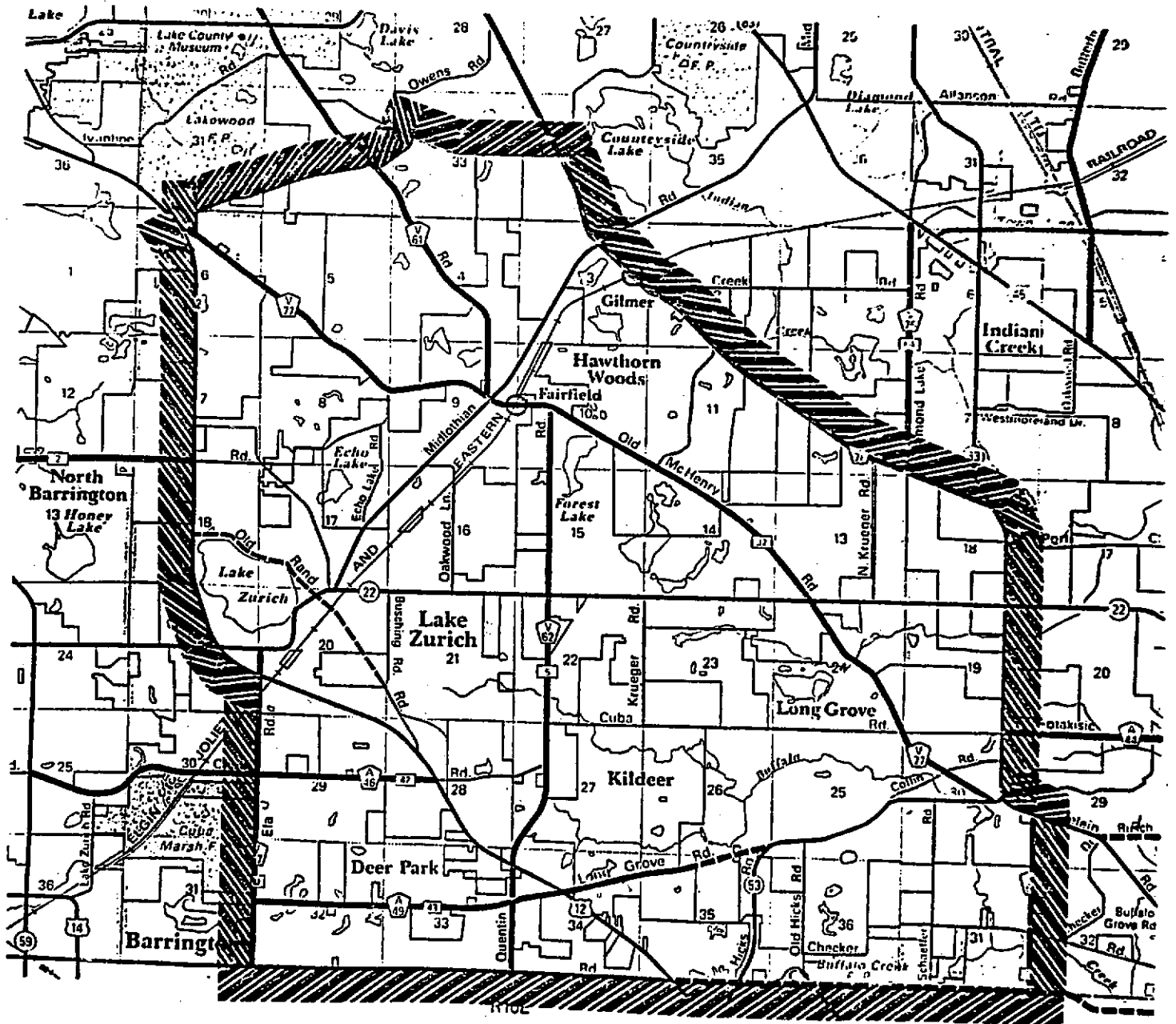
Thence east along the center of right-of-way of Schwerman Road to the intersection of the center of right-of-way of Schwerman Road and Gilmer Road (County Highway 26).

Thence south along the center of right-of-way of Gilmer Road (County Highway 26) to the intersection of the center of right-of-way of Gilmer Road (County Highway 26) and Illinois Route 83.

Thence south along the center of right-of-way of Illinois Route 83 to the intersection of the center of right-of-way of Illinois Route 83 and Arlington Heights Road (County Highway 79).

Thence south along the center of right-of-way of Arlington Heights Road (County Highway 79) to the Lake County/Cook County line.

# SERVICE AREA #13



**SERVICE AREA #14**

**At a point beginning at the intersection of the center of right-of-way of Arlington Heights Road (County Highway 79) and the Lake County/Cook County line.**

**Thence north along the center of right-of-way of Arlington Heights Road (County Highway 79) to the intersection of the center of right-of-way of Arlington Heights Road (County Highway 79) and Illinois Route 83.**

**Thence north along the center of right-of-way of Illinois Route 83 to the intersection of the center of right-of-way of Illinois Route 83 and U.S. Route 45.**

**Thence south along the center of right-of-way of U.S. Route 45 to the intersection of the center of right-of-way of U.S. Route 45 and Butterfield Road (County Highway 57).**

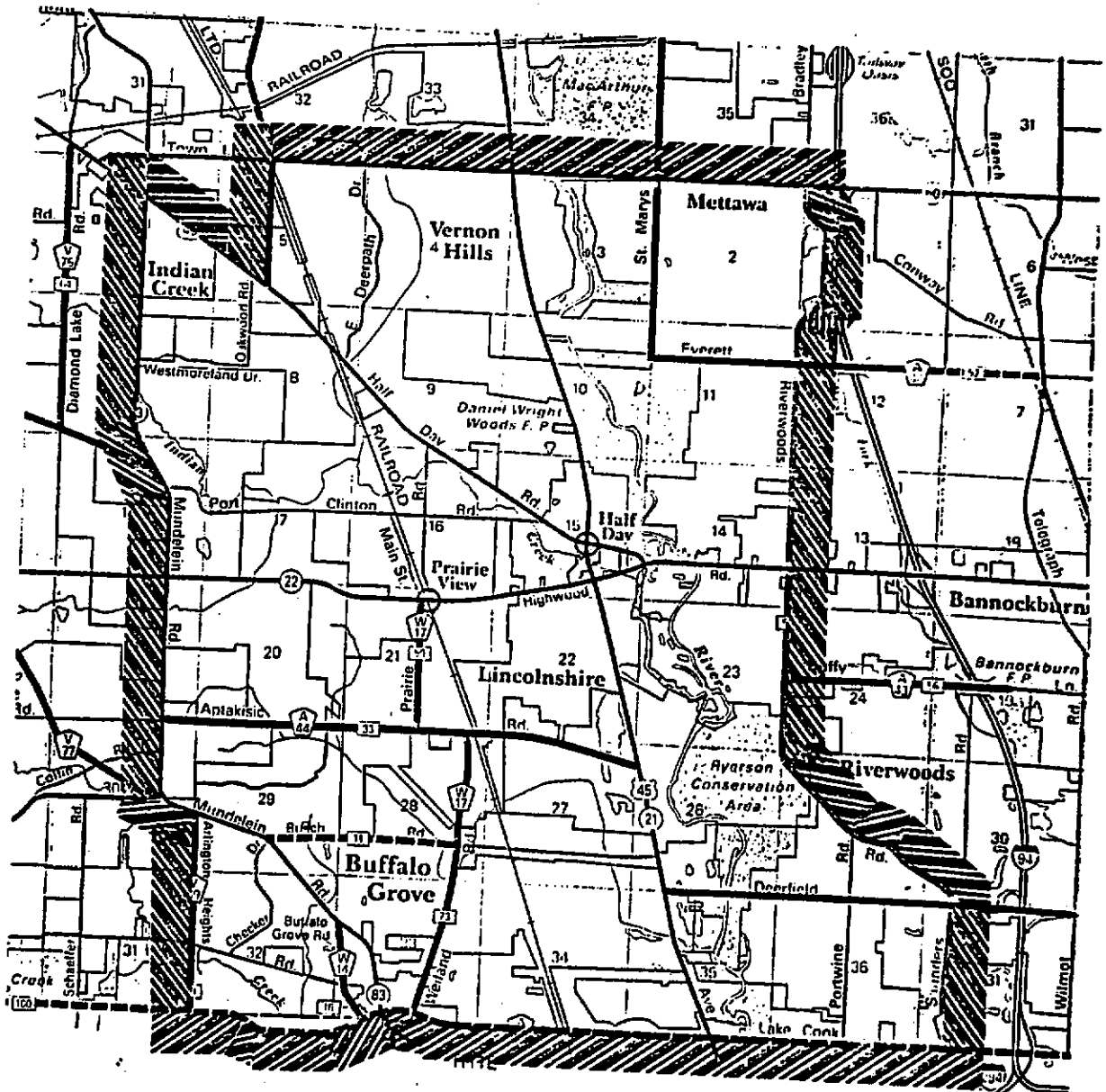
**Thence north along the center of right-of-way of Butterfield Road (County Highway 57) to the intersection of the center of right-of-way of Butterfield Road (County Highway 57) and Illinois Route 60.**

**Thence east along the center of right-of-way of Illinois Route 60 to the intersection of the center of right-of-way of Illinois Route 60 and Riverwoods Road (County Highway 58).**

**Thence south along the center of right-of-way of Riverwoods Road (County Highway 58) to the intersection of the center of right-of-way of Riverwoods Road (County Highway 58) and the Lake County/Cook County line.**



# SERVICE AREA #14



**SERVICE AREA #15**

**At a point beginning at the intersection of the center of right-of-way of Riverwoods Road (County Highway 58) and the Lake County/Cook County line.**

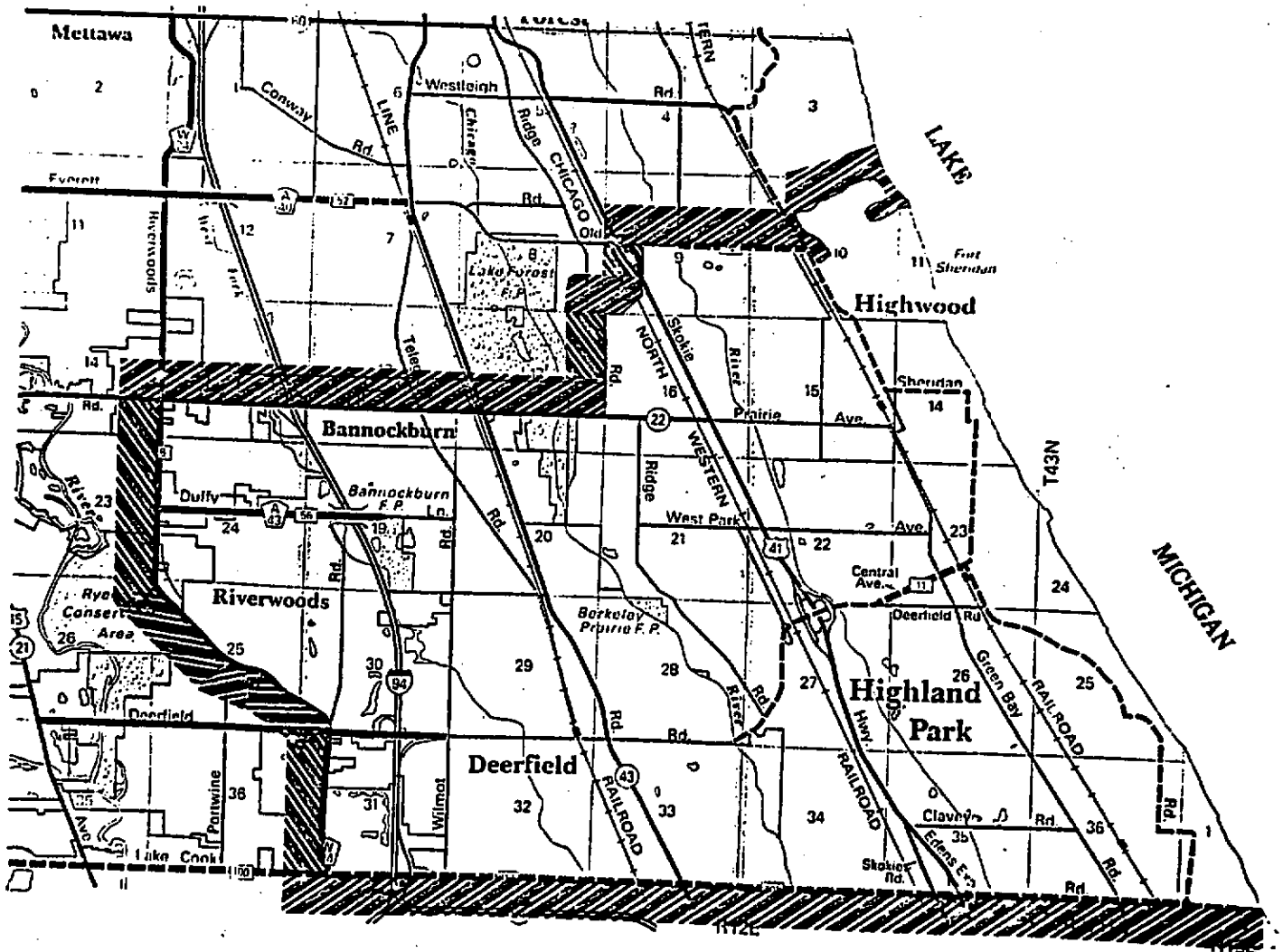
**Thence north along the center of right-of-way of Riverwoods Road (County Highway 58) to the intersection of the center of right-of-way of Riverwoods Road (County Highway 58) and Illinois Route 22.**

**Thence east along the center of right-of-way of Illinois Route 22 to the intersection of the center of right-of-way of Illinois Route 22 and Ridge Road.**

**Thence north along the center of right-of-way of Ridge Road to the southern border line of the municipality of Lake Forest.**

**Thence east along the Southern Border line of the municipality of Lake Forest to the eastern most point of this southern border line.**

# SERVICE AREA #15



## NON-SERVICE AREAS

Lake County has a long standing policy to encourage redevelopment in geographical areas that contain an adequate infrastructure of facilities and services.

As stated in the Lake County Framework Plan, Adopted July 13, 1982, Chapter 19; "Local and County governments should encourage the redevelopment of appropriate existing uses in areas with an adequate infrastructure of physical facilities and services"

In addition, the Lake County Economic Development Strategic Plan, January 9, 1991 states as a short range strategy to; "Encourage the redevelopment of older, mature communities within Lake County".

The lakeshore area of Lake County identified as non-service areas satisfies one and/or both of these criterion.

The non-service area is depicted upon the maps in this Section.

**NON-SERVICE AREA**

**Begin at the intersection of the Illinois/Wisconsin State line and the eastern edge of right-of-way of Green Bay Road (Illinois Route 131).**

**Thence south along the eastern edge of right-of-way of Green Bay Road (Illinois Route 131) to the intersection of the eastern edge of right-of-way of Green Bay Road (Illinois Route 131) and the southern edge of right-of-way of Illinois Route 120.**

**Thence west along the southern edge of right-of-way of Illinois Route 120 to the intersection of the southern edge of right-of-way of Illinois Route 120 and the eastern edge of right-of-way of the Chicago and Northwestern Railroad track.**

**Thence south along the eastern edge of right-of-way of the Chicago and Northwestern Railroad track to the intersection of the eastern edge of right-of-way of the Chicago and Northwestern Railroad track and the western edge of right-of-way of the Elgin, Joliet and Eastern Railroad track.**

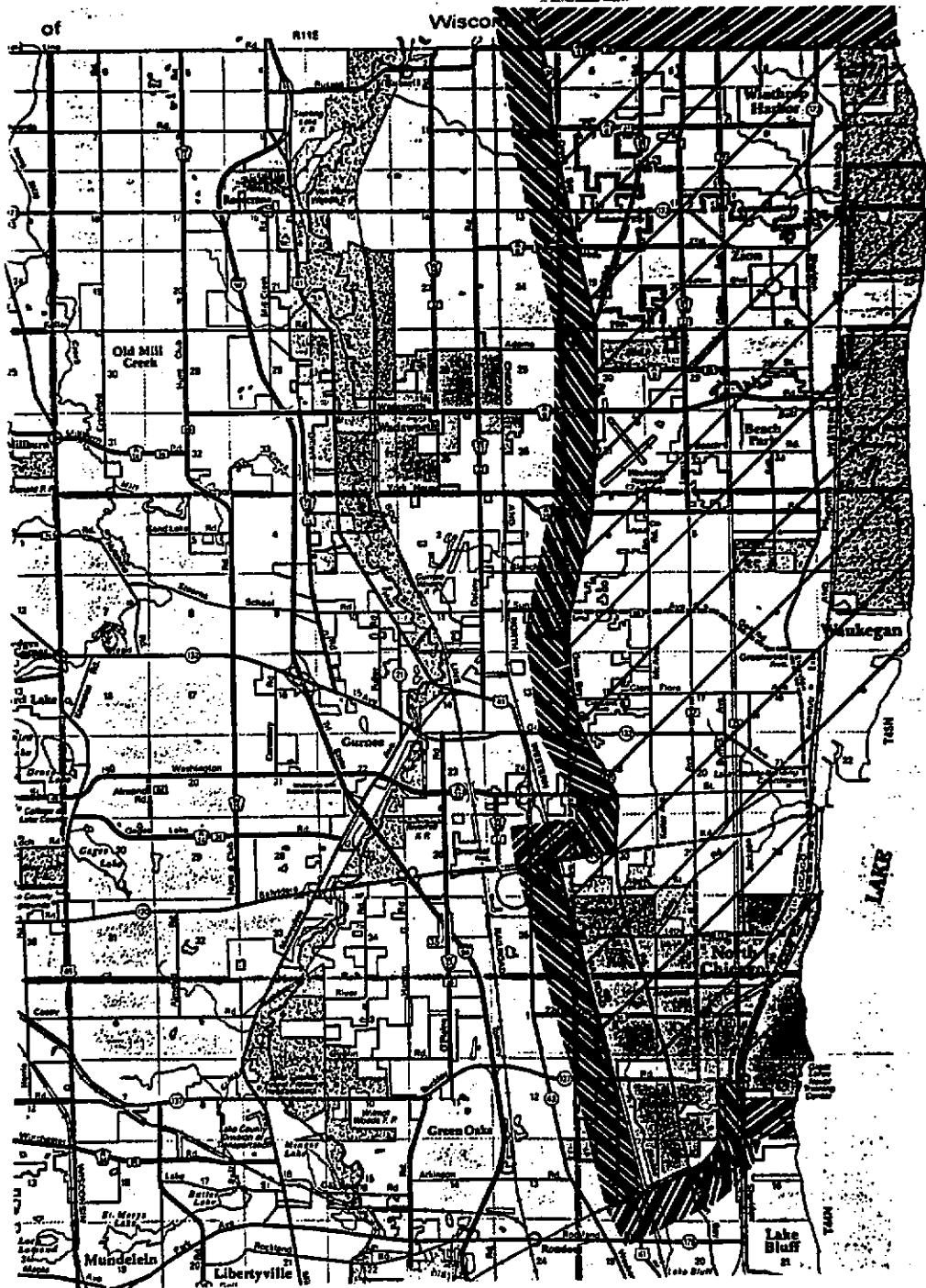
**Thence east along the western edge of right-of-way of the Elgin, Joliet and Eastern Railroad track to the intersection of the western edge of right-of-way of the Elgin, Joliet and Eastern Railroad track and the northern edge of right-of-way of Illinois Route 137.**

**Thence east along the northern edge of right-of-way of Illinois Route 137 to the intersection of the northern edge of right-of-way of Illinois Route 137 and the eastern edge of right-of-way of Sheridan Road.**

**Thence south along the eastern edge of right-of-way of Sheridan Road to the intersection of the eastern edge of right-of-way of Sheridan Road and the northern boundary line of the municipality of Lake Bluff.**

**Thence east along the northern boundary line of the municipality of Lake Bluff to the eastern most point of this boundary line.**

# NON-SERVICE AREA



681963

**SECTION 3**

## EXISTING ROAD DEFICIENCIES STUDY

As part of the comprehensive road improvement plan development process, a study to determine which roadways in Lake County have existing deficiencies was performed by Barton-Aschman Associates, Inc. in 1990-1991.

A roadway segment is considered to have a deficiency if its peak-hour peak direction per lane volume is greater than the capacity volume at level of service D (LOS D), per direction per lane, as defined by the Highway Capacity Manual.

The existing deficiency of a roadway is determined by taking the existing peak hour peak direction traffic volumes on an average weekday and comparing it to the capacity volume of the roadway. Those road segments that have peak hour peak direction traffic volumes that exceed the capacity volume are considered to have deficiencies.

Since road improvement impact fee funds cannot be used to cure existing roadway deficiencies, the results of this Study were used to help determine the percentage of the cost of a future road improvement project as contained in the comprehensive road improvement plan that is eligible for impact fee funds on these specific identified roadways.

The results from this study were also used to help determine which roadway improvements to include in the comprehensive road improvement plan.



681965

A description of the methodology and results of this study is included in Appendix C. A resolution to cure existing deficiencies, where practicable, is also included in Appendix C.

681.966

**SECTION 4**

## LAND USE ASSUMPTIONS STUDY

The Year 2000 Land Use Assumptions Study for Lake County is a ten year forecast of future population, households, and employment growth by impact fee service area. The results of this study were used to assist in determining which roadway segments in the County will experience the greatest traffic volume increase between 1980 and 2000 due to population and employment increases. The Study was performed in the spring of 1990 by the Northeastern Illinois Planning Commission.

According to the Land Use Assumptions Study, population growth for the County as a whole is expected to increase from 495,000 people in 1988 to 579,000 people by the year 2000. The number of households in the County is also expected to increase from 162,800 in 1988 to 205,000 in year 2000. Employment is expected to increase from 175,000 to 253,000 between 1985 (the most recent available year for employment estimates) and year 2000.

A detailed description of the methodology and results of the Study is contained in Appendix B.

The Lake County Board adopted this Land Use Assumptions Study for Lake County by resolution, also contained in Appendix B.

681.968

SECTION 5

## IMPROVEMENT PROJECTS

This section contains a listing of roadway and intersection project improvements under the jurisdiction of the State of Illinois and Lake County, Illinois.

An intergovernmental agreement will be between Lake County and the State of Illinois for the improvement of roadways and intersections listed in this section that are under the State's jurisdiction will be the basis for the expenditure of Lake County road improvement impact fee funds on roads under the State's jurisdiction. See Appendix A.

## LAKE COUNTY

COMPREHENSIVE ROAD IMPROVEMENT PLAN  
FOR IMPACT FEE SERVICE AREAS

**LEGEND**

 SERVICE AREA BOUNDARY

 2 TO 3 LANES

 2 TO 5 LANES

 4 TO 6 LANES

 NEW 2 LANE

 NEW 4 LANE

 INTERSECTION

ID # INTERSECTION BY NUMBER  
ROADWAYS BY LETTER

LAKE COUNTY  
DRAFT (5/04/92)  
COMPREHENSIVE ROAD IMPROVEMENT PLAN  
FOR IMPACT FEE SERVICE AREAS

Cost Totals  
Areas #1 through #15

Road Segment	Intersection Cumulative Total Cost
	\$140,210,000
	\$327,492,000

Notes to the attached tables:

\* - Roadway/Intersection improvement costs divided among the other service areas containing the Roadway/Intersection.

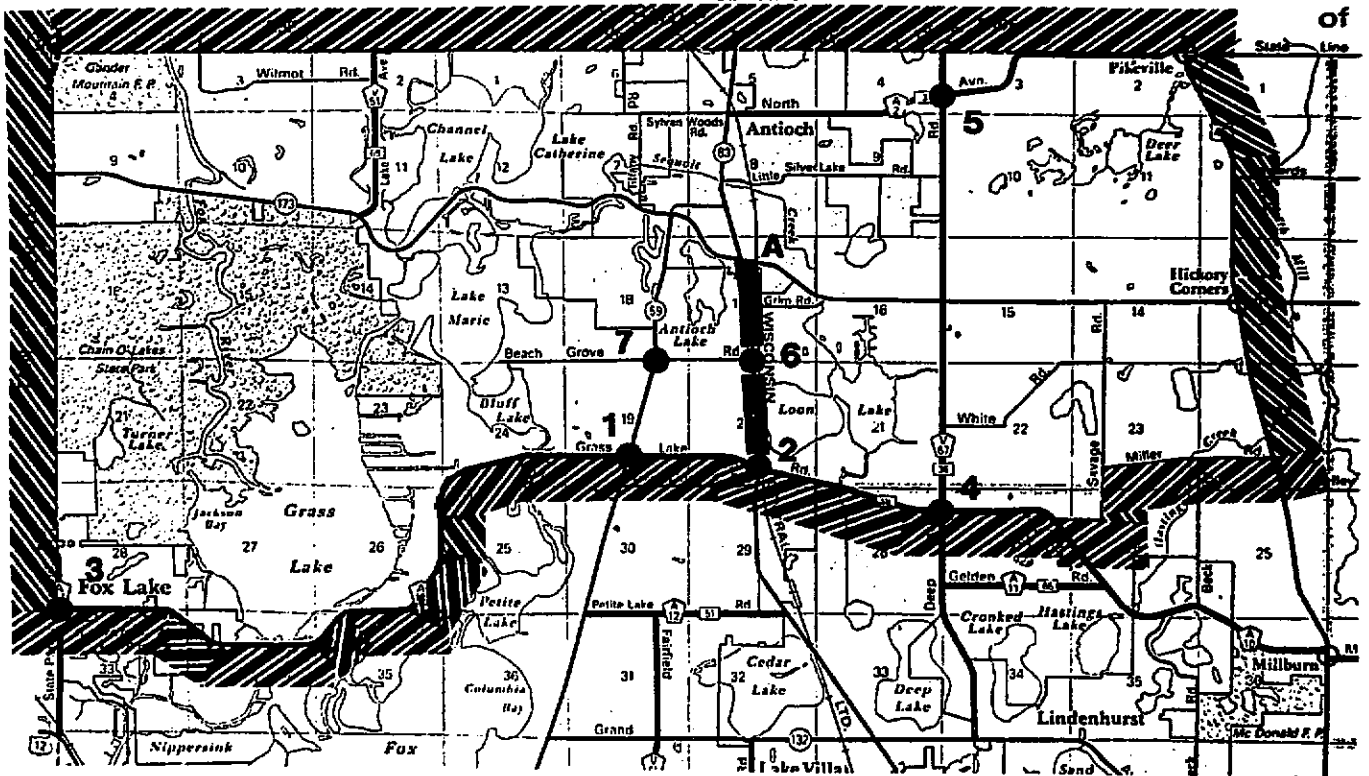
Intersection improvement: Improvement, Road A/ Improvement, Road B

Example: Intersection Improvement  
Delany Rd./Wadsworth Rd. 5/3

5 lane approach improvement on Delany Rd. (Road A)  
3 lane approach improvement on Wadsworth Rd. (Road B)

T - "T" intersection  
ID# - Identification Number  
- letters are used for intersections  
- alphabetical characters are used for road improvements

**LAKE COUNTY**  
**DRAFT (2/27/91)**  
**COMPREHENSIVE ROAD IMPROVEMENT PLAN**  
**FOR IMPACT FEE SERVICE AREA #1**





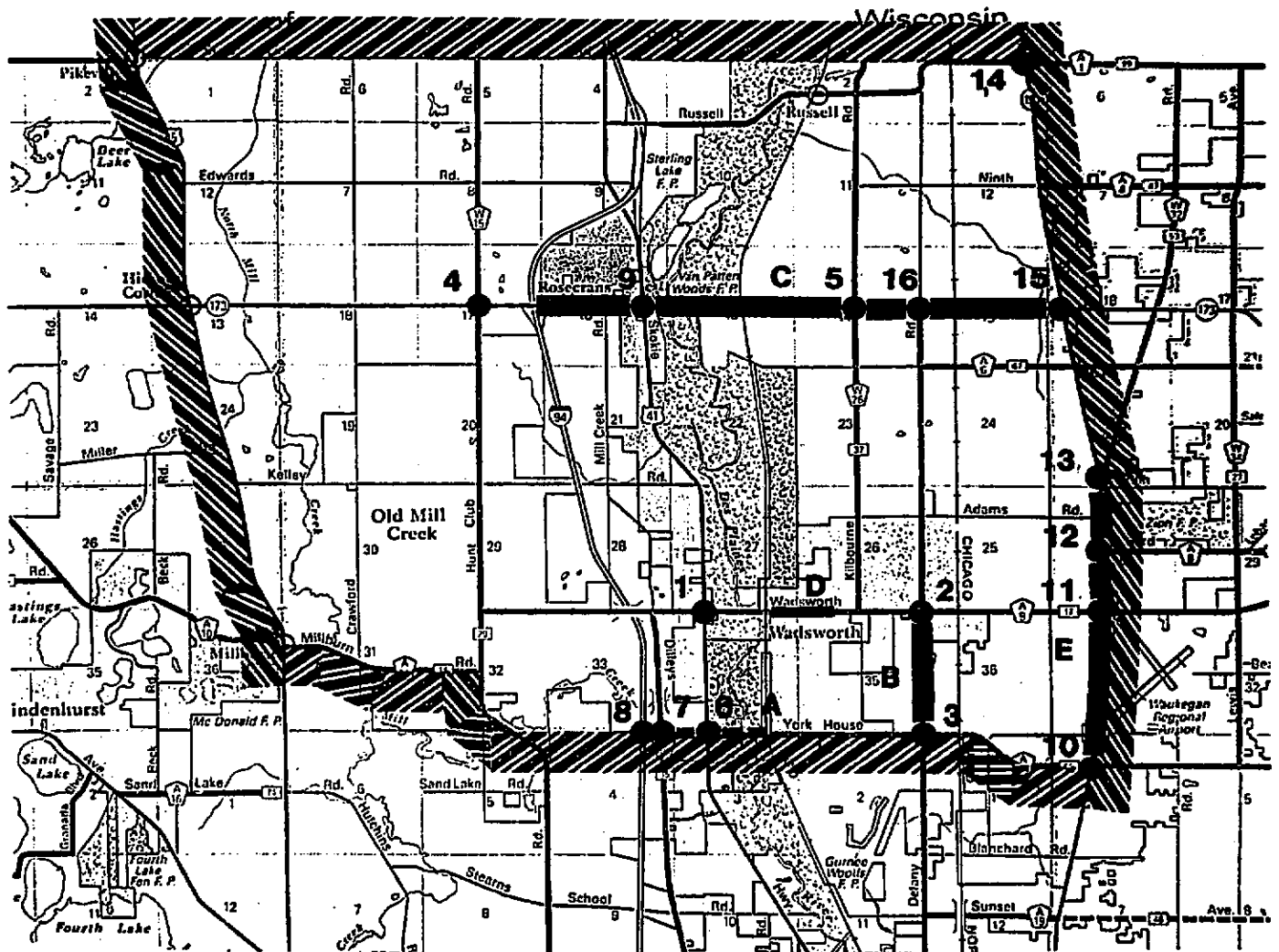
ROAD IMPROVEMENT PLAN DRAFT 5/4/92

Service Area #1

Road Segment/ Intersection	FROM	TO	ID#	Length (mi.)	Improvement	Cost	Intersection Cost	Other Service Areas	Jurisdiction	Estimated Commencement Date
IL Rte. 83	IL Rte. 173	Grass Lake Rd.	A	1.75	2 to 5 lane	\$4,375,000			State	1997-2001
- IL Rte. 83/Grass Lake Rd.			2		5/5		\$428,000 *	5	State/County	1997-2001
- IL Rte. 83/ Beach Grove Rd.			6		5/3 T		\$520,000		State/County	1997-2001
*****										
- IL Rte. 59/Grass Lake Rd.			1		5/5		\$428,000 *	4, 5	State/County	1997-2001
- State Park Rd./Grass Lake Rd.			3		3/3		\$184,000 *	4	County	1992-1996
- Deep Lake Rd./Grass Lake Rd.			4		5/5		\$428,000		County	1992-1996
- Deep lake Rd./North Ave.			5		3/3		\$368,000		County	1997-2001
- IL Rte. 59/ Beach Grove Rd.			7		3/3		\$368,000		State/County	1997-2001

Road Segment	Intersection
Cumulative	Cumulative
<u>Total Cost</u>	<u>Total Cost</u>
\$4,375,000	\$2,724,000

# LAKE COUNTY DRAFT (4/28/92) COMPREHENSIVE ROAD IMPROVEMENT PLAN FOR IMPACT FEE SERVICE AREA #2

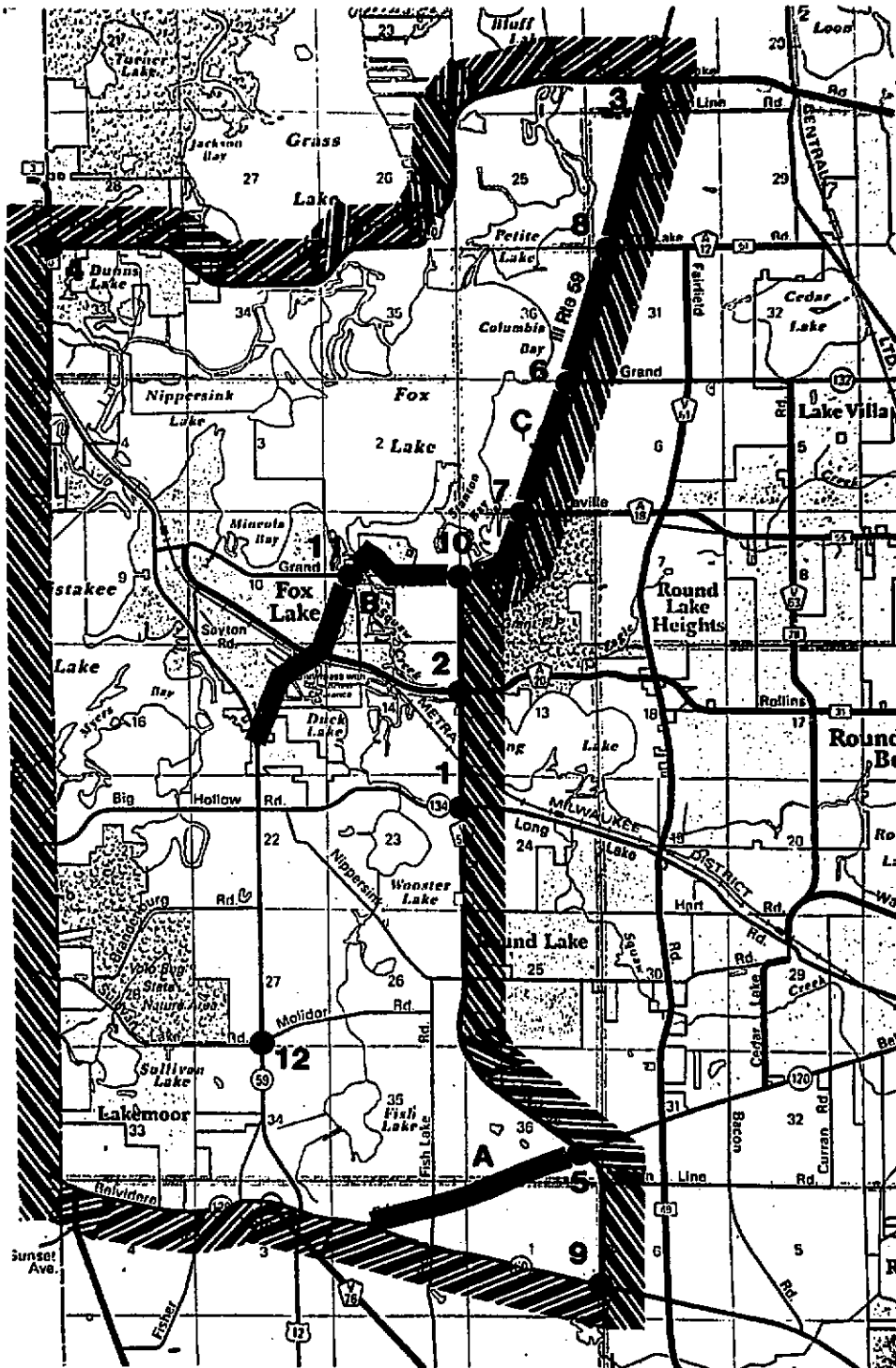


Service Area #2

Road Segment/ Intersection	From	To	ID#	Length (mi.)	Improvement	Cost	Intersection Cost	Other Service Areas	Jurisdiction	Estimated Commencement Date
Yorkhouse Rd. McCarthy Rd.		IL Tollway	A	1	New 2 lane	\$500,000 *		6	County	1997-2001
- U.S. Rte. 41/Yorkhouse Rd.			6		3/3		\$184,000 *	6	State/County	1997-2001
- Yorkhouse Rd./Dilleys Rd.			7		3/3		\$184,000 *	6	County	1997-2001
- 194/Yorkhouse Rd.			8		5/5		\$428,000 *	6	State/county	1997-2001
Delany Rd. York House Rd.		Wadsworth Rd.	B	1	2 to 5 lane	\$1,995,000			County	1997-2001
- Delany Rd./Wadsworth Rd.			2		5/3		\$612,000		County	1997-2001
- Delany Rd./Yorkhouse Rd.			3		5/5		\$428,000 *	6	County	1997-2001
IL Rte. 173 Int. 94		IL Rte. 131	C	4.5	2 to 5 lane	\$11,250,000			State	1997-2001
- IL Rte. 173/Kilbourne Rd.			5		5/3		\$612,000		State/County	1997-2001
- IL Rte. 173/U.S. Rte. 41			9		5/3		\$856,000		State	1997-2001
- IL Rte. 173/Delany Rd.			16		5/3 T		\$520,000		State/County	1992-1996
- IL Rte. 173/IL Rte. 131			15		5/5		\$856,000		State	1997-2001
Wadsworth Rd. Downtown Wadsworth			D	0.5	2 to 3 lane	\$665,000			County	1992-1996
- U.S. Rte. 41/Wadsworth			1		5/3		\$612,000		State/County	1992-1996
IL Rte. 131 Kenosha Rd.		York House Rd.	E	2.25	2 to 5 lane	\$5,625,000			State	1997-2001
- IL Rte. 131/York House Rd.			10		5/5		\$428,000 *	6	State/County	1997-2001
- IL Rte. 131/Wadsworth Rd.			11		5/3		\$612,000		State/County	1997-2001
- IL Rte. 131/33rd. St.			12		5/3 T		\$520,000		State/County	1997-2001
- IL Rte. 131/Kenosha Rd.			13		5/5 T		\$642,000		State/County	1997-2001
*****										
- IL Rte. 173/Hunt Club Rd.			4		3/3		\$366,000		State/County	1992-1996
- IL Rte. 131/Russell Rd.			14		3/3		\$368,000		State/County	1992-1996

Road Segment	Intersection
Cumulative	Cumulative
Total Cost	Total Cost
\$20,035,000	\$8,230,000

# LAKE COUNTY DRAFT (2/27/91) COMPREHENSIVE ROAD IMPROVEMENT PLAN FOR IMPACT FEE SERVICE AREA #4

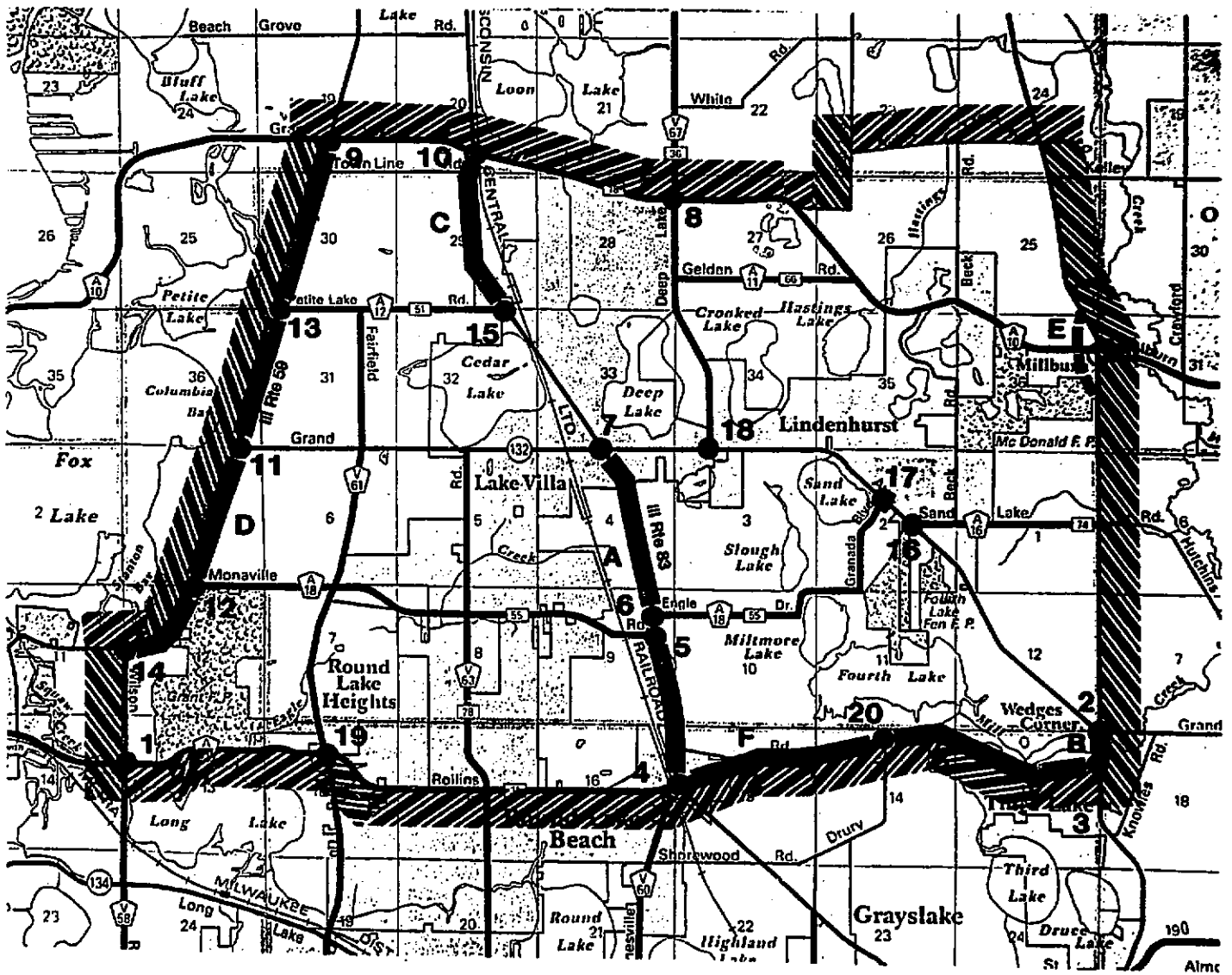


Service Area #4

Road Segment/ Intersection	From	To	ID# (mi.)	Length (mi.)	Improvement	Cost	Intersection Cost	Other Service Areas	Jurisdiction	Estimated Commencement Date
IL Rte. 120	IL Rte. 60	Wilson Rd.	A	1.75	2 to 5 lane	\$4,375,000	\$428,000	7	State	1997-2001
- IL Rte. 120/Wilson Rd.			5	5/5					State/County	1997-2001
IL Rte 59	U.S. Rte. 12	Wilson Rd.	B	2.25	2 to 5 lane	\$5,625,000	\$856,000		State	1997-2001
- IL Rte. 59/Grand Ave.			11	5/5					State/County	1997-2001
IL Rte 59	Wilson Rd.	Grass Lake Rd.	C	4	2 to 5 lane	\$5,000,000	\$214,000	5	State	1992-2001
- IL Rte. 59/Grass Lake Rd.			3	5/5				1,5	State/County	1997-2001
- IL Rte. 59/IL Rte. 132			6	5/5 T			\$214,000	5	State	1992-1996
- IL Rte. 59/Monerville Rd.			7	5/3 T			\$173,333	5	State/County	1992-1996
- IL Rte. 59/Petite Lake Rd.			8	5/3 T			\$173,333	5	State/County	1997-2001
- IL Rte. 59/Wilson Rd.			10	5/5 T			\$428,000	5	State/County	1992-1996
*****										
- IL Rte. 134/Wilson Rd.			1	3/5			\$306,000	7	State/County	1997-2001
- Rollins Rd./Wilson Rd.			2	5/5			\$428,000	5,7	County	1992-1996
- State Park Rd./Grass Lake Rd.			4	3/3			\$184,000	1	County	1992-1996
- IL Rte. 60/Wilson Rd.			9	5/5 T			\$214,000	7,9	State/County	1997-2001
- U.S. Rte. 12/Molidor Rd.			12	3/3			\$368,000		State/County	1997-2001

Road Segment	Intersection	Cumulative	Total Cost
			\$15,000,000
			\$3,986,657

# LAKE COUNTY DRAFT (2/27/91) COMPREHENSIVE ROAD IMPROVEMENT PLAN FOR IMPACT FEE SERVICE AREA #5

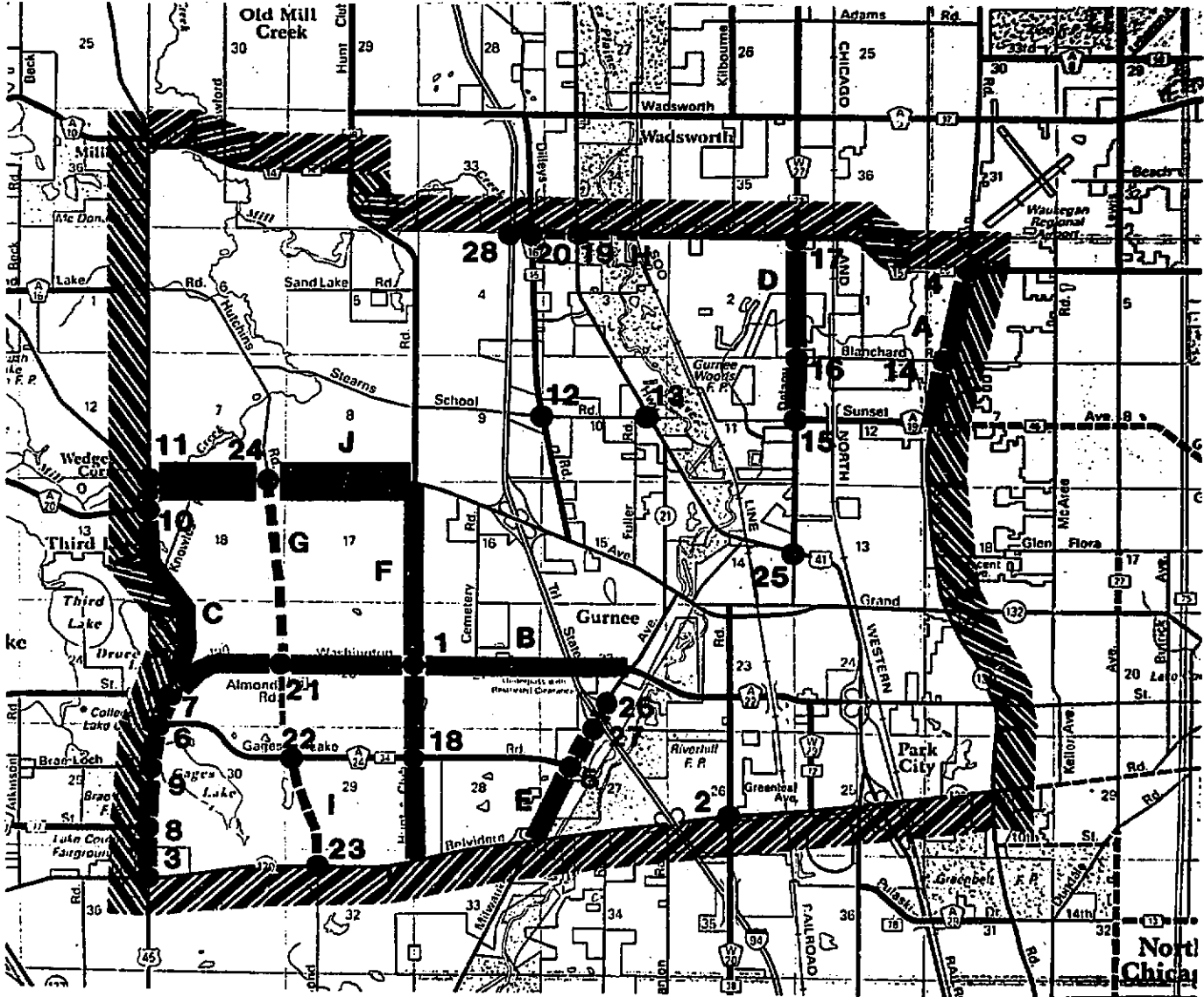


**Service Area #5**

Road Segment/ Intersection	From	To	ID#	Length (mi.)	Improvement	Cost	Intersection Cost	Other Service Areas	Jurisdiction	Estimated Commencement Date
IL Rte. 83	Rollins Rd.	IL Rte. 132	A	2.5	2 to 5 lane	\$6,250,000	\$428,000	7	State	1997-2001
- IL Rte. 83/Rollins Rd.			4		5/5		\$220,000		State/County	1997-2001
- IL Rte. 83/Monerville Rd.			5		5/3 T		\$520,000		State/County	1997-2001
- IL Rte. 83/Engle Dr.			6		5/3 T		\$612,000		State/County	1997-2001
- IL Rte. 132/IL Rte. 83			7		3/5				State	1997-2001
U.S. Rte. 45	IL Rte. 132	Rollins Rd.	B	0.25	2 to 5 lane	\$312,500	\$428,000	6	State	1997-2001
- U.S. Rte. 45/IL Rte. 132			2		5/5		\$214,000	6	State	1992-1996
- U.S. Rte. 45/Rollins Rd.			3		5/5 T			6,7	State/County	1992-1996
IL Rte. 83	Petite Lake Rd.	Grass Lake Rd.	C	1.25	2 to 5 lane	\$3,125,000	\$428,000	1	State	1997-2001
- IL Rte. 83/Grass Lake Rd.			10		5/5		\$520,000		State/County	1997-2001
- IL Rte. 83/Petite Lake Rd.			15		5/3 T				State/County	1992-1996
IL Rte. 59	Wilson Rd.	Grass Lake Rd.	D	4	2 to 5 lane	\$5,000,000	\$214,000	4	State	1992-2001
- IL Rte. 59/Grass Lake Rd.			9		5/5		\$428,000	1,4	State/County	1997-2001
- IL Rte. 59/IL Rte. 132			11		5/5 T		\$346,667	4	State	1992-1996
- IL Rte. 59/Monerville Rd.			12		5/3 T		\$346,667	4	State/County	1992-1996
- IL Rte. 59/Petite Lake Rd.			13		5/3 T		\$214,000	4	State/County	1997-2001
- IL Rte. 59/Wilson Rd.			14		5/5 T			4	State/County	1992-1996
U.S. Rte. 45	N. of Millburn	S. of Millburn	E	0.5	New 2 Lane	\$437,500			State	1997-2001
Rollins Rd.	IL Rte. 83	U.S. Rte. 45	F	3.25	2 to 5 lane	\$3,241,875	\$173,333	7	County	1997-2001
- Rollins Rd./Drury Ln.			20		5/3 T			7	County	1997-2001
*****										
*****										
- Rollins Rd./Wilson Rd.			1		5/5		\$214,000	4,7	County	1992-1996
- Deep Lake Rd./Grass Lake Rd.			8		5/5		\$428,000	1	County	1992-1996
- IL Rte. 132/Sand Lake Rd.			16		3/3 T		\$276,000		State/County	1997-2001
- IL Rte. 132/Granada Blvd.			17		3/3 T		\$276,000		State/County	1997-2001
- IL Rte. 132/Deep Lake Rd.			18		3/5 T		\$398,000		State/County	1997-2001
- Rollins Rd./Fairfield Rd.			19		5/3		\$306,000	7	County	1997-2001

Road Segment	Intersection	Cumulative Total Cost
		\$18,366,875
		\$7,290,667

# LAKE COUNTY DRAFT (2/27/91) COMPREHENSIVE ROAD IMPROVEMENT PLAN FOR IMPACT FEE SERVICE AREA #6





Service Area #6

Road Segment/ Intersection	From	To	ID#	Length (mi.)	Improvement	Cost	Intersection Cost	Other Service Areas	Jurisdiction	Estimated Commencement Date
IL Rte. 131	Sunset Ave.	York House Rd.	A	1.25	2 to 5 lane	\$3,125,000			State	1997-2001
- IL Rte. 131/York House Rd.			4		5/5		\$428,000 *	2	State/County	1997-2001
- IL Rte. 131/Blanchard Rd.			14		5/3 T		\$520,000		State/County	1997-2001
Washington St.	U.S. Rte 45	IL Rte. 21	B	4	2 to 5 lane	\$7,980,000			County	1992-2001
- Washington St./Almond Rd.			21		5/3 T		\$520,000		County	1992-2001
U.S. Rte. 45	IL Rte. 132	IL Rte. 120	C	3.5	2 to 5 lane	\$4,375,000 *			State	1997-2001
- U.S. Rte. 45/IL Rte. 120			3		5/3		\$153,000	5,7	State	1997-2001
- U.S. Rte. 45/Gages Lake Rd.			6		5/3 T		\$346,667	7,8	State	1997-2001
- U.S. Rte. 45/Washington St.			7		5/5		\$428,000 *	7	State/County	1992-1996
- U.S. Rte. 45/Center St.			8		5/3 T		\$173,333	7	State/County	1992-1996
- U.S. Rte. 45/Brae Loch Rd.			9		5/3 T		\$173,333	7	State/County	1997-2001
- U.S. Rte. 45/Rollins Rd.			10		5/3 T		\$214,000 *	7	State/County	1997-2001
- U.S. Rte. 45/IL Rte. 132			11		5/5		\$428,000 *	5,7	State/County	1992-1996
Delany Rd.	Sunset Ave.	York House Rd.	D	1.5	2 to 5 lane	\$2,992,500			County	1997-2001
- Delany Rd./Sunset Ave.			15		5/5 T		\$642,000		County	1997-2001
- Delany Rd./Blanchard Rd.			16		5/3 T		\$520,000		County	1997-2001
- Delany Rd./Yorkhouse Rd.			17		5/5		\$428,000 *	2	County	1997-2001
IL Rte. 21	IL Rte. 120	I 94	E	0.5	2 to 5 lane	\$1,250,000			State	1992-1996
- IL Rte. 21/Gages Lake Rd.			5		5/3 T		\$520,000		State/County	1992-1996
- IL Rte. 21/I94 Northbound			26		Full Inter.		\$2,900,000		State	1992-1996
- IL Rte. 21/I94 Southbound			27		Full Inter.		\$2,900,000		State	1992-1996
Hunt Club Rd.	IL Rte. 120	IL Rte. 132	F	3	2 to 5 lane	\$5,985,000			County	1997-2001
- Hunt Club Rd./Washington St.			1		5/5		\$856,000		County	1992-1996
- Hunt Club Rd./Gages Lake Rd.			18		5/3		\$612,000		County	1992-1996
Almond Rd.	IL Rte. 132	Washington St.	G	1.5	New 2 lane	\$1,500,000			County	1997-2001
- IL Rte. 132/Almond Rd.			24		5/3 T		\$520,000		State/County	1997-2001
Yorkhouse Rd.	McCarthy Rd.	IL Tollway	H	1	New 2 lane	\$500,000 *			County	1997-2001
- U.S. Rte. 41/Yorkhouse Rd.			19		3/3		\$184,000 *	2	State/County	1997-2001
- Yorkhouse Rd./Dilleys Rd.			20		3/3		\$184,000 *	2	County	1997-2001
- I94/Yorkhouse Rd.			28		5/5		\$428,000 *	2	State/County	1997-2001

681981

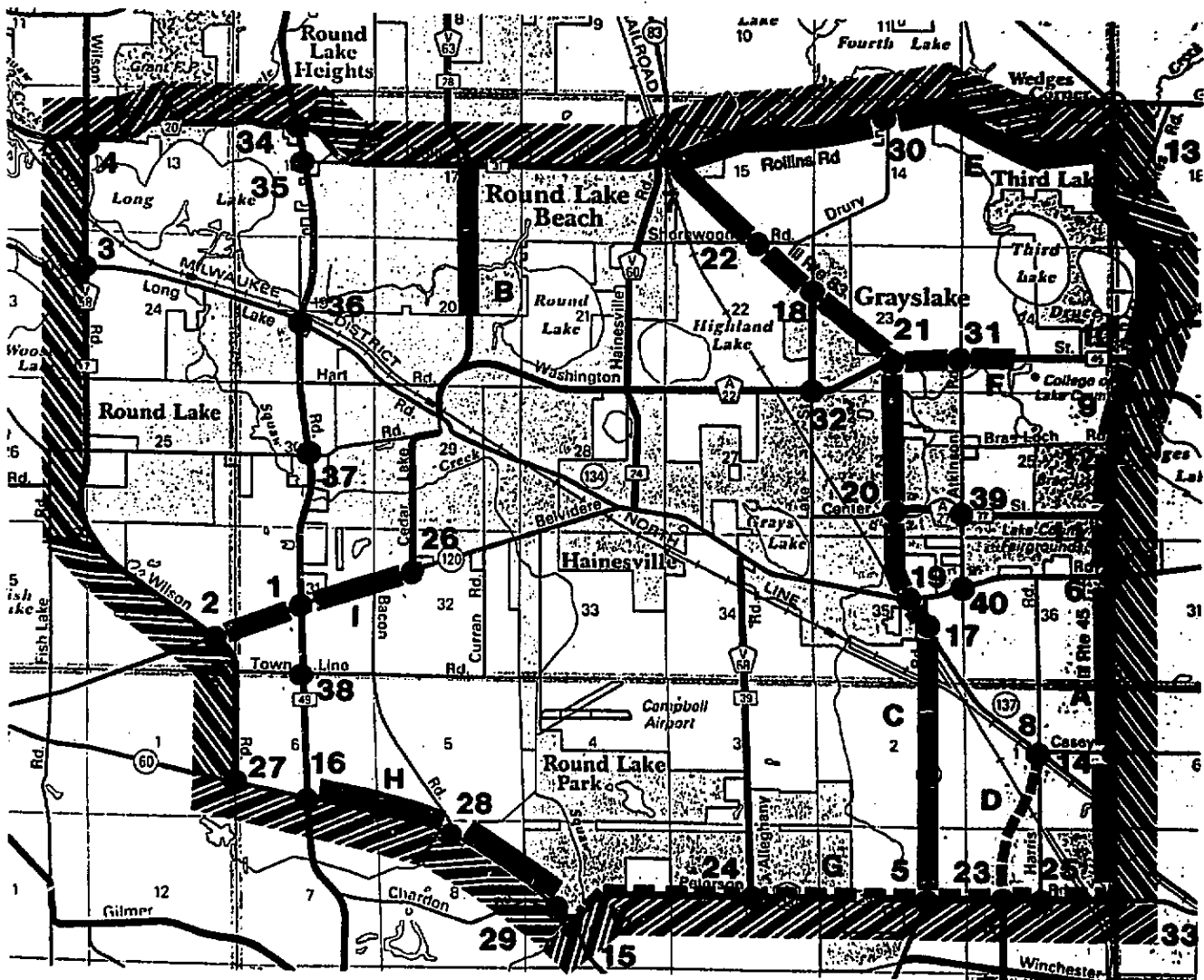
Service Area #6 cont.

Road Segment/ Intersection	From	To	P.	Length (mi.)	Improvement	Cost	Intersection Cost	Other Service Areas	Jurisdiction	Estimated Commencement Date
Almond Rd.	IL Rte. 120	Gages Lake Rd.	I	0.75	New 2 lane	\$750,000			County	1997-2001
- Almond Rd./Gages Lake Rd.			22	3/3			\$368,000		County	1997-2001
- IL Rte. 120/Almond Rd.			23	5/3			\$306,000	8	State/County	1997-2001
IL Rte. 132	U.S. Rte 45	Hunt Club Rd.	J	2	4 to 6 lane	\$8,000,000			State	1997-2001
*****										
- IL Rte. 120/O' Plaine Rd.			2	5/5			\$428,000	8	State/County	1997-2001
- Dilley's Rd./Stearns School Rd.			12	3/3			\$368,000		County	1992-1996
- U.S. Rte. 41/Stearns School Rd.			13	3/3 T			\$276,000		State/County	1997-2001
- U.S. Rte. 41/Delany Rd.			25	5/5			\$856,000		State/County	1997-2001

Road Segment	Intersection	Cumulative Total Cost
		\$16,680,333

Road Segment	Intersection	Cumulative Total Cost
		\$36,457,500

# LAKE COUNTY DRAFT (1/29/92) COMPREHENSIVE ROAD IMPROVEMENT PLAN FOR IMPACT FEE SERVICE AREA #7



Service Area #7 Revised 6/19/91

Road Segment/ Intersection	From	To	ID#	Length (mi.)	Improvement	Cost	Intersection Cost	Other Service Areas	Jurisdiction	Estimated Commencement Date
U.S. Rte. 45	Rollins Rd.	Peterson Rd.	A	5.25	2 to 5 lane	\$6,562,500 *	\$306,000 *	6,8	State	1997-2001
- U.S. Rte. 45/IL Rte. 120			6		5/3			6,8	State	1997-2001
- U.S. Rte. 45/Gages Lake Rd.			9		5/3 T	\$173,333 *	\$173,333 *	6	State/County	1992-1996
- U.S. Rte. 45/Washington St.			10		5/5	\$428,000 *	\$428,000 *	6	State/County	1992-1996
- U.S. Rte. 45/Center St.			11		5/3 T	\$346,667 *	\$346,667 *	6	State/County	1997-2001
- U.S. Rte. 45/Brae Loch Rd.			12		5/3 T	\$346,667 *	\$346,667 *	6	State/County	1997-2001
- U.S. Rte. 45/Rollins Rd.			13		5/5 T	\$214,000 *	\$214,000 *	5,6	State/County	1992-1996
- U.S. Rte. 45/Casey Rd.			14		5/3	\$306,000 *	\$306,000 *	8	State/County	1997-2001
- U.S. Rte. 45/Peterson Rd.			33		5/5	\$214,000 *	\$214,000 *	8,10	State/County	1997-2001
Cedar Lake Rd.	Rollins Rd.	Park Rd.	B	1	2 to 5 lane	\$1,995,000			County	1992-1996
IL Rte. 83	Rollins Rd.	Peterson Rd.	C	6	2 to 5 lane	\$15,000,000	\$428,000 *	10	State	1997-2001
- IL Rte. 83/Peterson Rd.			5		5/5		\$428,000 *	5	State/County	1997-2001
- IL Rte. 83/Rollins Rd.			7		5/5		\$428,000 *	5	State/County	1997-2001
- IL Rte. 83/IL Rte. 137			17		5/5		\$856,000		State	1997-2001
- IL Rte. 83/Lake St.			18		5/3		\$612,000		State/County	1997-2001
- IL Rte. 83/IL Rte. 120			19		5/5		\$856,000		State	1997-2001
- IL Rte. 83/Center St.			20		5/5		\$856,000		State/County	1992-1996
- IL Rte. 83/Washington St.			21		5/5		\$856,000		State/County	1997-2001
- IL Rte. 83/Shorewood Rd.			22		5/3		\$612,000		State/County	1997-2001
Midlothian Rd.	IL Rte 137	Peterson Rd.	D	1	New 2 lane	\$1,000,000	\$368,000		County	1992-1996
- IL Rte. 137/Midlothian Rd.			8		3/3				State/County	1992-1996
Rollins Rd.	IL Rte. 83	U.S. Rte 45	E	3.25	2 to 5 lane	\$3,241,875 *	\$346,667 *	5	County	1997-2001
- Rollins Rd./Drury Ln.			30		5/3 T			5	County	1997-2001
Washington St.	IL Rte. 83	College of Lake F	F	1	2 to 5 lane	\$1,995,000	\$520,000		County	1997-2001
- Washington St./Atkinson Rd.			31		5/3 T				County	1992-1996

Service Area #7 cont.

Road Segment/ Intersection	From	To	ID#	Length (mi.)	Improvement	Cost	Intersection Cost	Other Service Areas	Jurisdiction	Estimated Commencement Date
Peterson Rd.	IL Rte. 60	U.S. Rte 45	0	3.75	New Two Lane	\$1,875,000 *		10	County	1992-1996
- Peterson Rd./Midlothian Rd.			23	5/3			\$306,000 *	10	County	1992-1996
- Peterson Rd./Alleghany Rd.			24	5/3 T			\$346,667 *	10	County	1992-1996
- Peterson Rd./Harris Rd.			25	5/3 T			\$346,667 *	10	County	1992-1996
IL Rte. 60	Fairfield Rd.	Peterson Rd.	H	2	2 to 5 lane	\$2,500,000 *		9	State	1997-2001
- IL Rte. 60/Peterson Rd.			15	5/5 T			\$214,000 *	9,10	State/County	1997-2001
- IL Rte. 60/Fairfield Rd.			16	5/5			\$428,000 *	9	State/County	1997-2001
- IL Rte. 60/Bacon Rd.			28	5/3 T			\$346,667 *	9	State/County	1997-2001
- IL Rte. 60/Chardon Rd.			29	5/3 T			\$173,333 *	9	State/County	1997-2001
IL Rte. 120	Wilson Rd.	Cedar Lake Rd.	I	1.5	2 to 5 lane	\$3,750,000			State	1997-2001
- IL Rte. 120/Fairfield Rd.			1	5/5			\$856,000		State/County	1997-2001
- IL Rte. 120/Wilson Rd.			2	5/5			\$428,000 *	4	State/County	1997-2001
- IL Rte. 120/Cedar Lake Rd.			26	5/5 T			\$642,000		State/County	1997-2001
*****										
IL Rte. 134	Wilson Rd.	Rollins Rd./Wilson Rd.	3	3/5			\$306,000 *	4	State/County	1997-2001
- Rollins Rd./Wilson Rd.			4	5/5			\$214,000 *	4,5	County	1992-1996
- IL Rte. 60/Wilson Rd.			27	5/5 T			\$214,000 *	4,9	State/County	1997-2001
- Washington St./Lake St.			32	3/3			\$368,000		County	1992-1996
- Rollins Rd./Fairfield Rd.			34	5/3			\$306,000 *	5	County	1997-2001
- Fairfield Rd./Lake Shore Dr.			35	3/3 T			\$276,000		County	1997-2001
- IL Rte. 134/Fairfield Rd.			36	3/3			\$368,000		State/County	1997-2001
- Fairfield Rd./Nippersink Rd.			37	3/3			\$368,000		County	1997-2001
- Fairfield Rd./Town Line Rd.			38	3/3			\$368,000		County	1997-2001
- Center St./Atkinson Rd.			39	3/3			\$368,000		County	1992-1996
- IL Rte. 120/Atkinson Rd.			40	3/3 T			\$276,000		State/County	1997-2001

Road Segment	Intersection
Cumulative	
Total Cost	
\$37,919,375	\$16,592,667

# LAKE COUNTY DRAFT (5/22/91) COMPREHENSIVE ROAD IMPROVEMENT PLAN FOR IMPACT FEE SERVICE AREA #8



Service Area #8

Road Segment/ Intersection	From	To	Length ID# (mi.)	Improvement	Cost	Intersection Cost	Other Service Areas	Jurisdiction	Estimated Commencement Date
22nd St.	IL Rte. 43	U.S. Rte. 41	A	0.75	2 to 5 lane	\$1,496,250		County	1992-1996
- IL Rte. 43/22nd St.			15	5/5 T		\$642,000		State/County	1992-1996
- U.S. Rte. 41/22nd St.			16	5/5		\$856,000		State/County	1992-1996
U.S. Rte. 45	IL Rte. 120	Peterson Rd.	B	2	2 to 5 lane	\$2,500,000 *	7	State	1997-2001
- U.S. Rte. 45/IL Rte. 120			4	5/3		\$153,000 *	6, 7	State/County	1997-2001
- U.S. Rte. 45/Casey Rd.			25	5/3		\$306,000 *	7	State/County	1997-2001
- U.S. Rte 45/Peterson Rd.			26	5/5		\$214,000 *	7, 10	State/County	1997-2001
Butterfield Rd.	IL Rte. 137	IL Rte. 60	C	4.75	2 to 5 lane	\$4,738,125 *	10	County	1992-1996
- IL Rte. 60/Butterfield Rd.			5	5/3		\$153,000 *	10, 14	State/County	1992-1996
- IL Rte. 137/Butterfield Rd.			8	5/5 T		\$428,000 *	10	State/County	1992-1996
- IL Rte. 176/Butterfield Rd.			9	5/5		\$428,000 *	10	State/County	1992-1996
- Butterfield Rd./Winchester Rd.			10	5/3		\$306,000 *	10	County	1992-1996
- Butterfield Rd./Allanson Rd.			11	5/3		\$306,000 *	10	County	1992-1996
- Butterfield Rd./Lake St.			12	5/3 T		\$346,667 *	10	County	1992-1996
- Butterfield Rd./Golf Rd.			13	5/5 T		\$428,000 *	10	County	1992-1996
- Butterfield Rd./Rockland Rd.			14	5/5 T		\$428,000 *	10	County	1992-1996
IL Rte. 21	IL Rte. 120	IL Rte. 137	D	3	2 to 5 lane	\$7,500,000		State	1992-1996
- IL Rte. 21/Casey Rd.			18	5/3 T		\$520,000		State/County	1992-1996
Bradley Rd.	IL Rte. 176	IL Rte. 43	E	1.25	New 2 lane	\$1,250,000		County	1997-2001
- IL Rte. 176/Bradley Rd.			6	5/3		\$459,000 *	11	State/County	1992-1996
Pulaski Dr.	IL Rte. 43	U.S. Rte. 41	F	0.5	2 to 5 lane	\$997,500		County	1997-2001
- IL Rte. 43/Pulaski Dr.			17	5/5		\$856,000		State/County	1997-2001
Peterson Rd.	U.S. Rte. 45	IL Rte. 137	G	0.5	2 to 5 lane	\$498,750 *	10	County	1992-1996
IL Rte. 137	Peterson Rd.	U.S. Rte. 45	H	1	2 to 5 lane	\$2,500,000		State	1997-2001
Buffalo Grove Rd.	Allanson Rd.	N. of IL Rte. 60	I	0.2	New 4 lane	\$492,000		County	1997-2001

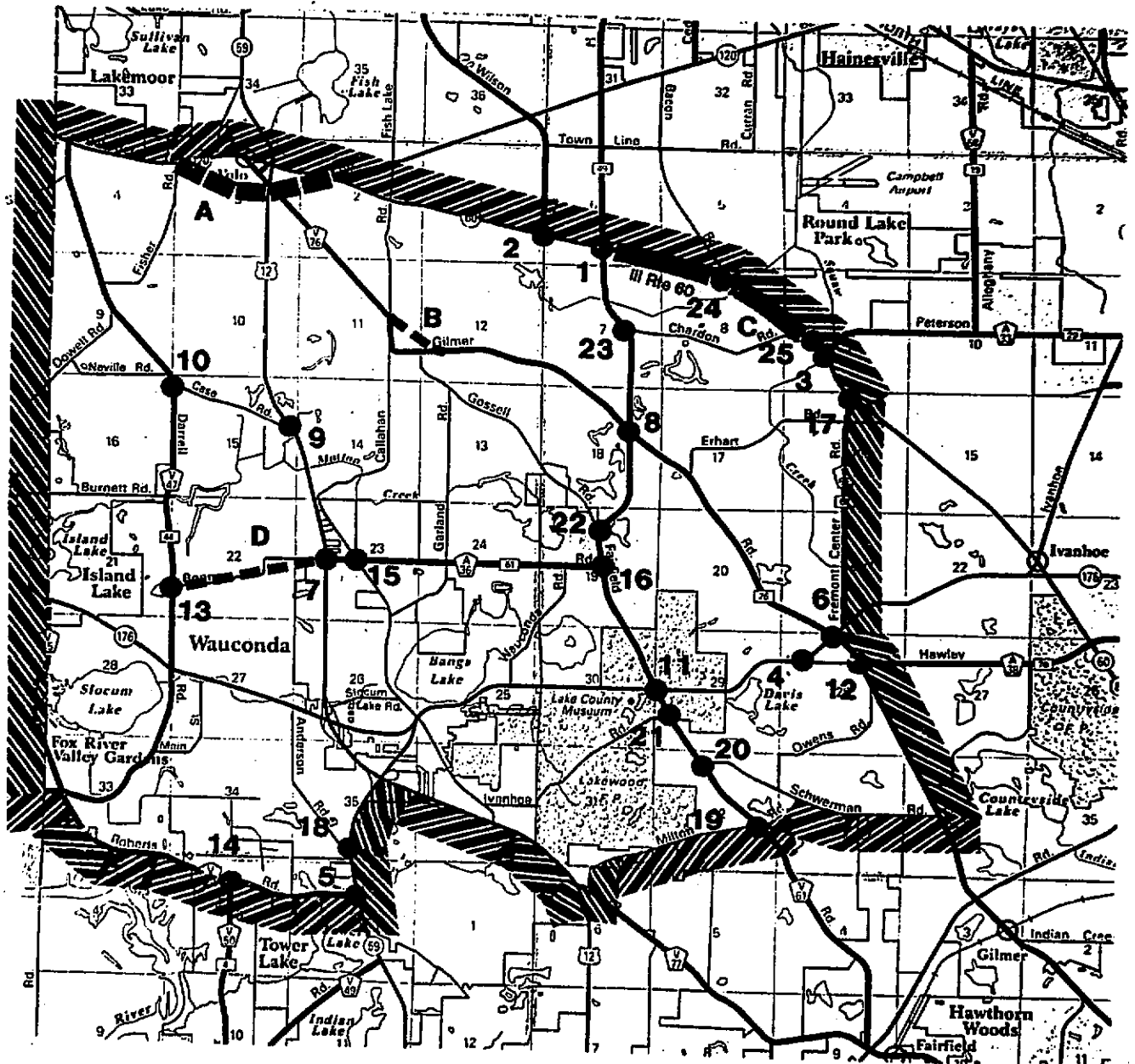
Service Area #8 cont.

Road Segment/ Intersection	From	To	ID#	Length (mi.)	Improvement	Cost	Intersection Cost	Other Service Areas	Jurisdiction	Estimated Commencement Date
Pulaski Dr.	O'Plaine Rd.	IL Rte. 43	J	1	New 4 lane	\$2,460,000			County	1997-2001
- O'Plaine Rd./Pulaski Dr.			19		3/3 T		\$276,000		County	1997-2001
IL Rte. 176	194	Bradley Rd.	K	0.25	2 to 5 lane	\$625,000			State	1997-2001
IL Rte. 176	Bradley Rd.	EJ & E Railroad	L	0.75	2 to 5 lane	\$937,500 *		11	State	1997-2001
IL Rte. 60	Des Plaines River	Butterfield Rd.	M	1.6	4 to 6 lane	\$3,200,000 *			State	1997-2001
- IL Rte. 60/IL Rte 21			28		5/5		\$428,000 *		State	1997-2001
- IL Rte. 60/Bufalo Grove Rd.			29		5/5		\$428,000 *		State/County	1997-2001
IL Rte. 21	IL Rte. 60	Golf Rd.	N	2	4 to 6 lane	\$8,000,000			State	1997-2001
Allanson Rd.	IL Rte. 21	Butterfield Rd.	O	1.5	New 2 lane	\$1,500,000			County	1997-2001
*****										
- IL Rte. 120/O'Plaine Rd.			1		5/5		\$428,000 *	6	State/County	1997-2001
- IL Rte. 176/St. Mary's Rd.			2		5/5		\$956,000		State/County	1992-1996
- St. Mary's Rd./Rockland Rd.			3		3/3		\$368,000		County	1992-1996
- Int. 94/IL Rte. 137			7		Full Inter.		\$4,000,000		State	1997-2001
- IL Rte. 137/O'Plaine Rd.			20		5/5 T		\$642,000		State/County	1997-2001
- St. Mary's Rd./Oak Spring Rd.			21		3/3 T		\$276,000		County	1997-2001
- IL Rte. 60/St. Mary's Rd.			22		5/3		\$306,000 *	14	State/County	1997-2001
- O'Plaine Rd./Guerin Rd.			23		3/3 T		\$276,000		County	1997-2001
- Int. 94/IL Rte. 176			24		Full Inter.		\$4,000,000		State	1997-2001
- IL Rte. 120/Almond Rd.			27		5/3		\$306,000 *	8	State/County	1997-2001

Road Segment	Intersection
Cumulative	Cumulative
Total Cost	Total Cost
\$38,695,125	\$19,419,667



# LAKE COUNTY DRAFT (2/27/91) COMPREHENSIVE ROAD IMPROVEMENT PLAN FOR IMPACT FEE SERVICE AREA #9

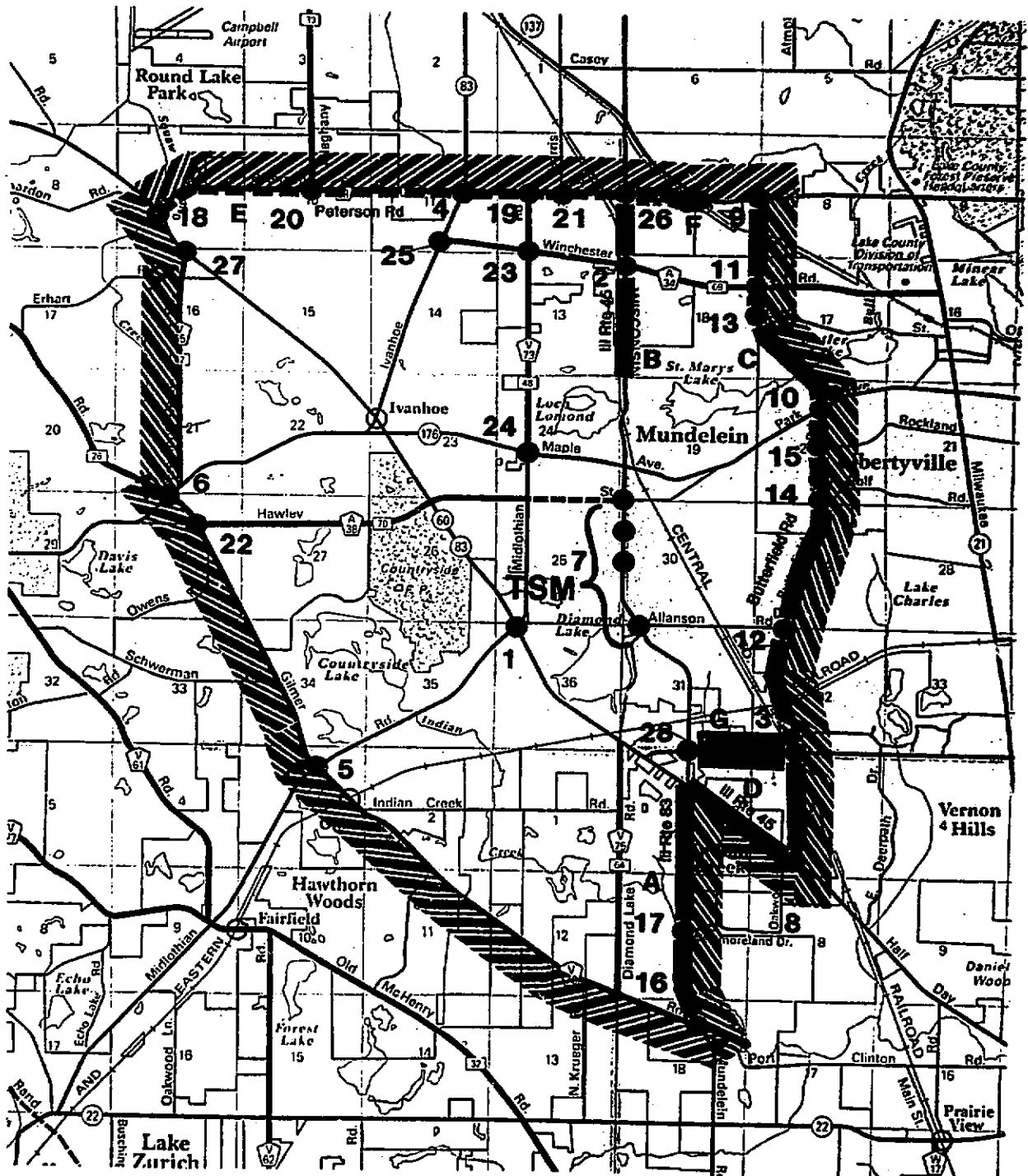


Service Area #9

Road Segment/ Intersection	From	To	JDM	Length (mi.)	Improvement	Cost	Intersection Cost	Other Service Areas	Jurisdiction	Estimated Commencement Date
IL Rte. 120 (bypass)	Fisher Rd.	IL Rte. 120/60 Junction	A	1.25	New 4 lane	\$3,125,000			State	1992-1996
Gilmer Rd.	Fish Lake Rd.	Gosnell Rd.	B	0.3	New 2 lane	\$300,000			County	1997-2001
IL Rte. 60	Fairfield Rd.	Peterson Rd.	C	2	2 to 5 lane	\$2,500,000		7	State	1997-2001
- IL Rte. 60/Fairfield Rd.			1	5/5			\$428,000		State/County	1997-2001
- IL Rte. 60/Peterson Rd.			3	5/5 T			\$214,000	7,10	State/County	1997-2001
- IL Rte. 60/Bacon Rd.			24	5/3 T			\$173,333	7	State/County	1997-2001
- IL Rte. 60/Chardon Rd.			25	5/3 T			\$346,667	7	State/County	1997-2001
Bonner Rd.	U.S. Rte. 12	Darrell Rd.	D	1.25	New 2 lane	\$1,250,000			County	1997-2001
*****										
- IL Rte. 60/Wilson Rd.			2	5/5 T			\$214,000	4,7	State/County	1997-2001
- IL Rte. 176/Hawley St.			4	3/3 T			\$276,000		State/County	1997-2001
- IL Rte. 59/Roberts Rd.			5	5/3 T			\$173,333	12	State/County	1992-1996
- IL Rte. 176/Gilmer Rd.			6	3/3			\$276,000	10	State/County	1992-1996
- U.S. Rte. 12/Bonner Rd.			7	5/3			\$612,000		State/County	1997-2001
- Gilmer Rd./Fairfield Rd.			8	3/3			\$368,000		County	1997-2001
- U.S. Rte. 12/Case Rd.			9	5/3 T			\$520,000		State/County	1997-2001
- Darrell Rd./Case Rd.			10	3/3 T			\$276,000		County	1997-2001
- IL Rte. 176/Fairfield Rd.			11	5/3			\$612,000		State/County	1997-2001
- Gilmer Rd./Hawley St.			12	5/3			\$306,000	10	County	1992-1996
- Darrell Rd./Bonner Rd.			13	3/3 T			\$276,000		County	1997-2001
- Roberts Rd./River Rd.			14	3/3 T			\$92,000	12	County	1997-2001
- Bonner Rd./Old Rand Rd.			15	3/3			\$368,000		County	1997-2001
- Fairfield Rd./Bonner Rd.			16	3/3 T			\$276,000		County	1997-2001
- IL Rte. 60/Fremont Center Rd.			17	3/3 T			\$92,000	10	State/County	1997-2001
- IL Rte. 59/Anderson Rd.			18	3/3 T			\$184,000	12	State/County	1997-2001
- Fairfield Rd./Milton Rd.			19	3/3			\$184,000	13	County	1997-2001
- Fairfield Rd./Schwerman Rd.			20	3/3 T			\$276,000		County	1997-2001
- Fairfield Rd./Ivanhoe Rd.			21	3/3 T			\$276,000		County	1997-2001
- Fairfield Rd./Gosnell Rd.			22	3/3 T			\$276,000		County	1997-2001
- Fairfield Rd./Chardon Rd.			23	3/3 T			\$276,000		County	1997-2001

Road Segment	Intersection
Cumulative	Cumulative
<b>Total Cost</b>	<b>Total Cost</b>
\$7,175,000	\$7,371,333

# LAKE COUNTY DRAFT (5/22/91) COMPREHENSIVE ROAD IMPROVEMENT PLAN FOR IMPACT FEE SERVICE AREA #10



Service Area #10

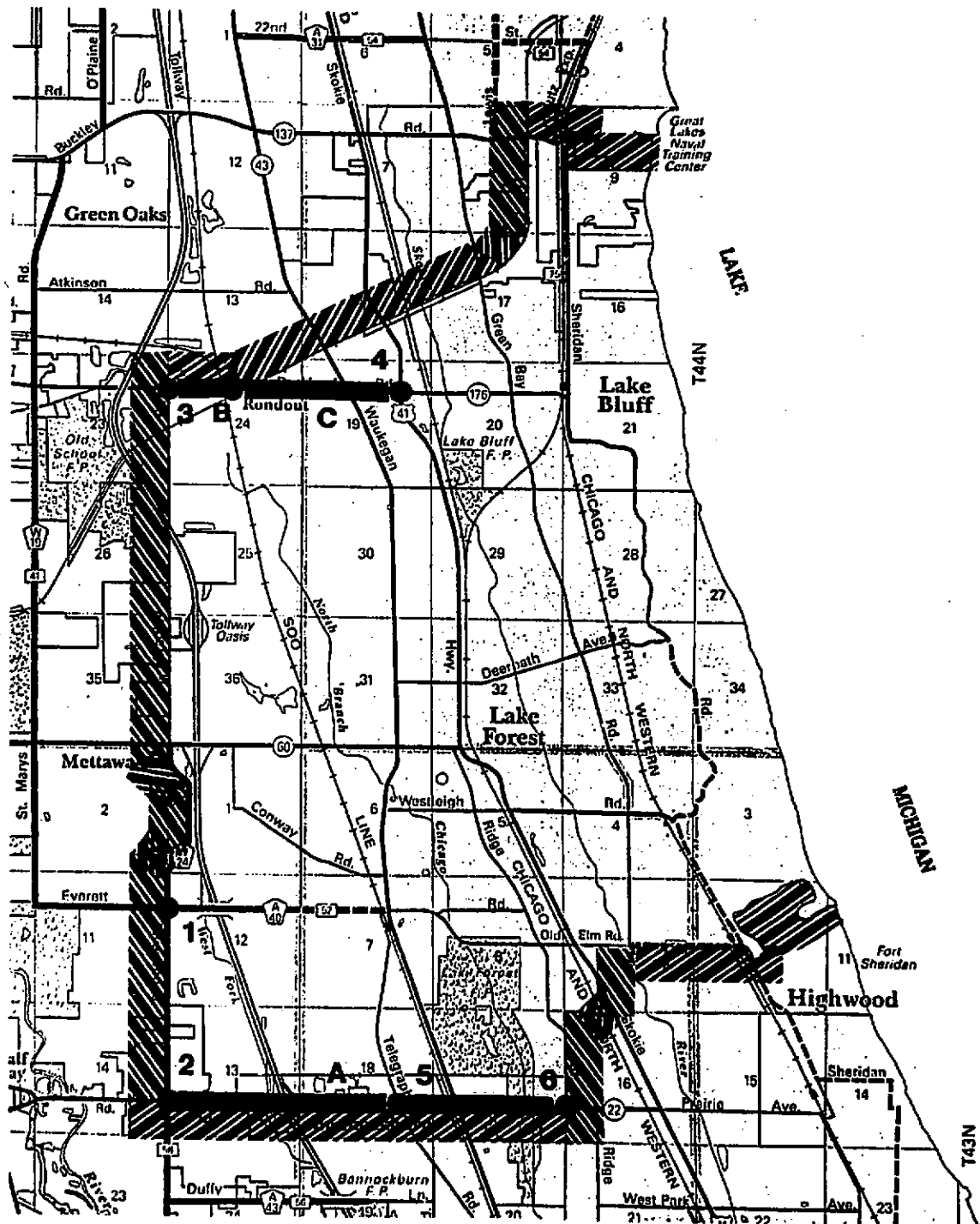
Road Segment/ Intersection	From	To	ID#	Length (mi.)	Improvement	Cost	Intersection Cost	Other Service Areas	Jurisdiction	Estimated Commencement Date
IL Rte. 83	U.S. Rte. 45	Gilmer Rd.	A	2	2 to 5 lane	\$2,500,000 *	\$173,333 *	14	State	1992-1996
- IL Rte. 83/Gilmer Rd.			16		5/3 T		\$173,333 *	13,14	State/County	1992-1996
- IL Rte. 83/Westmoreland Dr.			17		5/3 T		\$173,333 *	14	State/County	1992-1996
U.S. Rte. 45	Peterson Rd.	Dunbar Rd.	B	1.5	2 to 5 lane	\$3,750,000	\$612,000		State	1997-2001
- U.S. Rte. 45/Winchester Rd.			2		5/3				State/County	1992-1996
Butterfield Rd.	IL Rte. 137	U.S. Rte. 45	C	5.5	2 to 5 lane	\$5,486,250 *	\$306,000 *	8,14	County	1992-1996
- IL Rte. 60/Butterfield Rd.			3		5/3		\$214,000 *	8,14	State/County	1992-1996
- U.S. Rte. 45/Butterfield Rd.			8		5/5 T		\$214,000 *	14	State/County	1992-1996
- IL Rte. 137/Butterfield Rd.			9		5/5 T		\$214,000 *	8	State/County	1992-1996
- IL Rte. 176/Butterfield Rd.			10		5/5		\$428,000 *	8	State/County	1992-1996
- Butterfield Rd./Winchester Rd.			11		5/3		\$306,000 *	8	County	1992-1996
- Butterfield Rd./Allanson Rd.			12		5/3		\$306,000 *	8	County	1992-1996
- Butterfield Rd./Lake St.			13		5/3 T		\$173,333 *	8	County	1992-1996
- Butterfield Rd./Golf Rd.			14		5/5 T		\$214,000 *	8	County	1992-1996
- Butterfield Rd./Hockland Rd.			15		5/5 T		\$214,000 *	8	County	1992-1996
U.S. Rte. 45	Butterfield Rd.	IL Rte. 83	D	1	2 to 5 lane	\$1,250,000 *		14	State	1997-2001
Peterson Rd.	IL Rte. 60	U.S. Rte. 45	E	3.75	New 2 lane	\$1,875,000 *	\$428,000 *	7	County	1992-1996
- IL Rte. 83/Peterson Rd.			4		5/5		\$214,000 *	7,9	State/County	1992-1996
- IL Rte. 60/Peterson Rd.			18		5/5 T		\$306,000 *	7	County	1992-1996
- Peterson Rd./Midlothian Rd.			19		5/3		\$173,333 *	7	County	1992-1996
- Peterson Rd./Alleghany Rd.			20		5/3 T		\$173,333 *	7	County	1992-1996
- Peterson Rd./Harris Rd.			21		5/3 T		\$428,000 *	7,8	State/County	1992-1996
- U.S. Rte. 45/Peterson Rd.			26		5/5					
Peterson Rd.	U.S. Rte. 45	IL Rte. 137	F	0.5	2 to 5 lane	\$498,750 *		8	County	1992-1996

Service Area #10 cont.

Road Segment/ Intersection	From	To	ID#	Length (mi.)	Improvement	Cost	Intersection Cost	Other Service Areas	Jurisdiction	Estimated Commencement Date
IL Rte. 60	U.S. Rte. 45	Butterfield Rd. G	28	0.75	4 to 6 lane	\$3,000,000	\$856,000		State	1997-2001
- U.S. Rte. 45/IL Rte. 60				5/5					State	1997-2001
*****										
- IL Rte. 60/Midlothian Rd.			1	3/3			\$368,000		State/County	1997-2001
- Gilmer Rd./Midlothian Rd.			5	5/3			\$306,000 *	13	County	1992-1996
- IL Rte. 176/Gilmer Rd.			6	3/3			\$92,000 *	9	State/County	1992-1996
- U.S. Rte 45/Hawley St. to Allanson Rd.			7	TSM			\$1,110,000		State/County	1992-1996
- Gilmer Rd./Hawley St.			22	5/3			\$306,000 *	9	County	1992-1996
- Winchester Rd./Midlothian Rd.			23	3/3			\$368,000		County	1997-2001
- IL Rte. 176/Midlothian Rd.			24	3/3			\$368,000		State/County	1997-2001
- IL Rte. 83/Winchester Rd.			25	3/3 T			\$276,000		State/County	1997-2001
- IL Rte. 60/Fremont Center Rd.			27	3/3 T			\$184,000 *	9	State/County	1997-2001

Road Segment	Intersection
Cumulative	Cumulative
<u>Total Cost</u>	<u>Total Cost</u>
\$18,360,000	\$9,290,667

# LAKE COUNTY DRAFT (3/6/91) COMPREHENSIVE ROAD IMPROVEMENT PLAN FOR IMPACT FEE SERVICE AREA #11

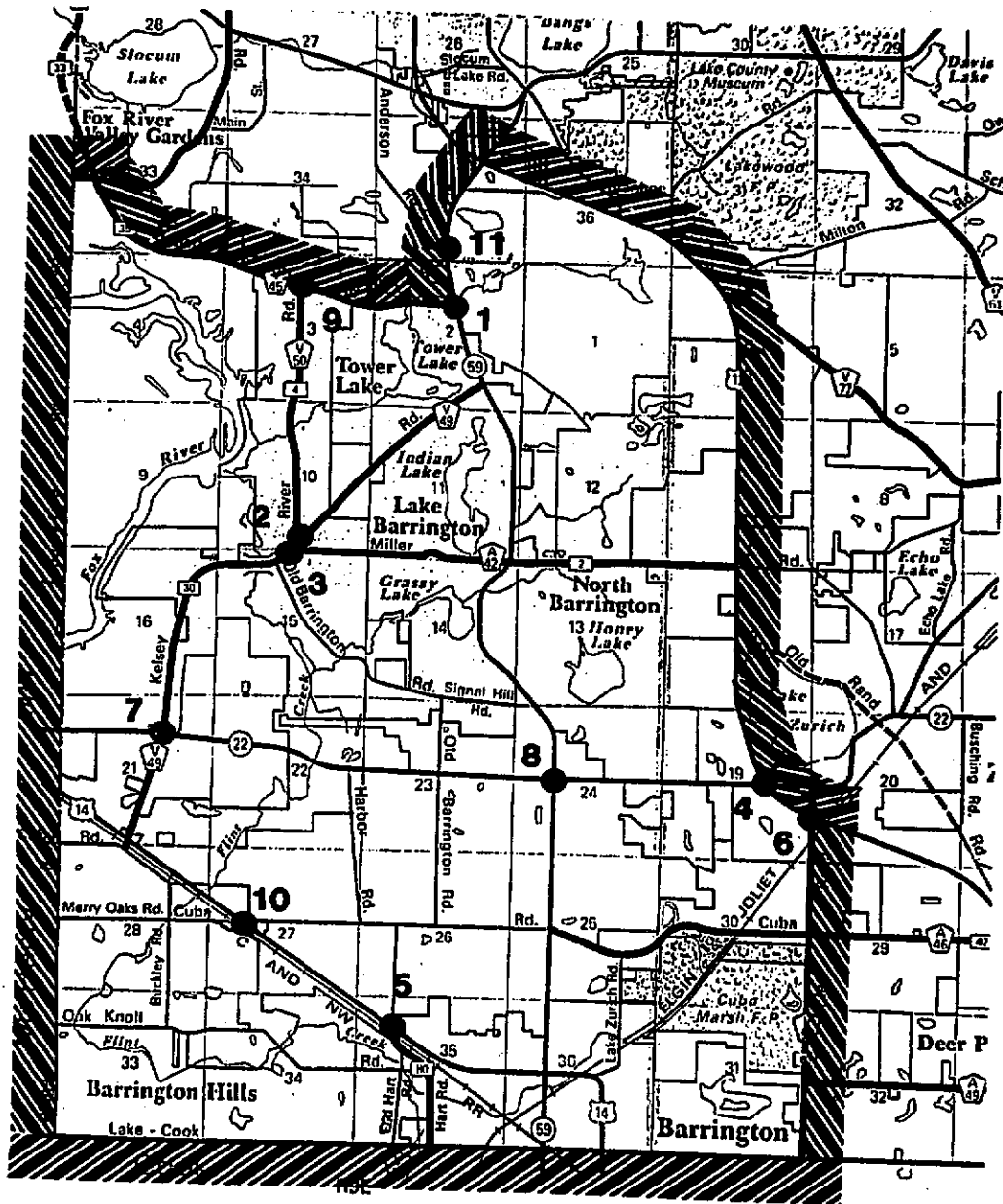


Service Area #11

Road Segment/ Intersection	From	To	ID#	Length (mi.)	Improvement	Cost	Intersection Cost	Other Service Areas	Jurisdiction	Estimated Commencement Date
IL Rte. 22	Riverwoods Rd.	Ridge Rd.	A	3	2 to 5 lane	\$3,750,000		15	County	1992-2001
- IL Rte. 22/Riverwoods Rd.			2	5/5		\$214,000	\$214,000	14,15	State/County	1992-1996
- IL Rte. 22/Telegraph Rd.			5	5/3		\$306,000	\$306,000	15	State/County	1997-2001
- IL Rte. 22/Ridge Rd.			6	5/3		\$204,000	\$204,000	15	State/County	1997-2001
IL Rte. 176	Bradley Rd.	EJ & E Railroad	B	0.75	2 to 5 lane	\$937,500		8	State	1997-2001
- IL Rte. 176/Bradley Rd.			3	5/3		\$153,000	\$153,000	8	State/County	1992-1996
IL Rte. 176	EJ & E Railroad	U.S. Rte. 41	C	1	2 to 5 lane	\$2,500,000			State	1997-2001
- IL Rte. 176/U.S. Rte. 41			4	Interchange		\$10,000,000	\$10,000,000		State	1997-2001
*****										
- Riverwoods Rd./Everett Rd.			1	3/3		\$184,000	\$184,000	14	County	1997-2001

Road Segment	Intersection	Cumulative Total Cost
		\$7,187,500
		\$11,061,000

# LAKE COUNTY DRAFT (5/22/91) COMPREHENSIVE ROAD IMPROVEMENT PLAN FOR IMPACT FEE SERVICE AREA #12



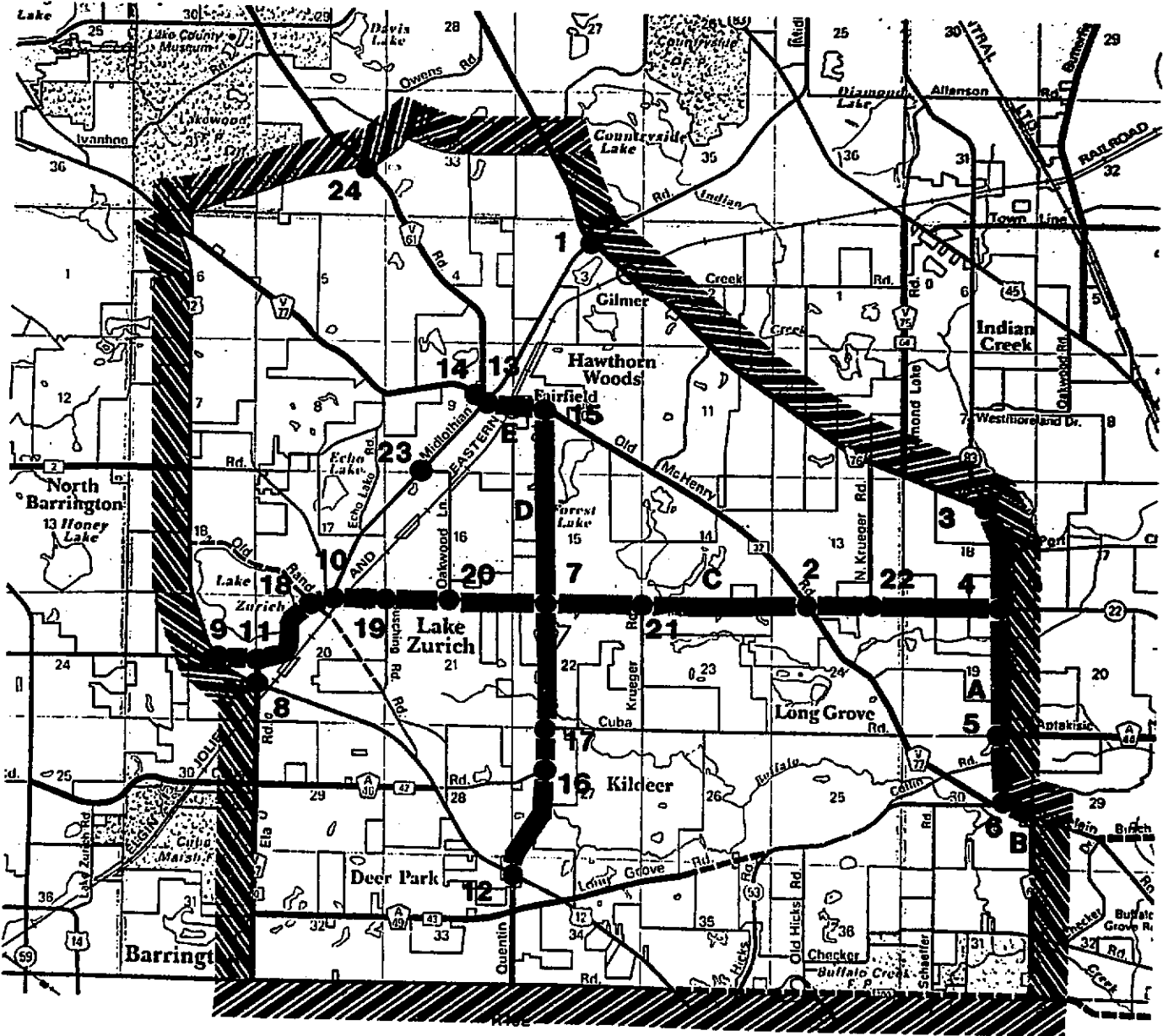


**Service Area #12**

Road Segment/ Intersection	From	To	ID#	Length (mi.)	Improvement	Cost	Intersection Cost	Other Service Areas	Jurisdiction	Estimated Commencement Date
- IL Rte. 59/Roberts Rd.			1		5/3 T		\$386,667 *	9	State/County	1992-1996
- Kelsey Rd./River Rd.			2		3/3 T		\$276,000		County	1997-2001
- Kelsey Rd./Miller Rd.			3		3/3 T		\$276,000		County	1997-2001
- U.S. Rte. 12/IL Rte. 22			4		5/5		\$428,000 *	13	State	1997-2001
- U.S. Rte. 14/Hart Rd.			5		5/3		\$612,000		State/County	1992-1996
- U.S. Rte. 12/Ela Rd.			6		5/5		\$214,000 *	13	State/County	1992-1996
- IL Rte. 22/Kelsey Rd.			7		3/3		\$368,000		State/County	1992-1996
- IL Rte. 59/IL Rte. 22			8		3/3		\$368,000		State	1997-2001
- Roberts Rd./River Rd.			9		3/3 T		\$186,000 *	9	County	1997-2001
- U.S. Rte. 14/Cuba Rd.			10		5/3		\$612,000		State/County	1997-2001
- IL Rte. 59/Anderson Rd.			11		3/3 T		\$92,000 *	9	State/County	1997-2001

Road Segment	Intersection
Cumulative	Cumulative
<u>Total Cost</u>	<u>Total Cost</u>
\$0	\$3,776,667

# LAKE COUNTY DRAFT (2/27/91) COMPREHENSIVE ROAD IMPROVEMENT PLAN FOR IMPACT FEE SERVICE AREA #13

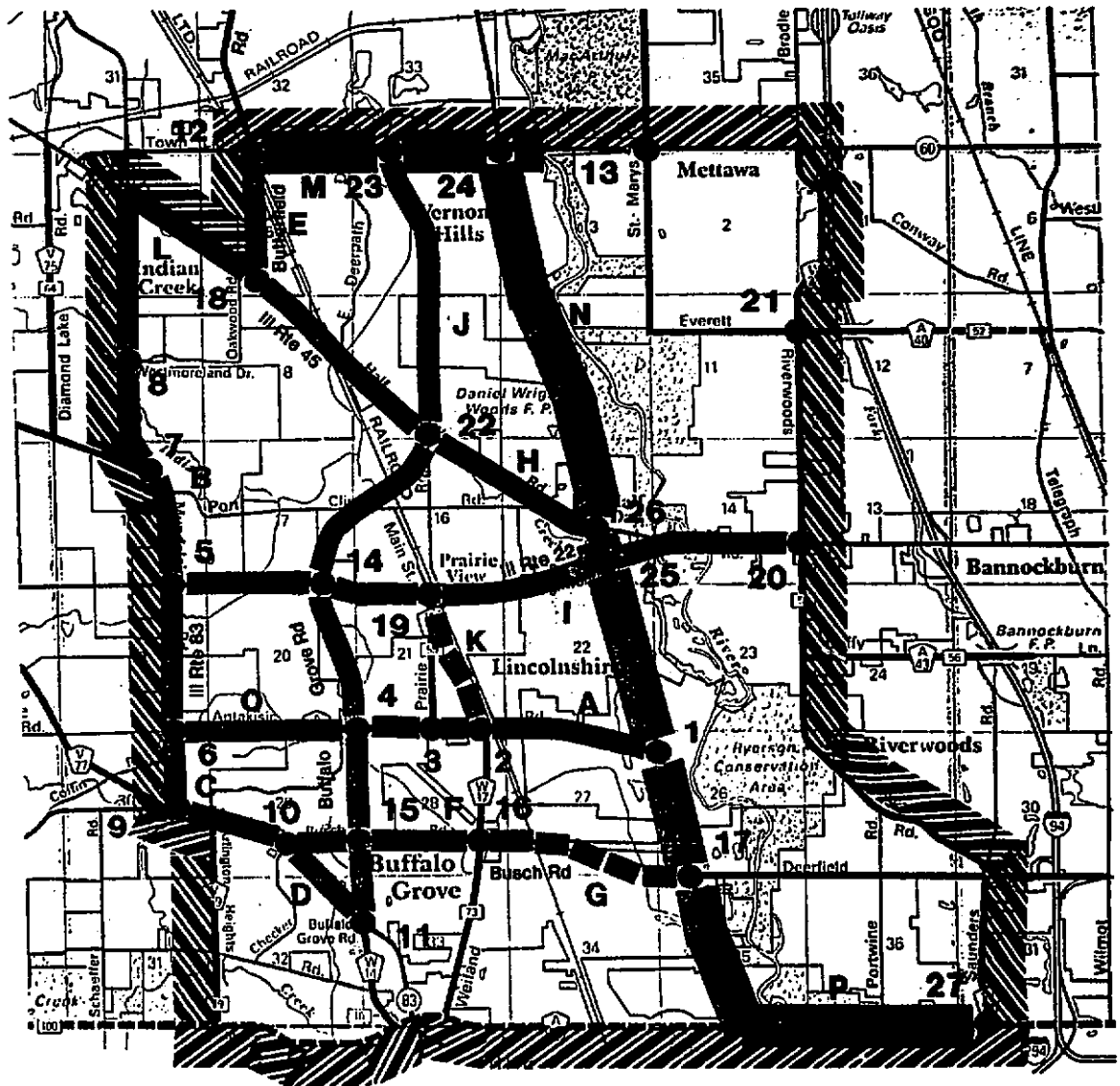


Service Area #13

Road Segment/ Intersection	From	To	ID#	Length (mi.)	Improvement	Cost	Intersection Cost	Other Service Areas	Jurisdiction	Estimated Commencement Date
IL Rte. 83	Gilmer Rd.	IL Rte. 53	A	2.25	2 to 5 lane	\$2,812,500 *		14	State	1992-1996
- IL Rte. 83/Gilmer Rd.			3		5/3 T		\$173,333 *	10,14	State/County	1992-1996
- IL Rte. 83/IL Rte. 22			4		5/5		\$428,000 *	14	State	1992-1996
- IL Rte. 83/Aptakisic Rd.			5		5/5 T		\$214,000 *	14	State/County	1992-1996
- IL Rte. 83/IL Rte. 53			6		5/3 T		\$386,667 *	14	State	1992-1996
IL Rte. 83	IL Rte. 53	Arlington Heights Rd.	B	0.25	2 to 5 lane	\$312,500 *		14	State	1992-1996
IL Rte. 22	U.S. Rte. 12	IL Rte. 83	C	6.25	2 to 5 lane	\$15,625,000				
- IL Rte. 22/Old McHenry Rd.			2		5/3		\$612,000		State	1997-2001
- IL Rte. 22/Quentin Rd.			7		5/5		\$856,000		State/County	1992-1996
- U.S. Rte. 12/IL Rte. 22			9		5/5		\$428,000 *	12	State/County	1997-2001
- IL Rte. 22/Midlothian Rd.			10		5/5 T		\$642,000		State	1997-2001
- IL Rte. 22/Ela Rd.			11		5/3 T		\$520,000		State/County	1997-2001
- IL Rte. 22/Old Rand Rd.			18		5/5		\$856,000		State/County	1997-2001
- IL Rte. 22/Busching Dr.			19		5/3 T		\$520,000		State/County	1997-2001
- IL Rte. 22/Oakwood Ln.			20		5/5 T		\$642,000		State/County	1997-2001
- IL Rte. 22/Krueger Rd.			21		5/3 T		\$520,000		State/County	1997-2001
- IL Rte. 22/W. Krueger Rd.			22		5/3 T		\$520,000		State/County	1997-2001
Quentin Rd.	U.S. Rte. 12	Old McHenry Rd.	D	3.75	2 to 5 lane	\$7,481,250				
- U.S. 12/Quentin Rd.			12		5/5		\$856,000		County	1997-2001
- Quentin Rd./Cuba Rd. (W)			16		5/3 T		\$520,000		State/County	1997-2001
- Quentin Rd./Cuba Rd. (E)			17		5/3 T		\$520,000		County	1997-2001
Old McHenry Rd.	Fairfield Rd.	Quentin Rd.	E	0.5	2 to 5 lane	\$997,500				
- Old McHenry Rd./Midlothian Rd.			13		5/3		\$612,000		County	1997-2001
- Old McHenry Rd./Fairfield Rd.			14		5/3 T		\$520,000		County	1997-2001
- Old McHenry Rd./Quentin Rd.			15		5/5 T		\$642,000		County	1997-2001
*****										
*****										
- Gilmer Rd./Midlothian Rd.			1		5/3		\$306,000 *	10	County	1992-1996
- U.S. Rte. 12/Ela Rd.			8		5/5		\$642,000 *	12	State/County	1992-1996
- Midlothian Rd./Oakwood Ln.			23		3/3 T		\$276,000		County	1997-2001
- Fairfield Rd./Milton Rd.			24		3/3		\$184,000 *	9	County	1997-2001

Road Segment	Intersection	Cumulative Total Cost
\$27,228,750	\$12,356,000	

# LAKE COUNTY DRAFT (6/19/91) COMPREHENSIVE ROAD IMPROVEMENT PLAN FOR IMPACT FEE SERVICE AREA #14



Service Area #14 Revised 6/19/91

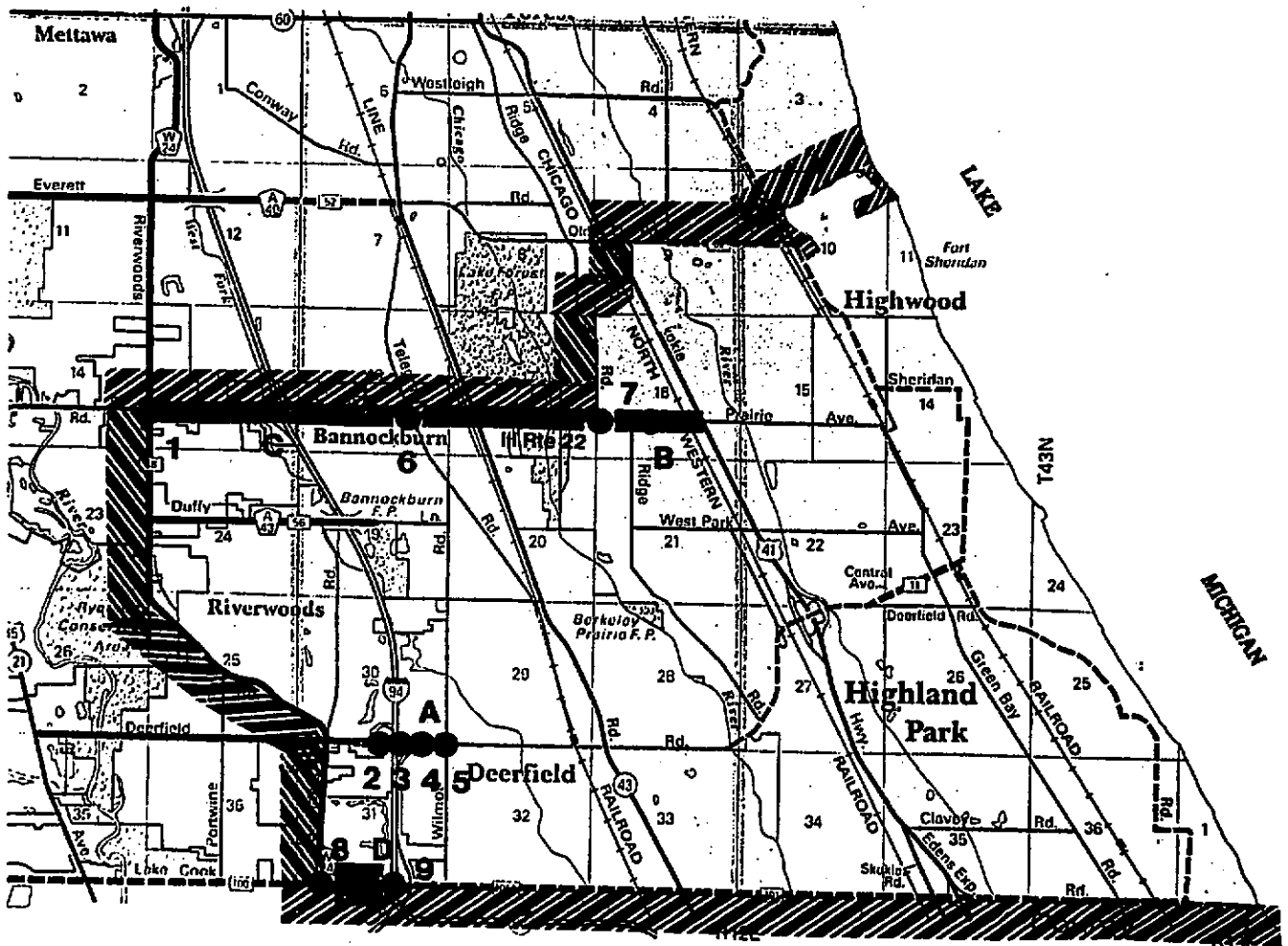
Road Segment/ Intersection	From	To	Length ID# (mi.)	Improvement	Cost	Intersection Cost	Other Service Areas	Jurisdiction	Estimated Commencement Date
Aptakisic Rd.	Buffalo Grove Rd.	U.S. Rte. 45./ IL Rte. 21	A	2	2 to 5 lane	\$3,990,000		County	1992-1996
- U.S. Rte 45/Aptakisic Rd.			1	5/5 T		\$642,000		State/County	1992-1996
- Aptakisic Rd./Welland Rd.			2	5/3		\$612,000		County	1992-1996
- Aptakisic Rd./Prairie Rd.			3	5/3 T		\$520,000		County	1992-1996
- Aptakisic Rd./Buffalo Grove Rd.			4	5/5		\$856,000		County	1992-1996
IL Rte. 83	U.S. Rte. 45	IL Rte. 53	B	4.25	2 to 5 lane	\$5,312,500 *	10,13	State	1992-1996
- IL Rte. 83/IL Rte. 22			5	5/5		\$428,000 *	13	State	1992-1996
- IL Rte. 83/Aptakisic Rd.			6	5/5 T		\$428,000 *	13	State/County	1992-1996
- IL Rte. 83/Gilmer Rd.			7	5/3 T		\$173,333 *	10,13	State/County	1992-1996
- IL Rte. 83/Westmoreland Rd.			8	5/3 T		\$346,667 *	10	State/County	1992-1996
IL Rte. 83	IL Rte. 53	Arlington Heights Rd.	C	0.25	2 to 5 lane	\$312,500 *	13	State	1992-1996
- IL Rte. 83/IL Rte. 53			9	5/3 T		\$173,333 *	13	State	1992-1996
IL Rte. 83	Arlington Heights Rd.	Buffalo Gr. Rd.	D	1.5	2 to 5 lane	\$3,750,000		State	1992-1996
- IL Rte. 83/Busch Rd.			10	5/5 T		\$642,000		State/County	1992-1996
- IL Rte. 83/Buffalo Grove Rd.			11	5/5		\$856,000		State/County	1992-1996
Butterfield Rd.	IL Rte. 60	U.S. Rte. 45	E	0.75	2 to 5 lane	\$748,125 *	10	County	1992-1996
- IL Rte. 60/Butterfield Rd.			12	5/3		\$153,000 *	8,10	State/County	1992-1996
- U.S.Rte. 45/Butterfield Rd.			18	5/5 T		\$428,000 *	10	State/County	1992-1996
Busch Rd.	IL Rte. 83	W1. Cen. Ltd. R.R. Track	F	1.5	2 to 5 lane	\$2,992,500		County	1997-2001
- Busch Rd./Buffalo Grove Rd.			15	5/5		\$856,000		County	1997-2001
- Busch Rd./Welland Rd.			16	5/5		\$856,000		County	1997-2001
Busch Rd.	W1. Cen. Ltd. R.R. Track	IL Rte. 21	G	1.25	New 4 lane	\$3,075,000		County	1997-2001
- U.S. Rte. 45/Busch Rd.			17	5/5		\$856,000		State/County	1997-2001
U.S. Rte. 45	Butterfield Rd.	IL Rte. 21	H	3	2 to 5 lane	\$7,500,000		State	1997-2001
- U.S. Rte. 45/Butterfield Rd.			22	5/5		\$856,000		State/County	1997-2001
IL Rte. 22	IL Rte. 83	Riverwoods Rd.	I	4.25	2 to 5 lane	\$10,625,000		State	1997-2001
- IL Rte. 22/Butterfield Rd.			14	5/5		\$856,000		State/County	1997-2001
- IL Rte. 22/Prairie Rd.			19	5/3		\$612,000		State/County	1997-2001
- IL Rte. 22/Riverwoods Rd.			20	5/5		\$428,000 *	11,15	State/County	1992-1996

682001

Service Area #14 cont.

Road Segment/ Intersection	From	To	ID# (mi.)	Length (mi.)	Improvement	Cost	Intersection Cost	Other Service Areas	Jurisdiction	Estimated Commencement Date
Buffalo Grove Rd.	IL Rte. 83	IL Rte. 60	J	5	2 to 5 lane	\$9,975,000			County	1997-2001
Prairie Rd.	Weiland Rd.	Prairie Rd.	K	0.75	New 4 lane	\$1,845,000			County	1997-2001
U.S. Rte. 45	IL Rte. 83	Butterfield Rd.	L	1	2 to 5 lane	\$1,250,000		10	State	1997-2001
IL Rte. 60	Des Plaines River	Butterfield Rd.	M	1.6	4 to 6 lane	\$3,200,000		8	State	1997-2001
- IL Rte. 60/Buffalo Grove Rd.			23		5/5		\$428,000	8	State/county	1997-2001
- IL Rte. 60/IL Rte. 21			24		5/5		\$428,000	8	State	1997-2001
IL Rte. 21	IL Rte. 60	Lake-Cook Rd.	N	6.25	4 to 6 lane	\$25,000,000			State	1997-2001
- IL Rte. 22/IL Rte. 21			25		5/5		\$856,000		State	1997-2001
- U.S. Rte. 45/IL Rte. 21			26		5/5		\$856,000		State	1997-2001
Aptakisic Rd.	IL Rte. 83	Buffalo Gr. Rd.	O	1.25	2 to 5 lane	\$2,493,750			County	1997-2001
Lake-Cook Rd.	IL Rte. 21	Saunders Rd.	P	1.5	4 to 6 lane	\$6,000,000			County	1997-2001
- Lake-Cook Rd./Saunders Rd.			27		5/5 T		\$321,000	15	County	1997-2001
*****										
- IL Rte. 60/St. Mary's Rd.			13		5/3		\$306,000	8	State/County	1997-2001
- Riverwoods Rd./Everett Rd.			21		3/3		\$184,000	11	County	1997-2001
-----										
Road Segment	Intersection									
Cumulative	Cumulative									
Total Cost	Total Cost									
\$88,069,375	\$14,957,333									

# LAKE COUNTY DRAFT (1/29/92) COMPREHENSIVE ROAD IMPROVEMENT PLAN FOR IMPACT FEE SERVICE AREA #15



Service Area #15 Revised 1/28/92

Road Segment/ Intersection	From	To	ID#	Length (mi.)	Improvement	Cost	Intersection Cost	Other Service Areas	Jurisdiction	Estimated Commencement Date
Deerfield Rd.	I94	Wilmington Rd.	A	0.5	2 to 5 lane	\$997,500			County	1997-2001
- Deerfield Rd./S.B. on Ramp			2	5/1					State/County	1997-2001
- Deerfield Rd./N.B. on Ramp			3	5/2					State/County	1997-2001
- Deerfield Rd./Castlewood Rd.			4	5/3		\$612,000			County	1997-2001
- Deerfield Rd./Wilmington Rd.			5	5/3		\$612,000			County	1997-2001
IL Rte. 22	Ridge Rd.	U.S. Rte. 41	B	0.75	2 to 5 lane	\$1,875,000			State	1997-2001
IL Rte. 22	Riverwoods Rd.	Ridge Rd.	C	3	2 to 5 lane	\$3,750,000 *		11	State	1992-2001
- IL Rte. 22/Riverwoods Rd.			1	5/5		\$214,000 *		11,14	State/County	1992-1997
- IL Rte. 22/Telegraph Rd.			6	5/3		\$306,000		11	State/County	1997-2001
- IL Rte. 22/Ridge Rd.			7	5/3		\$408,000		11	State/County	1992-1997
Lake-Cook Rd.	Saunders Rd.	I94	D	0.5	4 to 6 lane	\$2,000,000			County	1997-2001
- Lake-Cook Rd./Saunders Rd.			8	5/5 T		\$321,000 *		14	County	1997-2001
- I94/Lake Cook Rd.			9	Full Inter.		\$4,000,000			County	1997-2001

Road Segment	Intersection
Cumulative	Cumulative
Total Cost	Total Cost
\$8,622,500	\$2,473,000



Lake County  
 Comprehensive Road Improvement Plan  
 State Vs. County Roadway Improvement Miles  
 Including Improved Intersection Approach Lengths  
 5/92

Service Area	State Miles	County Miles
1	3.09 52%	2.87 48%
2	11.39 62%	7.08 38%
4	11.58 76%	3.56 24%
5	14.76 63%	8.77 37%
6	13.79 40%	20.43 60%
7	25.41 51%	24.81 49%
8	17.7 48%	19.44 52%
9	7.53 45%	9.39 55%
10	10.87 36%	19.36 64%
11	6.19 79%	1.66 21%
12	3.2 55%	2.57 45%
13	15.36 58%	11.3 42%
14	31.02 58%	22.43 42%
15	4.83 52%	4.38 48%
TOTAL	131.32 53%	118.26 47%

Total does not equal the sum of the service areas miles  
 as some improvement projects are contained in more than one service  
 area, and thus would result in double counting of improvement miles.

## APPENDIX A

## AGREEMENT

THIS AGREEMENT, hereinafter called the AGREEMENT, entered into this \_\_\_\_\_ day of 19\_\_\_\_, by and the State of Illinois, acting by and through its Department of Transportation, hereinafter referred to as the DEPARTMENT and the County of Lake, Illinois, acting by and through its County Board, hereinafter referred to as the COUNTY.

## WITNESSETH

WHEREAS, the COUNTY on \_\_\_\_\_, 19\_\_ adopted the Lake County Fair Share Road Improvement Impact Fee Ordinance, hereinafter referred to as the ORDINANCE, said ORDINANCE by reference herein, and as amended from time to time, is hereby made a part hereof; and

WHEREAS, the ORDINANCE establishes several land areas within the County, hereinafter called SERVICE AREAS, within which impact fee funds collected must be spent; and,

WHEREAS, the ORDINANCE establishes under the control of the COUNTY for each SERVICE AREA an account, hereinafter called the STATE ACCOUNT, into which impact fees collected due to development impacts on roads under the jurisdiction of the DEPARTMENT in each SERVICE AREA are to be deposited for expenditure on improvements to said roads under the jurisdiction of the DEPARTMENT in each SERVICE AREA; and,

WHEREAS, it is in the best interest of both the COUNTY and the DEPARTMENT to ensure that adequate road improvements are provided in the various SERVICE AREAS of the County on roads under the jurisdiction of the DEPARTMENT; and

WHEREAS, Section Sixteen (4) of the ORDINANCE encourages the DEPARTMENT to match impact fee revenues applied by the COUNTY under said ORDINANCE to improvement projects on roads under the jurisdiction of the DEPARTMENT to the greatest extent possible, and authorizes the COUNTY and the DEPARTMENT to enter into an intergovernmental agreement identifying both the COUNTY's and the DEPARTMENT's level of financial participation in said improvement projects; and

WHEREAS, the COUNTY is empowered under Section 5-910(6) of the Illinois Highway Code, as amended, to enter into an agreement with the DEPARTMENT to specify the proportionate share of funding by the COUNTY and the DEPARTMENT towards the improvement of roads under the jurisdiction of the DEPARTMENT as proposed in the COUNTY's Comprehensive Road Improvement Plan as amended hereafter from time to time; and

WHEREAS, Section 1-102 of the Illinois Highway Code, as amended, contains an expression of legislative intent that the development of a highway transportation system be accomplished by intergovernmental cooperation; and,

WHEREAS, Article VII, Section 10 of the Illinois Constitution of 1970 and Chapter 127, Sections 741-748 of the Illinois Revised Statutes, as amended, provide authority for intergovernmental cooperation; and

WHEREAS, the County Engineer of Lake County, Illinois hereinafter referred to as the COUNTY ENGINEER has the authority to administer the ORDINANCE; and,

WHEREAS, the COUNTY is adopting a 10 year Comprehensive Road Improvement Plan, in accordance with the Illinois Highway Code hereinafter referred to as the ROAD PLAN, which contains proposed improvements to roads under the jurisdiction of the COUNTY and the DEPARTMENT and that said ROAD PLAN will be amended from time to time as required by the ORDINANCE and in cooperation with the DEPARTMENT. Said ROAD PLAN and amendments thereto are by reference made a part hereof and;

WHEREAS, the DEPARTMENT has authority for any highway improvements on highways under its jurisdiction; and where local agencies participate in a portion of the improvements thereto the DEPARTMENT, as lead agency, specifies the manner and scope of said participation via the preparation and execution of specific project agreements; and

WHEREAS, the progressive steps leading to the completion of a highway improvement involving the COUNTY and the DEPARTMENT normally encompasses the following:

- a) planning leading to the inclusion of the proposed project in the DEPARTMENT's proposed 5 year highway improvement program;
- b) programming leading to the inclusion of the proposed project in the DEPARTMENT's Annual Construction Program;
- c) preliminary engineering leading to a construction letting for the proposed project;
- d) construction of the project;
- e) accounting of the funds expended on the project.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the parties hereto mutually agree as follows:

#### SECTION 1. PREAMBLE

The parties hereto agree that the prefatory clauses have been incorporated by reference into the text of THIS AGREEMENT as if fully set forth herein, and that THIS AGREEMENT is entered into pursuant to Illinois Statutes Chapter 127, Sections 741-748, the Illinois Intergovernmental Cooperation Act, Illinois Statutes Chapter 121, Section 5-901 et seq., the Illinois Road Improvement Impact Fee Law, the Lake County Fair Share Road Improvement Impact Fee Ordinance, and pursuant to the constitutional and statutory powers of the COUNTY and the DEPARTMENT.

#### SECTION 2. FRAMEWORK

The parties hereto agree to follow the framework set forth below for the process of using impact fee funds for road improvements on roads under the DEPARTMENT's jurisdiction in Lake County;

##### SECTION 2.1 PLANNING

The COUNTY and the DEPARTMENT shall cooperate to plan for the effective use of road improvement impact fee revenue in the STATE ACCOUNT for each SERVICE AREA which may become available for road improvements on roads under the DEPARTMENT's jurisdiction in Lake County;

The COUNTY and/or its COUNTY ENGINEER shall:

- provide available information regarding future projections of impact fee revenues in the STATE ACCOUNT for each SERVICE AREA;
- provide the latest copy of the COUNTY's adopted ROAD PLAN;

- provide information as to the eligible cost items for use of impact fee funds on particular proposed projects including identification of the minimum requested DEPARTMENT financial match for curing existing capacity deficiencies as contained in the ROAD PLAN;
- suggest particular projects to be considered for inclusion in the DEPARTMENT's proposed 5 year highway improvement program.

The DEPARTMENT shall:

- provide information regarding the identification of suggestions for road improvements to be considered in future revisions to the ROAD PLAN;
- annually consider for inclusion in its proposed 5 year highway improvement program projects for roads under its jurisdiction contained in the ROAD PLAN and as suggested by the COUNTY;
- program, subject to receiving sufficient appropriations of funds from the General Assembly, projects for roads under its jurisdiction in its proposed 5 year highway improvement program to utilize the projected amount of impact fee revenue in the STATE ACCOUNT for each SERVICE AREA;
- identify in its proposed 5 year highway improvement program which projects are anticipated to be in its Annual Construction Program;
- program the DEPARTMENT's financial match, including that for curing existing deficiencies as contained in the ROAD PLAN, for the projects included in its proposed 5 year highway improvement program;
- treat impact fee funds to be provided under THIS AGREEMENT as additional funds to its proposed 5 year highway improvement program in Lake County above and beyond the amount of State and Federal funds programmed by the Department in Lake County.

#### SECTION 2.2 PROGRAMMING

The COUNTY and the DEPARTMENT shall cooperate to program road improvements utilizing impact fee revenue in the STATE ACCOUNT for each SERVICE AREA available for road improvements on roads under the DEPARTMENT's jurisdiction in Lake County;

The COUNTY and/or its COUNTY ENGINEER shall:

- annually provide information regarding impact fee revenue in the STATE ACCOUNT for each SERVICE AREA;
- provide information as to the eligible cost items for use of impact fee funds on particular proposed projects including the identification of the minimum requested DEPARTMENT financial match for curing existing capacity deficiencies as contained in the ROAD PLAN;
- suggest particular projects to be considered for inclusion in the DEPARTMENT's Annual Construction Program.

The DEPARTMENT shall:

- consider for inclusion in its Annual Construction Program projects from the ROAD PLAN and as suggested by the COUNTY;

- annually provide a copy of its Annual Construction Program identifying the proposed projects and amounts to be funded by impact fee funds;
- program enough projects, subject to receiving the necessary appropriations of funds from the General Assembly, in its Annual Construction Program to proceed with projects to be funded with impact fee revenues identified in its proposed 5 year highway improvement program;
- program the DEPARTMENT's financial match, including that for curing existing capacity deficiencies as contained in the ROAD PLAN, for projects included in its Annual Construction Program;
- treat impact fee funds to be provided under THIS AGREEMENT as additional funds for its Annual Construction Program in Lake County above and beyond what the allocations of State and Federal funds would have otherwise been allocated for expenditure in Lake County.

### SECTION 2.3 PRELIMINARY ENGINEERING

The COUNTY and the DEPARTMENT shall cooperate to undertake the studies and engineering necessary to advance proposed projects on roads under the jurisdiction of the DEPARTMENT to be funded by impact fee funds in the STATE ACCOUNT for each SERVICE AREA in Lake County to a construction letting:

The COUNTY and/or its COUNTY ENGINEER shall:

- act upon Letters of Understandings prepared by the DEPARTMENT detailing the proposed scope of work, studies, right-of-way and preliminary engineering requirements and responsibilities and tentative programming of proposed projects;
- act upon formal joint agreements prepared by the DEPARTMENT defining each parties proportionate share of the total cost of funding for proposed projects as developed from said Letters of Understanding and including all other necessary items;
- transfer the required impact fee funds, for eligible items, from the STATE ACCOUNT for the appropriate SERVICE AREA in accordance with the terms of any joint agreement for a proposed project;
- provide information as to eligible cost items for using impact fee funds.

The DEPARTMENT shall:

- prepare any required Letters of Understanding to enable the DEPARTMENT to proceed with the necessary studies and engineering on proposed projects;
- prepare the formal joint agreements with the COUNTY that enable the DEPARTMENT to proceed with the necessary studies and engineering on proposed projects;
- prepare the engineering plans for projects so as to separate out eligible cost items for using impact fees;
- provide the agreed DEPARTMENT's financial match, including that for curing existing deficiencies as contained in the ROAD PLAN, for the proposed project.

## SECTION 2.4 CONSTRUCTION

The COUNTY and the DEPARTMENT shall cooperate to have undertaken by the DEPARTMENT the construction of projects on roads under the jurisdiction of the DEPARTMENT to be funded by impact fee funds in the STATE ACCOUNT for each SERVICE AREA in Lake County:

The COUNTY and/or its COUNTY ENGINEER shall:

- act upon any Letters of Understanding prepared by the DEPARTMENT detailing proposed construction projects and responsibilities and tentative scheduling;
- act upon formal joint agreements prepared by the DEPARTMENT defining each parties proportionate share of the total cost of funding for proposed projects as developed from said Letters of Understanding and including all other necessary items;
- transfer the required impact fee funds, for eligible items, from the STATE ACCOUNT for the appropriate SERVICE AREA in accordance with the terms of any joint agreement for a project;
- provide information as to eligible cost items for using impact fee funds.

The DEPARTMENT shall:

- prepare any required Letters of Understanding to enable the DEPARTMENT to proceed to a construction letting on proposed projects;
- prepare the formal joint agreements with the COUNTY necessary to enable the DEPARTMENT to proceed to a construction letting on proposed projects;
- document final eligible costs for items funded using impact fees;
- provide the DEPARTMENT's agreed financial match, including that for curing existing deficiencies as contained in the ROAD PLAN, for the proposed project.

## SECTION 2.5 ACCOUNTING

The COUNTY and the DEPARTMENT agree that, in accordance with Section 5-910(6) of the Illinois Highway Code, as amended, the portion of the impact fees collected in each SERVICE AREA due to the impact of development upon roads under the jurisdiction of the DEPARTMENT, as set forth in the ORDINANCE, shall be deposited in the STATE ACCOUNT for each SERVICE AREA and shall be allocated for expenditure only for projects, as set forth in the ORDINANCE, upon roads under the jurisdiction of the DEPARTMENT.

The COUNTY and the DEPARTMENT shall cooperate to undertake the necessary accounting of the impact fee funds expended from the STATE ACCOUNT in each SERVICE AREA for projects on roads under the jurisdiction of the DEPARTMENT in Lake County:

The COUNTY and/or its COUNTY ENGINEER shall:

- publish the information as required by State Statute or the ORDINANCE relative to expenditure of impact fee funds.

The DEPARTMENT shall:

- provide to the COUNTY all requested information as to its expenditure and use of impact fee funds in a timely manner.

**SECTION 3. TERM**

This AGREEMENT, upon execution, becomes effective upon initial passage of the ORDINANCE by the COUNTY and shall remain in full force and effect until the ORDINANCE has been repealed by the COUNTY or either party has terminated the AGREEMENT; but in any case the agreement shall expire, unless otherwise extended, ten years from the date of execution. By the consent of both parties THIS AGREEMENT may be amended, or extended, at any time. Said termination shall become effective upon the resolution of all outstanding participation accounts to the mutual satisfaction of the parties; however, termination will stop progress on all matters not subject to specific project agreements.

**SECTION 4. OTHER PROVISIONS****SECTION 4.1**

It is mutually agreed by and between the parties hereto that THIS AGREEMENT shall not be construed, in any manner or form, to limit the power or authority of either party to maintain, operate, improve, construct, reconstruct, repair, widen or expand their respective highways as best determined by them and as provided by law.

The DEPARTMENT, in accordance with the requirements of Section 5-911 of the Illinois Highway Code, as amended, agrees that it will not enter into any agreement with another unit of local government in Lake County that would enable that unit of local government to assess impact fees, pursuant to said Section, for roads under the jurisdiction of the DEPARTMENT within that unit of local government within Lake County.

**SECTION 4.2**

It is mutually agreed by and between the parties hereto that nothing contained in THIS AGREEMENT is intended or shall be construed as in any manner or form creating or establishing a relationship of co-partners between the parties hereto, or as constituting either party, the agent, representative or employee of the other for any purpose, or in any manner, whatsoever. The DEPARTMENT is to be and shall remain independent of the COUNTY with respect to all services performed under THIS AGREEMENT.

**SECTION 4.3**

It is mutually agreed by and between the parties hereto that the Provisions of THIS AGREEMENT are severable. If any provision, paragraph, section, subdivision, clause, phrase or word of THIS AGREEMENT is for any reason held to be contrary to law, or contrary to any rule or regulation having the force and effect of law; such decision shall not affect the remaining portions of THIS AGREEMENT.

**SECTION 4.4**

It is mutually agreed by and between the parties hereto that the agreement of the parties hereto is contained herein and that THIS AGREEMENT supersedes all oral agreements and negotiations between the parties hereto relating to the subject matter hereof as well as any previous agreements presently in effect between the parties hereto relating to the subject matter thereof.



SECTION 4.5

It is mutually agreed by and between the parties hereto that any alterations, amendments, deletions, or waivers of any provision of THIS AGREEMENT shall be valid only when expressed in writing and duly executed by the parties hereto.

SECTION 4.6

THIS AGREEMENT shall be binding upon and inure to the benefit of the parties hereto.

SECTION 4.7

THIS AGREEMENT is an intergovernmental planning and cooperation agreement establishing procedures which can lead to the execution of specific project agreements. It is terminable at will by either party, and only duly executed, specific project agreements shall constitute binding contracts enforceable in accordance with terms contained therein. THIS AGREEMENT creates no rights in any third party including but not limited to any person paying an impact fee. The COUNTY shall be solely responsible for all land use assumptions, the development and implementation of the comprehensive road improvement plan, the imposition of impact fees, the periodic updating of the road improvement plan and the refund of impact fees.

ATTEST:

RECOMMENDED FOR EXECUTION:

\_\_\_\_\_  
County Clerk  
Lake County

\_\_\_\_\_  
County Engineer  
Lake County

APPROVED BY COUNTY OF LAKE:

\_\_\_\_\_  
Chairman, Lake County Board

Date: \_\_\_\_\_

APPROVED BY STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

By: \_\_\_\_\_

Date: \_\_\_\_\_

682014

## APPENDIX B

Revised 5/11/90

YEAR 2000 POPULATION, HOUSEHOLDS AND EMPLOYMENT  
BY IMPACT FEE ZONES IN LAKE COUNTY  
AND SURVEYOR TOWNSHIPS IN BALANCE OF  
NORTHEASTERN ILLINOIS

Introduction

The Road Improvement Impact Fee Law requires the development of ten year land use assumptions as one element in the consideration of the potential use of transportation impact fees. The Northeastern Illinois Planning Commission (NIPC), under contract to the Lake County Division of Transportation, was requested to develop these assumptions as specified by the Chicago Area Transportation Study (CATS) for the purposes of the determination of travel demand in the year 2000 in Lake County. The required data elements, as agreed to by NIPC, CATS and Lake County, included the following: total population, population in group quarters, total households, manufacturing employment, retail employment, transportation, communications, utilities and wholesale employment, employment in finance, insurance, real estate and services, government and institutional employment, other employment, total acres, water acres, residential acres, and vacant acres. All data were to be generated for impact fee zones as specified by the Lake County Division of Transportation and for surveyor townships in the balance of the northeastern Illinois area.

This report summarizes the results and methodology used to generate the year 2000 projections of total population, households and employment. A technical appendix details the specific demographic and land development assumptions as well as the methodology used to generate the additional inputs to the CATS travel demand model. The results contained herein are based upon the official regional forecasts endorsed by NIPC in March 1988 but

have been updated to reflect current land development and residential growth since 1985. These results have not been formally approved by the Commission's Planning and Policy Development Committee. Accordingly, these projections must be considered as a staff product.

#### Highlights of Results

Between 1988 and 2000, the population of Lake County will increase from 495,000 to 579,000. The increase of 84,000 will rank second in the six county northeastern Illinois region only behind DuPage County. The corresponding rate of growth of 17%, however, will be the highest rate of growth for any county in northeastern Illinois. The year 2000 total represents an increase of 26,000 over the 2000 total consistent with the forecasts endorsed by NIPC in 1988. The higher total reflects a continuation of net migration observed in the County in the 1980 to 1988 span. This observed migration was considerably higher than assumed in the previous forecasts.

Over the 1988 to 2000 span, the number of households in the County will grow more rapidly than population, increasing from 162,800 to 205,300. This is an increase of 42,500 households, or 26%. Households will grow faster than population because, over the projection period, the average number of people residing in a household will decrease by over 6%. In 1980, Lake County's average household size was 2.98. By 1988, household size had fallen to 2.87. The projected figure for the year 2000 is 2.69. It should be noted that an important component in the relationship between total population and the number of households is the number of people residing in group quarters outside of normal residential housing. This is an important factor in Lake County because of the populations residing at Great Lakes and Fort

Sheridan. Given the uncertainty of the nature of potential redevelopment of Fort Sheridan, the projections prepared by NIPC assume no change in Fort Sheridan's present status by the year 2000.

1985 is the most recent year for which employment estimates, consistently defined for the County and its subregions, are available. Between 1985 and 2000, the number of jobs in the County will increase from 175,000 to 253,000 - an increase of 78,000, or nearly 45%. The year 2000 employment total consistent with the forecasts endorsed by NIPC in 1988 was 199,000. The upward adjustment to 253,000 recognizes that, first, the previous year 2000 total has most likely been reached already, and second, that based upon current construction and planned development, a considerable amount of non-residential square footage is "in the pipeline." Over 78% of the expected new growth is in retail, finance, insurance, real estate and service jobs - much of which will be located in developments such as Gurnee Mills and the many business and commerce parks currently underway.

The Lake County Division of Transportation defined 15 impact fee zones within the County. The County totals were allocated to these zones as well as to a 16th zone not defined as an impact fee area. This 16th zone covers the eastern portion of Waukegan Township and most of the City of North Chicago. The boundaries for all 16 zones are presented on Map 1. The projection results associated with each of the zones are summarized in Tables 2 and 3.

Over the 1980 to 2000 span, Zones 6, 7, 8, 10, 13, and 14 - representing the central part of the County - will account for 67% of the County-wide increase in the number of households and 75% of its population growth. The most rapid change in residential development will be found in Zones 10 (+104%), 12

(+84%), 13 (84%), and 14 (120%), reflecting pressure from suburban development in northwest Cook County and "spillover" as the growth in that part of Cook County decelerates.

In the 1980 to 2000 period, Zones 6, 8, 11, 14 and 15 will account for 82% of the County's growth in total employment. The most rapid increases will be in Zones 8 (140%), 11 (83%) and 14 (499%). Three Zones - 4, 7 and 16 - show losses in the job base. In all three cases these are the result of losses in the manufacturing base in the measured 1980 to 1985 span. All three Zones are projected to experience modest increases from 1985 to 2000.

#### Summary of Methodology

The results presented here are, in large part, based upon the forecasts endorsed by the Northeastern Illinois Planning Commission in 1988 and used in the preparation of the 2010 Transportation Plan. Those forecasts and the methodology used to prepare them are summarized in the NIPC Data Bulletin 88-1, Population, Households and Employment in Northeastern Illinois, 1980 to 2010. The adjustments made to those previously endorsed forecasts are based upon a review of growth patterns since 1985, where such information is available. Within Lake County, the adjustments also reflect the participation of the County's Department of Planning, Zoning and Environmental Quality as well as the use of NIPC's Development Database containing development announcements through February 5, 1990. The procedures used to make these adjustments are summarized below.

#### Population and Households:

A first step in the adjustment process was a reconsideration of the population projections for each county in northeastern

Illinois. Census estimates of total population coupled with information concerning the total number of births and deaths in each county as reported by the Illinois Department of Public Health were used to re-evaluate the assumptions concerning net migration in each county. These population, birth, death, and migration data are summarized in NIPC Data Bulletin 89-4, The Components of Population Change in Northeastern Illinois, 1980 to 1988.

Using a standard demographic model called a cohort-component model, new projections of total population were prepared for each county and the City of Chicago. The cohort-component model starts with a distribution of the population by age and sex. To each age-sex group - or cohort - adjustments over time are made to reflect the aging of the population, mortality and in or out migration. The projected number of births based on assumptions concerning age-specific birth rates and the distribution of women among the child-bearing ages, results in changes to the population aged 0 to 4. The review of these various assumptions concluded that NIPC's previous forecasts were acceptable for Cook, DuPage, Kane and Will counties but that they did not assume enough immigration to Lake and McHenry counties. The final results for Lake and McHenry counties were based upon the assumptions of slight increases in the total fertility rate, continuation of the trends to longer life expectancy, and a constant stream of net immigration held at the level observed from April 1, 1980 through June 30, 1988. The Lake County population totals by age group for 1980, 1985, 1990, 1995 and 2000 are presented in Table 5.

The population totals were converted to household projections by applying year 2000 average household size assumptions. These assumptions were derived by a simple linear interpolation back from the year 2010 household sizes used in the previously endorsed forecasts. The 1980 to 1988 performance in residential growth for

each surveyor township was evaluated against these year 2000 household county totals and the surveyor township totals for 2010 from the previously endorsed forecasts. Only the townships farthest ahead and behind of their expected pace were adjusted.

With the exceptions of DuPage and Lake counties, the process described above generated the final household results for the year 2000. In DuPage, the township totals were derived by aggregating transportation impact fee zone household totals provided by that county's Development Department. In Lake County, these initial year 2000 township household totals were allocated across all quarter sections within each township based upon the average annual increases in the number of households in the quarter section household allocations used in the 2010 Transportation Plan (but, of course, extrapolated only out to 2000) added to the actual number of households in each quarter section in 1988.

Year 2000 household size and group quarter assumptions were applied to the surveyor township results outside of Lake County to generate initial population totals. These population totals were then factored back by between 0.5% and 0.9%, controlling for the previously determined year 2000 county population totals. The township by township household size assumptions were based upon an interpolation back from the 2010 household size assumptions uniquely determined for each township in the previously endorsed 2010 forecasts. Population residing in group quarters in 2000 was assumed equal to that previously projected for 2010.

The quarter section results for the number of households in 2000 in Lake County were then evaluated against NIPC's Development Database and were reviewed by the staff of the County's Planning, Zoning and Environmental Quality Department. Appropriate adjustments were made controlling for the County-wide household total calculated earlier.



The resulting quarter section household totals in Lake County were aggregated to areas approximating the 16 zones defined by the Division of Transportation. Household sizes at the zone level were determined through an interpolation process identical to what was used in townships in the balance of the region. The resulting population totals were then factored back by 1.1% to control for the County-wide population total calculated earlier.

#### Employment:

Outside of Lake and DuPage counties, the year 2000 employment totals by six industry categories for surveyor townships were determined through a log-linear interpolation between the 1985 estimates and the 2010 forecasts used in the development of the 2010 Transportation Plan.

In DuPage County, the employment totals are the result of the evaluation performed by that County's Development Department in the context of their own transportation impact fee analysis.

In Lake County, an initial set of year 2000 quarter section employment totals for the six industry categories was determined through a log-linear interpolation between the 1985 estimates and the 2010 forecasts at the quarter section level as used in the 2010 Transportation Plan. Employment totals were added to these results based upon non-residential square footages determined from the NIPC Development Database and information provided by the staff of Lake County's Planning, Zoning and Environmental Quality Department. Square footages were converted to numbers of jobs on the basis of assumptions derived from the NIPC Development Database, supplemented by the results of a survey described in the 1986 Urban Land Institute study, Employment and Parking in

Suburban Business Parks: A Pilot Study.

The rationale for adding to the previous NIPC employment forecast came through, first, a preliminary estimate of existing employment that showed that the initial year 2000 employment total for the County had already been exceeded, and second, alternative Lake County employment forecasts prepared by two independent national consulting firms, the National Planning Association (NPA) and Woods & Poole (WP). Applying the average annual growth rate assumptions from NPA and WP generated a year 2000 Lake County employment total ranging from 244,000 to 263,000 jobs.

It should be noted that full build-out of the various industrial and business parks already "in the pipeline" in Lake County could add as much as an additional 150,000 jobs to the 2000 forecasts contained in this report. The NPA and WP totals provide a useable limit on the growth that might occur by 2000 (and the projection of 253,000 jobs in Lake County recommended here does fall within this cap). The County should, however, carefully monitor the pace of non-residential development against these forecasts for their impact on the analysis of transportation impact fees.

Max Dieber  
Director of Research Services  
Northeastern Illinois  
Planning Commission  
May 11, 1990

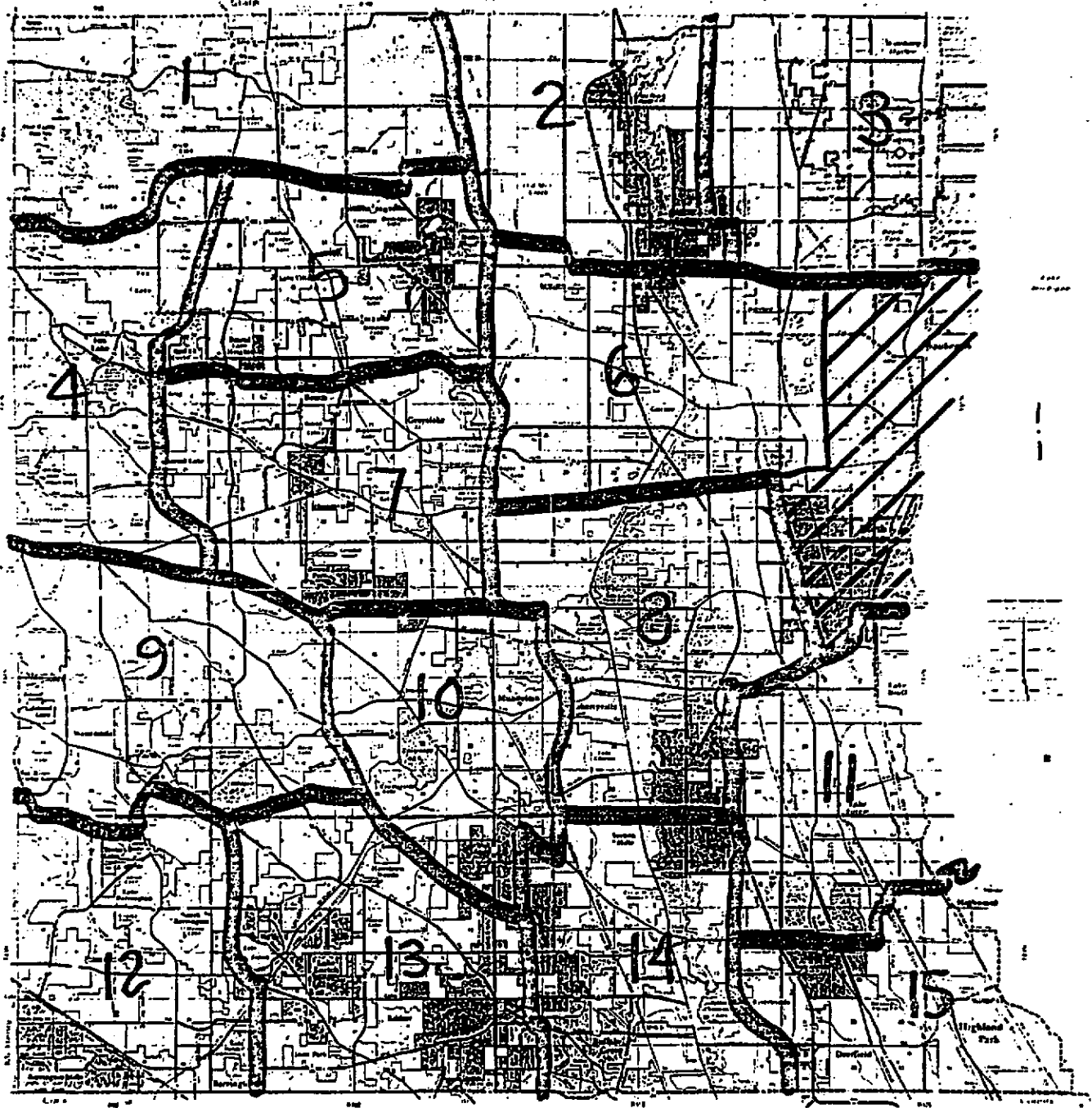
TABLE 1

POPULATION AND EMPLOYMENT IN NORTHEASTERN ILLINOIS  
FOR PURPOSES OF LAKE COUNTY  
TRANSPORTATION IMPACT FEE ANALYSIS

POPULATION	1980 CENSUS	ESTIM 1988	YEAR 2000
COOK COUNTY	5,253,655	5,284,300	5,425,800
CITY OF CHICAGO	3,005,072	2,977,520	3,069,700
SUBURBAN COOK	2,248,594	2,306,790	2,356,100
DUPAGE COUNTY	658,835	760,800	901,200
KANE COUNTY	278,405	315,000	366,800
LAKE COUNTY	440,372	495,300	579,400
MCHENRY COUNTY	147,897	171,100	203,700
WILL COUNTY	324,460	346,700	394,300
N.E. ILLINOIS	7,103,624	7,373,200	7,871,200
EMPLOYMENT	NIPC EST 1980	NIPC EST 1985	YEAR 2000
COOK COUNTY	2,697,015	2,609,793	2,833,781
CITY OF CHICAGO	1,583,028	1,497,620	1,593,375
SUBURBAN COOK	1,113,987	1,112,173	1,240,406
DUPAGE COUNTY	284,658	393,817	521,600
KANE COUNTY	119,055	125,669	143,126
LAKE COUNTY	161,830	174,675	252,720
MCHENRY COUNTY	47,009	55,389	61,755
WILL COUNTY	91,672	86,563	96,228
N.E. ILLINOIS	3,401,439	3,445,456	3,909,210

# HIGHWAY MAP LAKE COUNTY, ILLINOIS

MAP 1



- |   |                                    |                                      |                            |
|---|------------------------------------|--------------------------------------|----------------------------|
| Incorporated Area                       | Interstate Highway                 | County Highway                       | State Boundary             |
| Unincorporated Community                | U.S. Highway                       | County Highway Designated as Federal | County Boundary            |
| State Parks and County Forest Preserves | State Highway                      | County Highway Maintained by Others  | Township Boundary          |
| Railroad                                | State Highway Maintained by Others | County Maint Share Sign of Way       | Section Line               |
| Contour Interval and Elevation          | State Highway Maintained by County | Other Road                           | Public Buildings in County |



Scale 1:125,000

0 10 20 30 Miles

0 10 20 30 Kilometers

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
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TABLE 2

HOUSEHOLDS, POPULATION, AND TOTAL EMPLOYMENT  
FOR 1980 AND 2000  
BY TRANSPORTATION IMPACT FEE ZONE  
IN LAKE COUNTY

IMPACT FEE ZONE	HOUSEHOLDS:		POPULATION:		EMPLOYMENT:	
	1980	2000	1980	2000	1980	2000
1	4470	6064	12651	15797	3625	3873
2	589	973	1830	2711	348	559
3	10841	13190	33955	36205	6842	11407
4	5857	7654	16205	19249	4866	4784
5	4899	8404	15874	24338	2580	2869
6	11598	20331	32709	50808	14321	23066
7	9707	15510	30514	43305	6663	6255
8	9421	15896	28648	42768	14918	35802
9	4186	6151	12834	17036	2391	3540
10	7265	14808	22447	42630	8693	14971
11	8864	11346	27619	31616	11146	20369
12	3893	7165	11592	18887	5943	8880
13	6561	12060	21467	35815	10424	13234
14	8035	17679	24879	49332	5120	30670
15	18541	20974	56775	57923	23791	33781
16	25690	27131	90583	90981	40159	38653
TOTAL	140417	205336	440582	579400	161830	252720
	HOUSEHOLD CHANGE: 1980-2000 PER YR		POPULATION CHANGE: 1980-2000 PER YR		EMPLOYMENT CHANGE: 1980-2000 PER YR	
1	1594	80	3146	157	248	12
2	384	19	881	44	221	11
3	2349	117	2250	113	4565	228
4	1797	90	3044	152	-83	-4
5	3505	175	8464	423	289	14
6	8733	437	18099	905	8745	437
7	5803	290	12791	640	-408	-20
8	6475	324	14120	706	20884	1044
9	1965	98	4202	210	1149	57
10	7543	377	20183	1009	6278	314
11	2482	124	3997	200	9223	461
12	3272	164	7295	365	2937	147
13	5499	275	14348	717	2810	140
14	9644	482	24453	1223	25550	1277
15	2433	122	1148	57	9990	500
16	1441	72	398	20	-1506	-75
TOTAL	64919	3246	138818	6941	90890	4545

SOURCE: NIPC/RSD 4/13/90 (R 5/11)

TABLE 3  
EMPLOYMENT BY CATEGORY IN LAKE COUNTY BY IMPACT FEE ZONES

IMPACT FEE ZONE	TOTAL EMPLOYMENT:			MANUFACTURING:			RETAIL:			FINES**:		
	1980	1985	2000	1980	1985	2000	1980	1985	2000	1980	1985	2000
1	3625	3609	3673	1455	1145	744	821	1122	1358	299	327	663
2	348	504	569	10	11	10	168	90	97	0	84	193
3	6642	7821	11407	810	628	2215	1160	924	1072	1674	2422	3545
4	4866	4682	4734	2761	2956	2654	994	855	574	171	166	1009
5	2580	2370	2869	243	203	197	1292	785	1110	366	698	834
6	14321	15725	23066	5547	3701	4145	3262	3834	7418	2914	3745	5759
7	6663	5686	6255	1574	937	825	1216	1250	1682	961	814	971
8	14918	20471	35802	5607	7568	9672	3298	4055	6572	1792	4062	12363
9	2391	2885	3540	305	417	727	493	854	1123	512	246	233
10	8693	9066	14971	4146	3280	3609	1134	1346	1758	1329	2070	5522
11	11146	12094	20369	1248	1530	1602	1630	2011	2873	4256	4930	11260
12	5943	7537	8880	1045	2095	1966	1798	2539	3348	1212	903	1372
13	10424	9153	13234	1650	1909	1650	2324	1553	3486	4647	3585	5573
14	5120	3232	30670	592	765	3700	795	1109	2105	2577	3138	18805
15	23791	26931	33781	5326	4374	3101	5990	6876	7498	4973	5908	11982
16	40159	37909	32681	15645	10570	9664	4338	3558	4182	4910	7572	7636
TOTAL	161630	174676	232726	46464	42091	45981	30713	32741	46654	32593	40664	87853

IMPACT FEE ZONE	TCUW**:			GOVT AND INSTIT:			OTHER EMPLOYMENT:		
	1980	1985	2000	1980	1985	2000	1980	1985	2000
1	153	30	34	458	518	567	439	467	508
2	0	46	48	48	93	119	122	180	192
3	1022	1935	2345	1144	1095	1160	1032	817	1070
4	55	70	73	421	307	297	464	326	371
5	89	159	177	275	260	202	315	325	349
6	2096	2067	3014	1111	1156	1185	1389	1228	1545
7	206	415	487	1781	1836	1839	925	434	451
8	1045	870	1666	1723	2153	2592	1453	1763	2917
9	244	404	431	396	457	460	441	513	566
10	540	783	1731	821	928	1039	723	659	1312
11	1558	1013	1293	332	1155	1466	1415	1455	1875
12	730	869	879	499	522	601	659	609	714
13	175	829	920	501	552	608	927	731	997
14	102	1597	2644	466	782	1158	588	841	2258
15	1149	1870	2444	4045	5651	6043	2308	2252	2713
16	3054	2169	2217	8604	10958	11103	3408	3096	3669
TOTAL	12220	15126	20408	23232	28357	30439	16608	15696	21505

\* FINANCE, INSURANCE, REAL ESTATE, SERVICES

\*\* TRANSPORTATION, COMMUNICATION, UTILITIES, WHOLESALE

NIPC/RSD APRIL 13, 1990

TABLE 4  
HOUSEHOLDS, POPULATION, AND EMPLOYMENT FOR 1980 AND 2000  
FOR SURVEYOR TOWNSHIPS OUTSIDE OF LAKE COUNTY

* C T R**	1980 HH	2000 HH	1980 POP	2000 POP	1980 EMP	2000 EMP
1 31 37 13	10201	9474	29864	27306	4382	5330
1 31 37 14	74716	73619	261977	232749	58404	43906
1 31 37 15	19475	19861	59262	57604	30333	20564
1 31 38 13	85563	81355	234954	227089	86202	77418
1 31 38 14	199947	223280	581674	578618	122373	114394
1 31 38 15	18134	21889	48406	51971	2898	2240
1 31 39 13	120566	129414	421332	415393	133938	93220
1 31 39 14	129617	162414	335290	374442	784050	913510
1 43 40 11	0	0	0	0	0	0
1 31 40 12	19938	20548	49228	50336	25474	39177
1 31 40 13	195300	206452	516822	544824	187515	149471
1 31 40 14	173595	195902	358245	391235	123414	108893
1 31 41 11	0	0	0	0	191	139
1 31 41 12	5574	5555	15219	15104	6390	7854
1 31 41 13	12416	12886	31973	33115	5886	6888
1 31 41 14	30947	32529	65766	69912	11578	10370
0 31 35 13	19526	26371	58563	71690	15340	27068
0 31 35 14	27638	28742	88106	82285	32573	34865
0 31 35 15	4246	5859	13273	16309	763	964
0 31 36 12	12495	25314	42709	74400	10259	17497
0 31 36 13	33492	41675	108878	121346	24657	31313
0 31 36 14	49660	51739	144781	137767	50746	52376
0 31 36 15	16974	18045	46599	44661	14463	14523
0 31 37 11	2838	3409	8911	9614	2491	3661
0 31 37 12	15565	20005	46818	54252	13304	18605
0 31 37 13	54332	60312	157343	157157	54467	68652
0 31 37 14	7885	8157	20723	19866	9624	9214
0 31 38 12	37775	41510	105359	105190	57828	57482
0 31 38 13	12230	12834	38722	35606	23472	23494
0 31 39 12	66988	69411	185336	177151	97768	90511
0 31 39 13	66328	67011	162486	153961	66827	49746
0 31 40 12	38765	40053	105651	98834	118648	96572
0 31 40 13	2219	2392	5949	6086	3349	2581
0 31 41 9	14585	22915	47745	65258	10634	10986
0 31 41 10	35230	51866	103697	134133	40509	71500
0 31 41 11	32332	37014	88552	93189	90520	104106
0 31 41 12	45871	47645	127455	121269	74470	85132
0 31 41 13	45825	46807	127725	121865	111375	98582
0 31 41 14	14073	14549	36829	36301	28294	32561
0 31 42 9	3207	6261	9588	17281	2277	7989
0 31 42 10	28209	37597	82724	99962	34433	51233
0 31 42 11	44568	59273	129535	156158	52702	67722
0 31 42 12	25286	29652	76093	81381	53328	88014
0 31 42 13	22703	23482	65648	63127	18866	23454
0 43 37 11	2431	4069	7078	10049	3579	6450
0 43 38 9	7195	27076	21307	72215	16672	49048
0 43 38 10	27795	44673	82463	125000	28103	53412
0 43 38 11	41072	50875	116536	137914	38350	53044
0 43 39 9	9504	14446	29054	41166	9929	20085

TABLE 4  
HOUSEHOLDS, POPULATION, AND EMPLOYMENT FOR 1980 AND 2000  
FOR SURVEYOR TOWNSHIPS OUTSIDE OF LAKE COUNTY

* C T R**	1980 HH	2000 HH	1980 POP	2000 POP	1980 EMP	2000 EMP
0 43 39 10	32999	42338	98078	118559	30378	43751
0 43 39 11	41866	47928	121755	134652	59285	123779
0 43 40 9	7152	19760	23057	59768	5910	11833
0 43 40 10	25701	38764	80363	110474	23152	51381
0 43 40 11	26875	30820	83103	91403	69300	108817
0 89 38 6	598	983	1910	2673	225	639
0 89 38 7	1063	3315	3573	9587	1228	1139
0 89 38 8	33992	39257	100076	106015	46228	46838
0 89 39 6	405	594	1257	1580	200	277
0 89 39 7	1013	2530	3101	6710	830	1224
0 89 39 8	9722	15777	28743	41838	13247	17935
0 89 40 6	605	755	1866	2075	377	353
0 89 40 7	1665	4188	5911	12279	996	804
0 89 40 8	8924	13951	27419	38125	11867	17482
0 89 41 6	460	593	1402	1576	177	131
0 89 41 7	637	1585	2107	4396	409	932
0 89 41 8	22250	31352	61964	79423	28702	34255
0 89 42 6	953	1829	2970	5049	1030	1382
0 89 42 7	565	1349	1850	3888	288	320
0 89 42 8	11032	17441	35445	51585	13251	19353
0 111 43 5	438	605	1376	1689	49	39
0 111 43 6	706	976	2276	2821	453	616
0 111 43 7	2197	3703	6896	10652	2025	3159
0 111 43 8	12008	19285	37886	55395	11550	15384
0 111 43 9	2353	3770	6663	9942	1703	2214
0 111 44 5	1913	2484	5327	6332	2995	2944
0 111 44 6	604	906	2070	2727	64	121
0 111 44 7	4486	6824	12071	17265	7740	9443
0 111 44 8	4159	6555	12826	18375	5792	9138
0 111 44 9	1709	2986	5117	8278	257	268
0 111 45 5	576	750	1736	2074	356	2027
0 111 45 6	462	686	1538	2006	432	236
0 111 45 7	2256	3165	6923	8820	1215	1197
0 111 45 8	8123	12017	23423	31348	6747	7943
0 111 45 9	2693	3453	8429	9832	238	357
0 111 46 5	2149	2590	5873	6751	1815	2287
0 111 46 6	427	624	1345	1757	26	28
0 111 46 7	618	737	1753	1901	896	741
0 111 46 8	939	1308	2803	3538	2568	3441
0 111 46 9	568	775	1771	2199	88	171
0 197 32 9	1941	2445	6094	7087	483	551
0 197 32 10	452	647	1388	1741	0	0
0 197 33 9	1976	2552	5537	6586	1785	2091
0 197 33 10	196	304	912	1153	0	0
0 197 33 11	226	285	686	775	15	1
0 197 33 12	1186	1400	3406	3655	749	985
0 197 33 13	346	532	1075	1468	96	48
0 197 33 14	1055	1433	3041	3795	533	942
0 197 33 15	144	175	448	473	0	0



TABLE 4  
HOUSEHOLDS, POPULATION, AND EMPLOYMENT FOR 1980 AND 2000  
FOR SURVEYOR TOWNSHIPS OUTSIDE OF LAKE COUNTY

* C	T	R**	1980 HH	2000 HH	1980 POP	2000 POP	1980 EMP	2000 EMP	
0	197	34	9	1341	2152	4440	6507	2484	2217
0	197	34	10	784	1000	2453	2806	202	387
0	197	34	11	1094	1437	3394	4003	167	399
0	197	34	12	413	637	1375	1827	123	80
0	197	34	13	3697	5334	11036	14666	3743	4736
0	197	34	14	6256	8540	18647	22783	2195	1565
0	197	34	15	531	1372	1909	4186	16	0
0	197	35	9	5708	7799	18037	22967	6999	7668
0	197	35	10	31380	31059	89798	83217	43383	34151
0	197	35	11	5034	7687	16605	22647	1843	5825
0	197	35	12	6071	8930	20019	26468	4239	5366
0	197	36	9	4613	5965	14769	17155	4693	5952
0	197	36	10	10204	12189	34655	35989	8996	10200
0	197	36	11	3819	8617	13422	25646	511	1221
0	197	37	9	1340	5158	4654	15309	486	1241
0	197	37	10	13733	20293	47254	61391	7931	10605
COOK COUNTY			1876834	2095078	5245810	5425799	2697015	2833781	
CHICAGO			1095989	1195177	3010012	3069700	1583028	1593375	
SUBURBAN			780845	899901	2235798	2356100	1113987	1240406	
DUPAGE COUNTY			222590	320749	662794	901200	284658	521600	
CHICAGO			0	0	0	0	0	0	
SUBURBAN			222590	320749	662794	901200	284658	521600	
KANE COUNTY			93884	135500	279594	366800	119055	143126	
MCHENRY COUNTY			49384	74200	148102	203700	47009	61755	
WILL COUNTY			103540	137942	325054	394300	91672	96228	

\* 1=CITY OF CHICAGO; 0=SUBURBAN

\*\* C=COUNTY (COOK=31; DUPAGE=43; KANE=89; MCHENRY=111; WILL=197)  
T=TOWNSHIP; R=RANGE  
SEE MAP 2 FOR GUIDE TO TOWNSHIP AND RANGE IDENTIFICATION

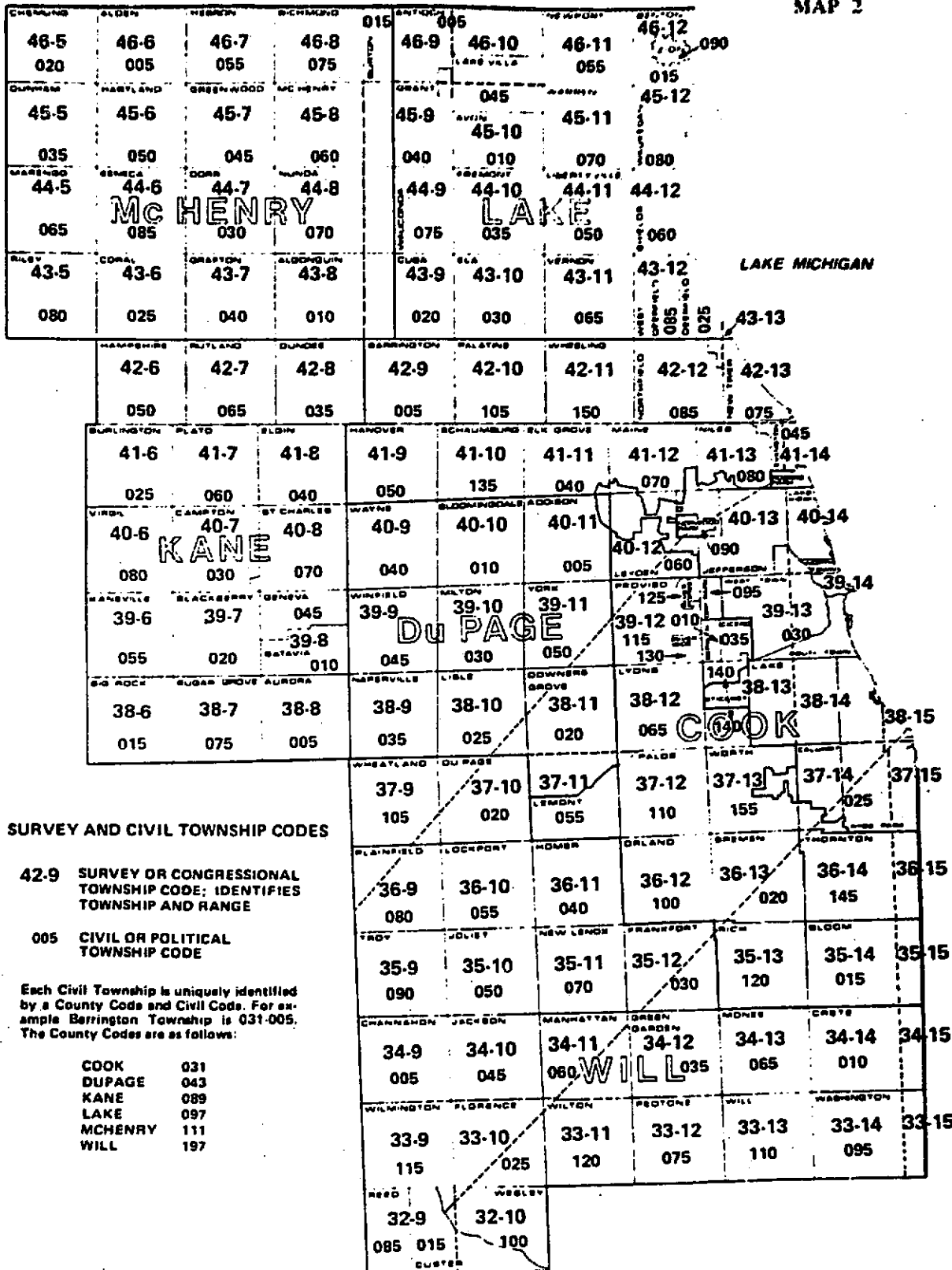


TABLE 5  
Lake County Population - Alternative 90b

AGE/YEAR	1980	1985	1990	1995	2000
0-4	33915	39370	42750	43121	42408
5-9	34337	36346	41785	45166	45546
10-14	38629	37902	39916	45353	48727
15-19	48532	40944	40220	42232	47652
20-24	39860	45313	37782	37060	39072
25-29	37899	37877	43307	35827	35107
30-34	37201	41276	41286	46680	39250
35-39	31674	39817	43882	43910	49280
40-44	25278	32262	40344	44386	44433
45-49	22479	25167	32052	40039	44052
50-54	22969	21840	24488	31243	39078
55-59	20454	21529	20482	23063	29636
60-64	15333	18360	19389	18465	20981
65-69	11583	13244	16050	17059	16298
70-74	8166	9803	11276	13795	14769
75-79	5725	6458	7880	9129	11283
80-84	3489	3938	4569	5706	6705
85-89	1964	2019	2379	2868	3673
90-94	705	587	627	764	949
95-99	131	203	191	212	264
100+	50	95	150	162	183
TOTAL	440373	474350	510805	546240	579346

County Clerk  
County Board  
Transportation (6) cc:

Agenda Item # 30

STATE OF ILLINOIS )  
                          ) SS  
COUNTY OF L A K E )

COUNTY BOARD, COUNTY OF LAKE, ILLINOIS  
ADJOURNED REGULAR JUNE MEETING, A.D. 1990  
TUESDAY, AUGUST 14, 1990

MR. CHAIRMAN AND MEMBERS OF THE COUNTY BOARD:

Your Public Service Committee and Financial & Administrative Committee present herewith the attached resolution adopting land use assumptions, as required by Illinois Revised Statutes, for use in the development of a ten-year comprehensive road improvement plan as part of any future road improvement impact fee; and authorizing the development of said comprehensive road plan, with consultant services to be determined and approved at an upcoming County Board meeting.

We RECOMMEND adoption of this Resolution.

Respectfully submitted,

<u>Mike Rakans</u> Chairman	<u>James DeLoach</u> Chairman
<u>John H. Balen</u> Vice-Chairman	<u>Roberta O'Reilly</u> Vice-Chairman
<u>William C. Harty</u>	<u>James DeLoach</u>
<u>Jim Belmont</u>	<u>Jim Belmont</u>
<u>Richard Kergan</u>	<u>Robert J. Hales</u>
_____	<u>Rosal Colabon</u>
_____	<u>Thomas A. Keston</u>
Public Service Committee	<u>Richard Kergan</u>
	<u>James DeLoach</u> Financial & Administrative Committee

Certified to be a true copy of  
Records of the Lake County  
Board Meeting of

AUG 14 1990 APPROVED

Certification not valid unless seal  
of Lake County, Illinois is affixed

Linda Leung Hess  
County Clerk

RESOLUTION

WHEREAS, Chapter 121, Section 5-905 of the Illinois Revised Statutes, as amended, establishes procedures for the imposition of road improvement impact fees; and

WHEREAS, Chapter 121, Section 5-905 of the Illinois Revised Statutes, as amended, requires a unit of local government intending to impose road improvement impact fees to adopt by ordinance or resolution, land use assumptions that will be used to develop the comprehensive road improvement plan, after giving due legal public notice, conducting a public hearing, and receiving a recommendation from the Lake County Road Improvement Impact Fee Advisory Committee; and

WHEREAS, the County Board of Lake County has complied with the following prescribed procedural requirements of Chapter 121, Section 5-905 of the Illinois Revised Statutes, as amended, by performing the following acts:

1. Appointing a Road Improvement Impact Fee Advisory Committee by resolution, on October 10, 1989, in accordance with the membership requirements of Chapter 121, Section 5-905 of the Illinois Revised Statutes, as amended.
2. Adopting a resolution on March 13, 1990, establishing a public hearing date to consider land use assumptions that will be used to develop the County's Comprehensive Road Improvement Plan;
3. Providing due legal public notice of the hearing date to consider the land use assumptions.
4. Publishing notice of the hearing date once each week for three (3) consecutive weeks, not less than thirty (30), nor more than sixty (60) days before the scheduled date of the hearing, in a newspaper of general circulation within the County, in the format as set forth in Chapter 121, Section 5-905 of the Illinois Revised Statutes, as amended.
5. Sending notice of the intent to hold a public hearing by certified mail to any person who has requested such notice, at least thirty (30) days before the date of the adoption of the public hearing date to consider the land use assumptions; and
6. Conducting a public hearing on June 13, 1990, for the consideration of the proposed land use assumptions; and

7. Receiving a written report containing the recommendation of the Lake County Road Improvement Impact Fee Advisory Committee to adopt, reject in whole or in part, or modify the proposed land use assumptions; and

WHEREAS, the Lake County Board and the Northeastern Illinois Planning Commission entered into an agreement on December 12, 1989, to have the Northeastern Illinois Planning Commission prepare a ten (10) Year Land Use Assumptions Study to be used in the preparation of the Comprehensive Road Improvement Plan and Road Improvement Impact Fee Ordinance; and

WHEREAS, the land use assumptions entitled YEAR 2000 POPULATION, HOUSEHOLDS, AND EMPLOYMENT BY IMPACT FEE ZONES IN LAKE COUNTY AND SURVEYOR TOWNSHIPS IN BALANCE OF NORTHEASTERN ILLINOIS was prepared and completed by the Northeastern Illinois planning Commission; and

WHEREAS, the Lake County Road Improvement Impact Fee Advisory Committee at its regular meeting of June 27, 1990, reviewed and adopted said land use assumptions report and authorized the Committee Co-Chairs Norman C. Geary and Richard A. Welton to sign this resolution on behalf of the Committee and said land use assumptions report and resolution have been received by your County Board Chairman and Division of Transportation.

NOW, THEREFORE BE IT RESOLVED by the Lake County Board that the document entitled YEAR 2000 POPULATION, HOUSEHOLDS AND EMPLOYMENT BY IMPACT FEE ZONES IN LAKE COUNTY AND SURVEYOR TOWNSHIPS IN BALANCE OF NORTHEASTERN ILLINOIS, a copy of which is attached herewith; and its accompanying technical appendix incorporated by reference herewith, is adopted as the land use assumptions to be used in the development of the Lake County Ten (10) Year Comprehensive Road Improvement Plan.

BE IT FURTHER RESOLVED, by this County Board of Lake Lake, Illinois, that the Lake County Division of Transportation and the Superintendent of Highways are hereby authorized and directed to prepare or cause to be prepared a ten year comprehensive road improvement plan in accordance with the requirements of Chapter 121, Article 5, Division 9 of the Illinois Revised Statutes and to secure, for future County Board approval, consultant services to complete said plan and for the development of a Road Impact Fee Ordinance.

Dated at Waukegan, Illinois,  
this 14th day of August 1990.

APPENDIX C

DRAFT

**Existing Deficiencies****Definition of Deficiencies**

The basis for determining need in the needs-based impact fee formula is that of peak-hour roadway capacity, as determined using the 1985 *Highway Capacity Manual* (Transportation Research Board, Special Report 209) sections on urban and suburban arterial roadways. This measure of capacity gives vehicles per hour per direction for a roadway segment and includes a factor to account for the amount of green signal time that is apportioned to the roadway at intervening intersections.

Current deficiencies are determined using the same basis of evaluation as used to determine future needs. In the case of deficiencies, existing traffic volumes during the peak hour on an average weekday are compared to the capacity of the roadway system on a segment-by-segment basis. Those segments with volumes exceeding Level of Service (LOS) D (the criteria used in the impact fee ordinance) are deemed to be deficient. LOS is a scale of measurement for traffic operations. Table 1 describes operating conditions at each level of service.

Table 1  
**LEVEL OF SERVICE DEFINITIONS FOR ARTERIAL ROADWAYS**

Level of Service A	Describes primarily free-flow operations. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.
Level of Service B	Represents reasonably unimpeded operations. The ability to maneuver within the traffic stream is only slightly restricted, and stopped delays are not bothersome.
Level of Service C	Represents stable operations. However, the ability to maneuver and change lanes in midblock locations may be more restricted than in Level of Service B, and long queues and/or adverse signal coordination may contribute to lower average travel speeds.
Level of Service D	Borders on a range on which small increases in flow may cause substantial decreases in arterial speed.
Level of Service E	Characterized by significant stopped delays and average travel speeds of one-third the free-flow speed or lower.
Level of Service F	Characterized by arterial flow at extremely low speeds, below one-third to one-quarter of the free-flow speed. Intersection congestion is likely.

Source: *Highway Capacity Manual*, Transportation Research Board, Special Report 209, 1985.



**D R A F T**

## Methodology for Determining Roadway Link Deficiencies

To conduct an analysis of existing roadway link and intersection deficiencies, information about the number of travel lanes and the peak-hour average weekday traffic volume in the peak direction are needed for each road segment in the county system. In addition, the traffic volume data needs to consistently represent a single year (e.g., 1991).

The calculation of deficiencies is made by dividing the peak-hour, peak-direction volume on a road segment by the number of lanes in that direction on that road segment and then comparing the result to the LOS D capacity. The actual capacity value is dependent on the type of roadway. Mapping that shows the road segments and intersections that are calculated to be deficient under existing conditions is included with the deficiency calculations.

## Correction of Existing Roadway Link Deficiencies

Because impact fees cannot be used to correct existing deficiencies, it is necessary to first establish what roadway improvements are required to bring existing conditions to LOS D and then evaluate what further improvements will be needed to meet future demand. In most cases, it will not be possible to improve an existing deficiency without adding capacity in excess of LOS D (primarily because it is not possible to add partial lanes).

The methodology used to establish the percentage of total cost required to correct an existing deficiency is applied as follows:

- Subtract the existing capacity at LOS D of the roadway segment (peak hour, peak direction) from the annual average weekday peak-hour traffic volume currently operating on that segment to determine the absolute volume over LOS D.
- Using the improvements proposed in the Comprehensive Roadway Improvement Plan, calculate the added capacity of the planned improvement at LOS D.
- The ratio of the existing volume over LOS D to the added capacity (at LOS D) is the proportion of the new capacity used to correct the existing deficiency (i.e., the portion not eligible for impact fees).

## Example

To better illustrate these calculations, consider the following example of Milwaukee Road (IL 21) between Aptakisic and Riverside Roads:

DRAFT

1988 daily two-way traffic from ground count	33,370	
Monthly variation and growth to 1991	<u>× 1.11</u>	
	37,040	current daily volume
Peak hour as a fraction of daily	<u>× 0.10</u>	
	3,700	peak-hour volume
Peak direction as a fraction of two-way	<u>× 0.55</u>	
	2,040	peak-direction volume
Current LOS capacity peak direction	<u>- 1,800</u>	
	240	deficiency

In the above example, this segment of IL 21 is 240 vehicles per hour over LOS D in the peak hour.

An improvement to this segment of four-lane road would be to widen the roadway to a seven-lane cross section, which would add one through lane in each direction and increase the peak-direction LOS D capacity to 2,700 vehicles per hour based on 900 vehicles per hour per lane (vphpl).

The percentage of cost *not* eligible for impact fee funding would be determined by dividing the existing deficiency by the added capacity of 900 vehicles per hour and converting to percent, as follows:

$$\frac{240}{900} = 27 \text{ percent}$$

The following chart graphically illustrates the above example.

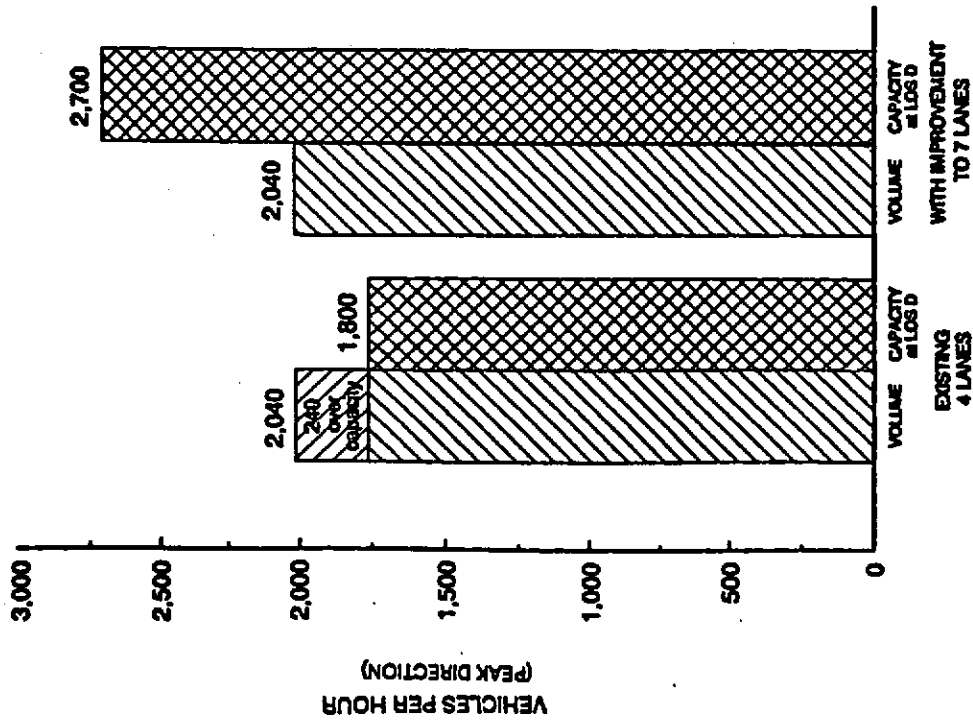
#### Roadway Link Deficiency Analyses

The deficiency analysis for the county and state routes in Lake County is reported by service area in the tables at the end of this section. The tables for each service area contain the following information for each roadway segment:

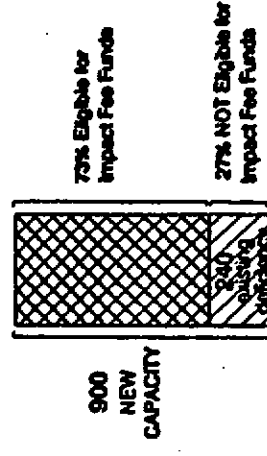
- The number of travel lanes in each direction now existing.
- The most recent 24-hour traffic volume count and the month and year of the count.
- A series of adjustment factors to convert the daily traffic count into peak-hour peak-direction traffic.

# Example Calculation of Existing Deficiency and Percentage of Eligible Cost

**DRAFT**



PERCENTAGE OF COST



## DEFICIENCY ANALYSIS

Lake County Roadway Improvement Impact Fee

Data is for IL Rte. 21 between Aptakisic Road & Riverside Road

**D R A F T**

- The calculated annual average weekday peak-hour peak-direction traffic for 1991 (the proposed year of enactment for the impact fee ordinance).
- The maximum volume of traffic that could use the roadway segment under Level of Service (LOS) D conditions, which is the proposed threshold level for the impact fee.
- The existing deficiency.
- The number of travel lanes in each direction with the proposed improvements.
- The maximum volume of traffic that could use the improved roadway at LOS D.
- The percentage of the improvement cost that would be eligible for impact fee funding.
- The existing deficiencies at intersections and percent of cost eligible for impact fee funds.

Maps depicting the deficient roadways in each service area are included with the tables. On the maps, road segments shown in red are currently deficient and road segments shown in black within the service area boundary are not deficient.

#### Intersection Deficiencies

In the Comprehensive Road Improvement Plan, intersection improvements are additionally listed as stand-alone projects. To determine the amount of impact fee funding eligible at these stand-alone intersections, the data from the roadway link deficiencies were used. For each of the approaches to an intersection, the deficiency calculation for that road segment was used to determine the existing deficiency of that approach. Data was used only for the approaches that are on state or county roads. The amount of eligible impact fee funding is the numeric average based on the number of system intersection approaches.

Intersections of existing roads and proposed roads are not included because new roads are already 100 percent eligible for impact fee funds, and because no improvement to the existing roadway would be made without the new road being built. However, for an existing T intersection being proposed as a full intersection by adding a new roadway link, the existing three approaches are shown, with the average deficiency being calculated as an average of the three existing approaches. For intersection capacity, only the through lanes are counted as additional capacity; turn lanes are not included.

Calculation worksheets for the intersections follow the roadway segment calculations for each service area.

DRAFT

**Data Sources**

- Transportation Research Board, *Highway Capacity Manual*, Special Report 209, 1985, Chapter 11, Urban and Suburban Arterials.
- Illinois Department of Transportation roadway volumes.
- Lake County Division of Transportation roadway volumes.

LAKE COUNTY

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EXISTING ROADWAY DEFICIENCIES  
FOR IMPACT FEE SERVICE AREAS  
MAY 1992

**LEGEND**



SERVICE AREA BOUNDARY



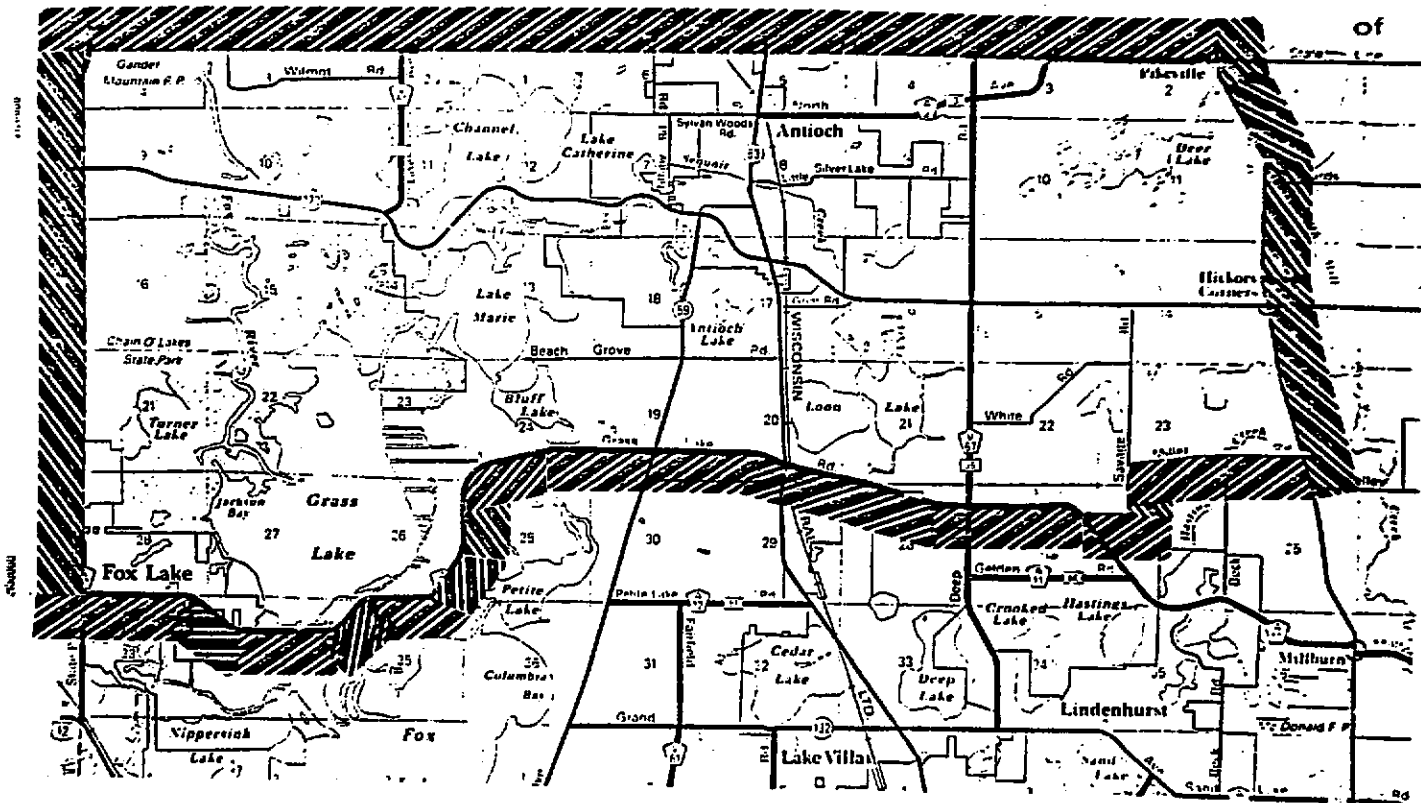
ROADWAY DEFICIENCY

# LAKE COUNTY

## EXISTING ROADWAY DEFICIENCIES

### FOR IMPACT FEE SERVICE AREA # 1

### AUGUST 1991



Lake County Road Improvement Impact Fee  
Existing (1991) Deficiencies on Roadways in Lake County  
August 20, 1991

Impact Fee Service Area 1

ROADWAY

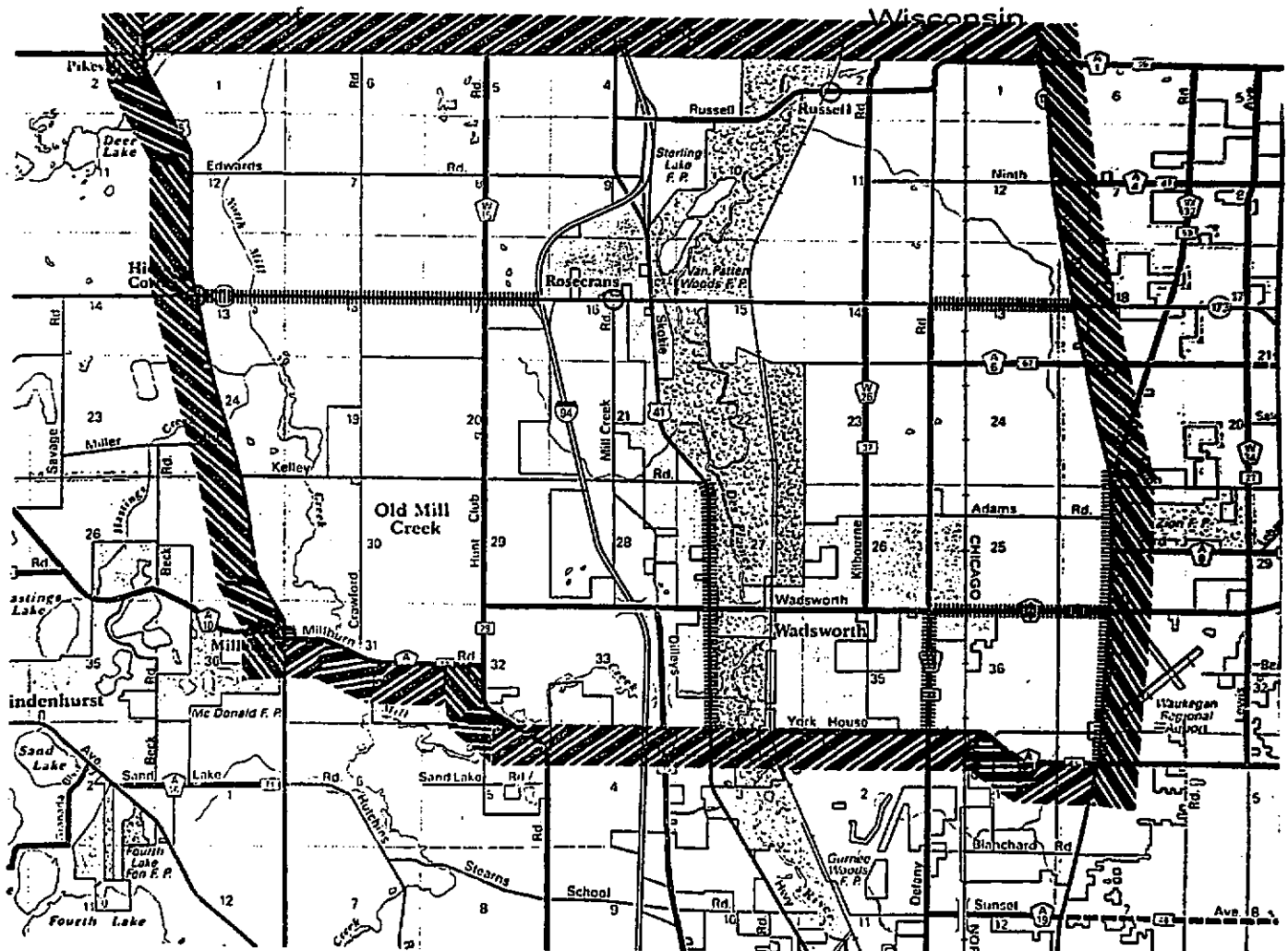
ROADWAY	Existing Travel Lanes in each Direction	Two Way 24 Hour Volume	Mo	Yr	Count Date	ADJUSTMENT FACTORS	Peak Hour	Peak Direction	One Way PM Peak Volume (vph)	Existing Maximum Volume at LOS D (vph)	Added Lanes in Each Direction	Added Maximum Per Lane Volume at LOS D (vph)	Percent of Cost Eligible for Impact Fee
Deep Lake Rd. from Grass Lake Rd. to IL 173	1	4,285	11	88	11 88	1.000	0.620	0.620	300	700	1	700	
Deep Lake Rd. from IL 173 to Little Silver Lk	1	2,379	5	88	5 88	1.000	0.620	0.620	100	700		700	
Deep Lake Rd. from Little Silver Lk to North Av.	1	1,620	5	88	5 88	1.000	0.620	0.620	100	900		900	
Grass Lake Rd. from Ackerman Rd. to Hickory St.	1	4,039	6	90	6 90	1.030	0.620	0.620	200	900		900	
Grass Lake Rd. from Deep Lake Rd. to IL 83	1	6,259	11	88	11 88	1.000	0.620	0.620	400	600		600	
Grass Lake Rd. from Deep Lake Rd. to Ackerman Rd.	1	5,224	6	89	6 89	1.060	0.620	0.620	300	900		900	
Grass Lake Rd. from Drexel Blvd. to Savange Rd.	1	5,250	6	88	6 88	1.090	0.620	0.620	300	900		900	
Grass Lake Rd. from Getden Rd. to Savange Rd.	1	4,840	6	90	6 90	1.610	0.620	0.620	200	900		900	
Grass Lake Rd. from Hickory St. to State Park Rd.	1	11,095	6	89	6 89	1.060	0.620	0.620	400	600		600	
Grass Lake Rd. from IL 59 to Lake Blvd.	1	7,310	6	89	6 89	1.060	0.620	0.620	400	700		700	
Grass Lake Rd. from IL 83 to Lake Av.	1	9,722	6	89	6 89	1.060	0.620	0.620	300	900		900	
Grass Lake Rd. from Lake Blvd. to Rena Av.	1	8,639	6	89	6 89	1.060	0.620	0.620	500	900		900	
Grass Lake Rd. from Rena Av. to Lake Av.	1	6,024	11	88	11 88	1.090	0.620	0.620	400	900		900	
Grass Lake Rd. from Deep Lake Rd. to Deep Lake Rd.	1	11,492	5	88	5 88	1.090	0.620	0.620	600	900		900	
IL 173 from Deep Lake Rd. to Lake Av.	1	12,655	6	90	6 90	1.030	0.620	0.620	600	900		900	
IL 173 from IL 59 to Lake Av.	1	9,736	6	90	6 90	1.030	0.620	0.620	400	900		900	
IL 173 from Lake Av. to County Line	1	11,492	5	88	5 88	1.090	0.620	0.620	400	900		900	
IL 173 from Savange Rd. to Deep Lake Rd.	1	10,848	6	88	6 88	1.090	0.620	0.620	500	900		900	
IL 59 from US 45 to Savange Rd.	1	13,003	6	89	6 89	1.060	0.620	0.620	700	700		700	
IL 83 from Grass Lake Rd. to IL 173	1	13,067	6	89	6 89	1.060	0.620	0.620	700	900		900	
IL 83 from IL 173 to North Av.	1	13,553	5	88	5 88	1.090	0.620	0.620	800	900		900	
Lake Av. from North Av. to State Line	1	1,066	5	88	5 88	1.090	0.620	0.620	100	900		900	
North Av. from IL 173 to Richmond Rd.	1	3,110	6	90	6 90	1.030	0.620	0.620	200	700		700	
North Av. from Anita Av. to Wilford Rd.	1	1,258	6	90	6 90	1.030	0.620	0.620	100	900		900	
North Av. from Deep Lake Rd. to Nelson Rd.	1	6,892	4	89	4 89	1.060	0.620	0.620	400	700		700	
North Av. from Nelson Rd. to Anita Av.	1	3,770	5	88	5 88	1.090	0.620	0.620	200	900		900	
US 45 from IL 173 to Miller Rd.	1	6,892	4	89	4 89	1.060	0.620	0.620	400	900		900	
US 45 from State Line to IL 173	1	5,335	5	88	5 88	1.090	0.620	0.620	500	900		900	

Note: A zero (0) in the count month signifies that the count is an Annual Average Daily Count from IDOT

1 700 100%



# LAKE COUNTY EXISTING ROADWAY DEFICIENCIES FOR IMPACT FEE SERVICE AREA #2 MAY 1992





**Lake County Road Improvement Impact Fee Existing (1991) Deficiencies on Roadways in Lake County February 21, 1992 (amended 5-5-92)**

ROADWAY	Existing Travel Lanes in each Dir.		Date	ADJUSTMENT FACTORS				One Way 1991 Ave. Weekday PM Peak Volume	Maximum Volume at LOS D (vph)	Existing Deficiency (vph)	Added Lanes in Each Direction	Added Maximum Volume at LOS D (vph)	Percent of Cost Eligible for Impact Fee
	Dir.	Volume		24 Hour Count	Growth	Monthly Variation	Peak Hour						
US 41	from York House R.R.	1	24,303	6 89	1.10	0.99	0.11	0.78	1,800	200	400	1,800	
US 45	from Green Lake R.R.	1	5,769	6 88	1.16	0.99	0.11	0.78	600	0	600	600	
US 45	from IL 173	1	5,335	5 88	1.16	0.99	0.11	0.78	400	0	400	400	
US 45	from Miller R.R.	1	13,239	6 88	1.16	0.99	0.11	0.78	1,800	100	900	1,800	
US 45	from IL 173	1	5,903	5 88	1.16	0.99	0.11	0.78	500	0	500	500	
Wadsworth R.R.	from Cabanore R.R.	1	8,908	6 89	1.10	0.99	0.10	0.78	800	0	800	800	
Wadsworth R.R.	from Delany R.R.	1	6,956	6 89	1.10	0.99	0.10	0.78	500	0	500	500	
Wadsworth R.R.	from Dilley R.R.	1	3,120	6 89	1.10	0.99	0.10	0.78	300	0	300	300	
Wadsworth R.R.	from IL 131	1	10,042	6 89	1.10	0.99	0.10	0.78	900	200	700	900	
Wadsworth R.R.	from Kilmours R.R.	1	8,482	6 89	1.10	0.99	0.10	0.78	600	0	600	600	
Wadsworth R.R.	from Kilmours R.R.	1	8,130	6 89	1.10	0.99	0.10	0.78	700	0	700	700	
Wadsworth R.R.	from Northwoods Dr.	1	8,482	6 89	1.10	0.99	0.10	0.78	600	0	600	600	
Wadsworth R.R.	from Northwoods Dr.	1	6,956	6 89	1.10	0.99	0.10	0.78	500	0	500	500	
Wadsworth R.R.	from US 41	1	7,243	6 89	1.10	0.99	0.10	0.78	600	0	600	600	
Wadsworth R.R.	from US 41	1	7,404	5 89	1.10	0.99	0.10	0.78	600	0	600	600	
York House R.R.	from Bala Plains Av.	1	3,987	6 89	1.10	0.99	0.10	0.78	300	0	300	300	
York House R.R.	from Delany R.R.	1	4,720	6 89	1.10	0.99	0.10	0.78	400	0	400	400	
York House R.R.	from IL 131	1	2,470	6 88	1.10	0.99	0.10	0.78	200	0	200	200	
York House R.R.	from Maple Tree Ln.	1	1,490	6 89	1.10	0.99	0.10	0.78	100	0	100	100	
York House R.R.	from Tom's Tree Ln.	1	3,987	6 89	1.10	0.99	0.10	0.78	300	0	300	300	
York House R.R.	from Tom's Tree Ln.	1	3,987	6 89	1.10	0.99	0.10	0.78	300	0	300	300	

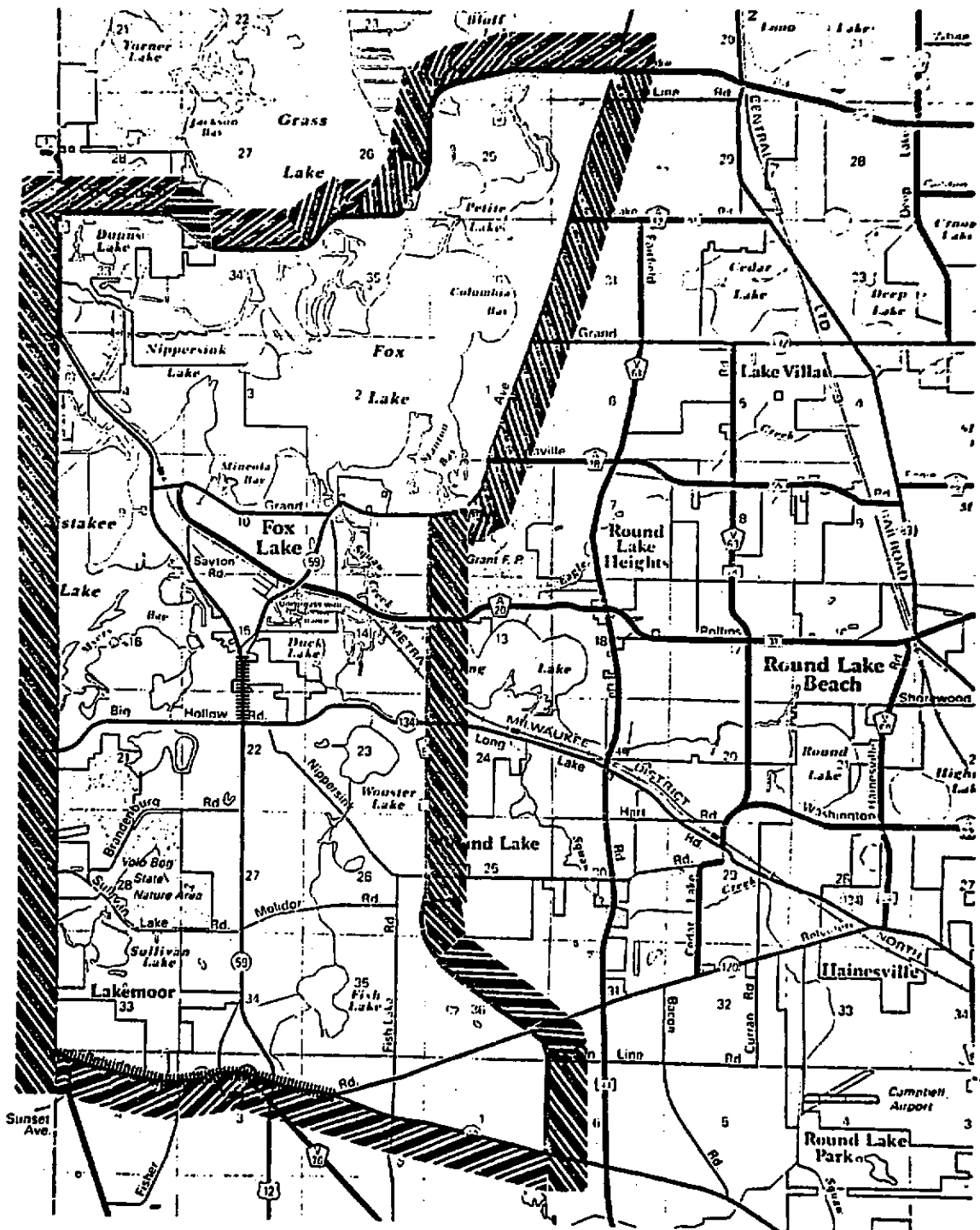
Note: A zero (0) in the count means signifies that the count is an Annual Average Daily Count from IDOT.

# LAKE COUNTY

## EXISTING ROADWAY DEFICIENCIES

### FOR IMPACT FEE SERVICE AREA # 4

### AUGUST 1991



Lake County Road Improvement Impact Fee Existing (1991) Deficiencies on Roadways in Lake County August 20, 1991

Impact Fee Service Area 4

ROADWAY

ROADWAY	Existing Travel Lanes in each Direction	Two Way 24 Hour Volume (vph)	Count No Yr	Date	ADJUSTMENT FACTORS			Existing Maximum Volume at LOS B (vph)	Added Lanes in Each Direction	Added Maximum Volume at LOS B (vph)	Percent of Cost Eligible for Impact Fee
					Monthly Growth Variation	Peak Hour Variation	Peak Direction				
Grand Av. from IL 59 to Rollins Rd.	1	7,539	6 89		1.060	0.87	0.090	0.630	400	900	100%
Grand Av. from Rollins Rd. to US 12	1	5,600	0 88		1.090	0.96	0.090	0.630	300	900	100%
Grass Lake Rd. from Ackerman Rd. to Brazel Blvd.	1	5,224	6 89		1.060	0.87	0.090	0.630	300	900	100%
Grass Lake Rd. from Ackerman Rd. to Lake Blvd.	1	5,783	6 89		1.060	0.87	0.090	0.630	300	900	100%
Grass Lake Rd. from Hickory St. to Ackerman Rd.	1	4,039	6 90		1.030	0.87	0.090	0.630	200	900	100%
Grass Lake Rd. from Lake Blvd. to IL 59	1	11,075	6 89		1.060	0.87	0.090	0.630	600	900	100%
Grass Lake Rd. from Rena Av. to Lake Blvd.	1	8,639	6 89		1.060	0.87	0.090	0.630	500	900	100%
Grass Lake Rd. from Lake Blvd. to Hickory St.	1	9,722	6 89		1.030	0.87	0.090	0.630	200	900	100%
Grass Lake Rd. from State Pk. Rd. to IL 60	1	7,800	6 90		1.090	0.96	0.090	0.630	500	900	100%
IL 120 from Callahan Rd. to County Line	1	21,634	7 88		1.090	0.87	0.090	0.630	1,700	900	800
IL 120 from Darrell Rd. to Gilmer Rd.	1	17,866	7 88		1.090	0.87	0.090	0.630	1,300	900	400
IL 120 from IL 59 & US 12 to Gilmer Rd.	1	13,528	7 88		1.090	0.87	0.090	0.630	1,000	900	100
IL 120 from Wilson Rd. to Callahan Rd.	1	10,069	7 89		1.090	0.87	0.090	0.630	900	900	100
IL 134 from IL 59 & US 12 to Sequoia Tr.	1	7,200	0 88		1.090	0.87	0.090	0.630	400	900	100%
IL 134 from Wilson Rd. to Grand Av.	1	6,611	0 88		1.060	0.87	0.090	0.630	400	900	100%
IL 59 from Devil In Rd. to Highwood Av.	1	11,317	6 89		1.090	0.87	0.090	0.630	500	900	100%
IL 59 from Grass Lake Rd. to Pettie Lake Rd.	1	9,687	5 88		1.060	0.87	0.090	0.630	400	900	100%
IL 59 from Highwood Av. to Monaville Rd.	1	13,438	6 89		1.090	0.87	0.090	0.630	500	900	100%
IL 59 from IL 59 & US 12 to Devil In Rd.	1	6,809	0 88		1.060	0.87	0.090	0.630	400	900	100%
IL 59 from Monaville Rd. to Wilson Rd.	1	8,305	5 88		1.090	0.87	0.090	0.630	600	900	100%
IL 59 from Pettie Lake Rd. to IL 132	1	13,453	6 89		1.060	0.87	0.090	0.630	600	900	100%
IL 59 from Wilson Rd. to Grand Av.	1	13,520	0 88		1.090	0.87	0.090	0.630	1,500	900	100%
IL 59 & US 12 from Brandenburg Rd. to Sullivan Lake Rd.	2	13,700	0 88		1.090	0.96	0.100	0.730	1,000	1,800	100%
IL 59 & US 12 from Fox Lake Rd. to IL 59	2	17,800	0 88		1.090	0.96	0.100	0.730	1,400	1,800	100%
IL 59 & US 12 from IL 134 to IL 59	2	21,100	0 88		1.090	0.96	0.100	0.730	1,600	1,800	100%
IL 59 & US 12 from Sullivan Lake Rd. to IL 134	2	16,000	0 88		1.090	0.87	0.090	0.630	1,300	900	100%
IL 60 from Callahan Rd. to Callahan Rd.	1	6,000	0 88		1.090	0.87	0.090	0.630	500	900	100%
IL 60 from Wilson Rd. to Callahan Rd.	1	7,253	7 89		1.060	0.87	0.090	0.630	500	900	100%
IL 60 from Metendable Rd. to Washington Av.	1	10,151	6 89		1.060	0.87	0.090	0.630	400	700	100%
Rollins Rd. from Sayton Rd. to Grand Av.	1	6,700	6 89		1.060	0.87	0.090	0.630	500	900	100%
Rollins Rd. from Washington Av. to Helendale Rd.	1	6,630	6 90		1.030	0.87	0.090	0.630	600	700	100%
Rollins Rd. from Wilson Rd. to Grass Lake Rd.	1	11,024	6 90		1.030	0.87	0.100	0.730	500	900	100%
State Park Rd. from Ann Pl. to Ann Pl.	1	8,908	6 90		1.030	0.87	0.100	0.730	800	700	100%
US 12 from Grand Av. to State Pk. Rd.	2	11,643	6 90		1.030	0.87	0.100	0.730	1,300	1,800	100%
US 12 from IL 59 & US 12 to Grand Av.	2	16,900	0 88		1.030	0.96	0.100	0.730	200	700	100%
Wilson Rd. from IL 60 to Sunnybrook Rr.	1	2,650	7 89		1.060	0.87	0.100	0.730	200	700	100%
Wilson Rd. from IL 134 to Rollins Rd.	1	3,400	7 89		1.060	0.87	0.100	0.730	300	900	100%
Wilson Rd. from IL 59 to Rollins Rd.	1	4,530	6 89		1.060	0.87	0.100	0.730	300	900	100%
Wilson Rd. from Mippersink Rd. to IL 134	1	3,587	7 89		1.060	0.87	0.100	0.730	300	900	100%
Wilson Rd. from Rollins Rd. to Mippersink Rd.	1	6,923	6 90		1.060	0.87	0.100	0.730	300	900	100%
Wilson Rd. from Sunnybrook Rd. to Mippersink Rd.	1	3,587	7 89		1.060	0.87	0.100	0.730	200	900	100%

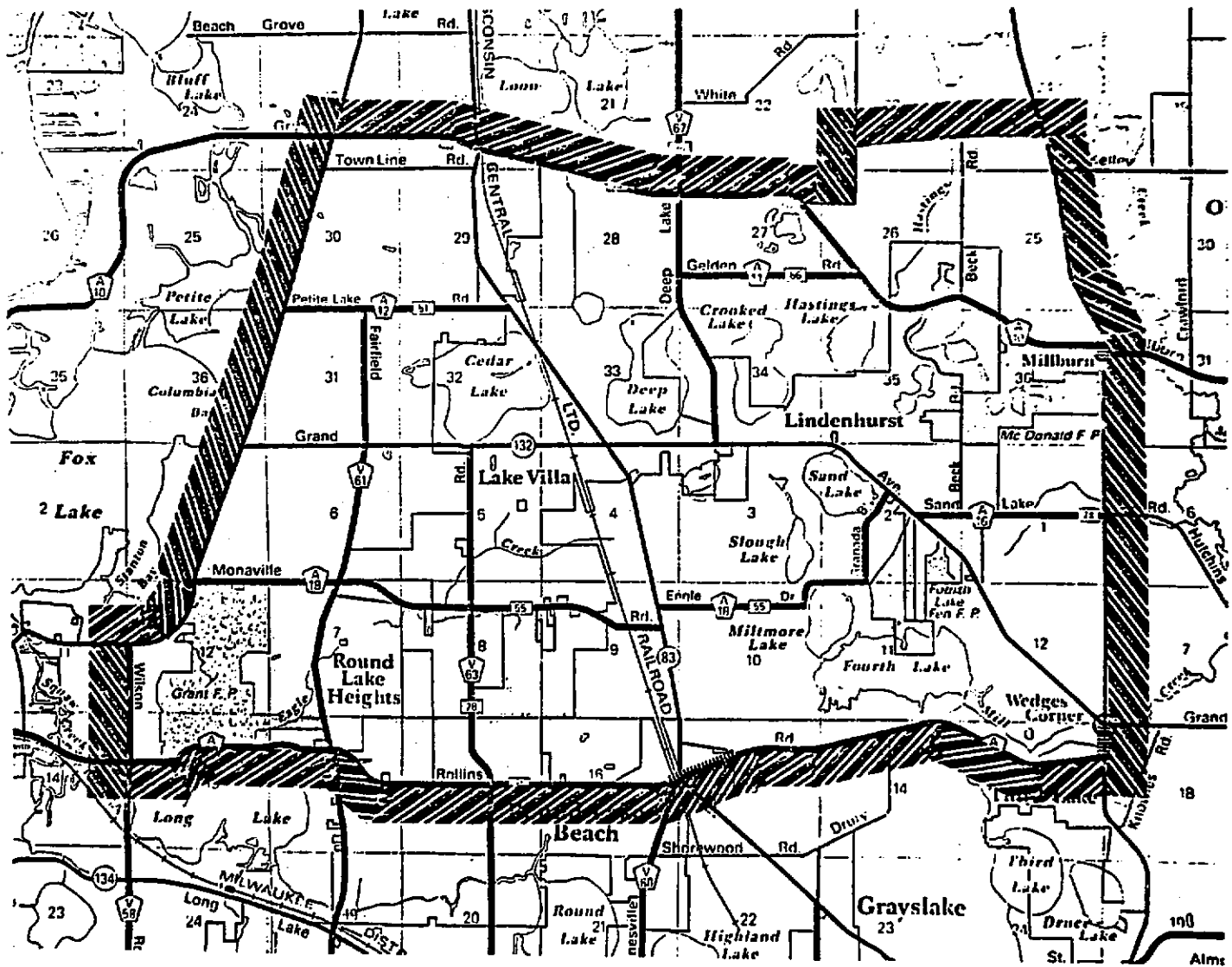
Note: A zero (0) in the count month signifies that the count is an Annual Average Daily County from 1901

# LAKE COUNTY

## EXISTING ROADWAY DEFICIENCIES

### FOR IMPACT FEE SERVICE AREA # 5

#### AUGUST 1991



Lake County Road Improvement Impact Fee  
Existing (1991) Deficiencies on Roadways in Lake County  
August 20, 1991

Impact Fee Service Area 5

ROADWAY

ROADWAY	Existing Travel Lanes in each Direction	Two Way 24 Hour Volume (vph)	Count Date	ADJUSTMENT FACTORS			One Way 1991 Avg Weekday PM Peak Volume (vph)	Existing Per Lane Maximum Volume at LOS D (vph)	Existing Deficiency (vph)	Added Lanes in Each Direction	Added Maximum Per Lane Volume at LOS D (vph)	Percent of Cost Eligible for Impact Fee
				Monthly Growth Variation	Peak Hour	Peak Direction						
Cedar Lake Rd. to Monaville Rd.	1	4,310	6 89	1.100	0.87	0.090	900	900		900	100%	
Cedar Lake Rd. to IL 132	1	2,793	6 89	1.100	0.87	0.090	700	700		700	100%	
Cedar Lake Rd. to Headshill Ln.	1	10,391	6 89	1.100	0.87	0.090	900	900		900	100%	
Deep Lake Rd. to Rollins Rd.	1	4,118	11 88	1.160	1.03	0.090	900	900		900	100%	
Deep Lake Rd. to Edgewood Av.	1	3,510	11 88	1.160	1.03	0.090	900	900		900	100%	
Deep Lake Rd. to Edgewood Av.	1	4,029	7 90	1.050	0.87	0.090	700	700		700	100%	
Deep Lake Rd. to IL 83	1	3,420	6 89	1.100	0.87	0.090	900	900		900	100%	
Engle Dr. from Genoa Av.	1	2,952	6 89	1.100	0.87	0.090	700	700		700	100%	
Fairfield Rd. from Genoa Av.	1	2,772	6 89	1.100	0.87	0.090	700	700		700	100%	
Fairfield Rd. from IL 132	1	4,848	6 89	1.100	0.87	0.090	900	900		900	100%	
Fairfield Rd. from Monaville Rd.	1	6,575	6 89	1.160	0.87	0.090	900	900		900	100%	
Fairfield Rd. from Rollins Rd.	1	1,274	7 90	1.050	0.87	0.090	900	900		900	100%	
Fairfield Rd. from Popular St.	1	3,190	6 89	1.100	0.87	0.090	900	900		900	100%	
Gelden Rd. from Engle Dr.	1	3,251	6 89	1.100	0.87	0.090	700	700		700	100%	
Gelden Rd. from Nathan Hale Dr.	1	4,164	8 90	1.050	0.87	0.090	900	900		900	100%	
Granada Blvd. from San Nem Av.	1	6,130	6 88	1.160	0.87	0.090	900	900		900	100%	
Granada Blvd. from Beck Rd.	1	6,024	11 88	1.160	0.87	0.090	700	700		700	100%	
Grass Lake Rd. from Deep Lake Rd.	1	7,310	6 89	1.160	0.87	0.090	600	600		600	100%	
Grass Lake Rd. from IL 83	1	6,259	11 88	1.160	0.87	0.090	900	900		900	100%	
Grass Lake Rd. from Penn Blvd.	1	5,430	6 88	1.160	0.87	0.090	900	900		900	100%	
Grass Lake Rd. from Savage Rd.	1	2,250	6 88	1.050	0.87	0.090	700	700		700	100%	
Grass Lake Rd. from US 45	1	4,141	7 85	1.050	0.87	0.090	400	400		400	100%	
Grass Lake Rd. from Cedar Av.	1	7,605	7 85	1.100	0.87	0.090	900	900		900	100%	
IL 132 from Cedar Lake Rd.	1	7,577	6 89	1.160	0.87	0.090	900	900		900	100%	
IL 132 from Deep Lake Rd.	2	15,293	11 88	1.160	0.87	0.090	1,800	1,800		1,800	100%	
IL 132 from Deep Lake Rd.	2	15,918	7 90	1.050	0.87	0.090	1,800	1,800		1,800	100%	
IL 132 from Deep Lake Rd.	2	15,482	6 89	1.100	0.87	0.090	900	900		900	100%	
IL 132 from Fairfield Rd.	2	8,700	6 88	1.160	0.87	0.090	900	900		900	100%	
IL 132 from Granada Blvd.	2	17,056	7 90	1.050	0.87	0.090	1,800	1,800		1,800	100%	
IL 132 from Sand Lake Rd.	2	11,700	6 88	1.160	0.87	0.090	900	900		900	100%	
IL 132 from Shoshoni Tr.	2	10,006	6 89	1.160	0.87	0.090	900	900		900	100%	
IL 59 from Highwood Av.	1	11,317	6 88	1.100	0.87	0.090	900	900		900	100%	
IL 59 from Monaville Rd.	1	8,305	5 88	1.160	0.87	0.090	900	900		900	100%	
IL 59 from Petite Lake Rd.	1	13,638	6 89	1.160	0.87	0.090	900	900		900	100%	
IL 59 from Wilson Rd.	1	13,360	6 89	1.100	0.87	0.090	900	900		900	100%	
IL 59 from Cedar Av.	2	12,319	5 88	1.160	0.87	0.090	900	900		900	100%	
IL 83 from Engle Dr.	1	13,865	6 89	1.160	0.87	0.090	900	900		900	100%	
IL 83 from Engle Dr.	2	11,700	6 88	1.160	0.87	0.090	900	900		900	100%	
IL 83 from Monaville Rd.	1	16,359	6 89	1.160	0.87	0.090	900	900		900	100%	
IL 83 from Morton Dr.	1	17,001	6 89	1.100	0.87	0.090	900	900		900	100%	
IL 83 from Old Rollins Rd.	1	12,760	6 88	1.160	0.87	0.090	900	900		900	100%	
IL 83 from Petite Lake Rd.	1	11,550	5 88	1.160	0.87	0.090	900	900		900	100%	
IL 83 from Rollins Rd.	1	11,255	5 88	1.100	0.87	0.090	900	900		900	100%	
IL 83 from Tranker Dr.	1	12,980	6 89	1.100	0.87	0.090	900	900		900	100%	
IL 83 from Cedar Lake Rd.	1	3,777	6 89	1.100	0.87	0.090	900	900		900	100%	
Monaville Rd. from Fairfield Rd.	1	4,330	6 89	1.100	0.87	0.090	200	200		200	100%	

Lake County Road Improvement Impact Fee Existing (1991) Deficiencies on Roadways in Lake County August 20, 1991

Impact Fee Service Area 5

ROADWAY

ROADWAY	Existing Travel Lanes in each Direction	Two Way 24 Hour Volume	Count Date	ADJUSTMENT FACTORS				One Way 1991 Avg Weekday PM Peak Volume (vph)	Existing Maximum Volume at LOS D Deficiency (vph)	Added Lanes in Each Direction	Added Maximum Per Lane Volume at LOS D (vph)	Percent of Cost Eligible for Impact Fee
				Growth Variation	Monthly Variation	Peak Hour	Peak Direction					
Monville Rd. to Cedar Lake Rd.	1	3,080	6 89	1.100	0.87	0.090	0.610	200				
Monville Rd. to IL 59	1	2,835	6 89	1.100	0.87	0.090	0.610	100				
Petite Lake Rd. to IL 59	1	2,340	5 88	1.100	0.93	0.090	0.610	100				
Petite Lake Rd. to Fairfield Rd.	1	2,340	5 88	1.100	0.93	0.090	0.610	100				
Rollins Rd. from Brentwood Dr.	2	8,461	6 90	1.050	0.87	0.090	0.610	500				
Rollins Rd. from Cedar Lake Rd.	2	16,000	6 89	1.100	0.87	0.090	0.610	900				
Rollins Rd. from Charnel Dr.	2	17,045	6 89	1.100	0.87	0.090	0.610	1,000				
Rollins Rd. from Meadowbrook Dr.	2	16,542	6 90	1.050	0.87	0.090	0.610	900				
Rollins Rd. from Drury Ln.	1	10,430	6 89	1.100	0.87	0.090	0.610	600				
Rollins Rd. from Old Rollins Rd.	1	5,017	6 90	1.050	0.87	0.090	0.610	300				
Rollins Rd. from Hillside Av.	2	24,020	6 89	1.100	0.87	0.090	0.610	1,400				
Rollins Rd. from Hainesville Rd.	1	8,721	6 89	1.100	0.87	0.090	0.610	500				
Rollins Rd. from IL 83	2	37,905	6 89	1.100	0.87	0.090	0.610	2,100	700			
Rollins Rd. from Lotus Dr.	2	11,341	6 90	1.050	0.87	0.090	0.610	600				
Rollins Rd. from Meadowbrook Dr.	2	17,006	6 89	1.100	0.87	0.090	0.610	1,000				
Rollins Rd. from Deerpath Ct.	1	13,851	6 89	1.100	0.87	0.090	0.610	800				
Rollins Rd. from Park Dr.	2	24,800	6 89	1.100	0.87	0.090	0.610	1,400	100			
Rollins Rd. from US 45	1	10,930	6 89	1.100	0.87	0.090	0.610	600				
Rollins Rd. from Wabash Av.	1	9,790	6 89	1.100	0.87	0.090	0.610	600				
Sand Lake Rd. to Drury Ln.	1	3,638	7 90	1.050	0.87	0.090	0.610	200				
Sand Lake Rd. to Wilson Rd.	1	3,720	8 90	1.050	0.87	0.090	0.610	200				
Sand Lake Rd. to Valley Dr.	1	6,301	7 90	1.050	0.87	0.090	0.610	300				
Sand Lake Rd. to Beck Rd.	1	13,239	6 88	1.160	0.87	0.090	0.610	700				
Sand Lake Rd. from Valley Dr.	1	16,395	8 88	1.160	0.87	0.090	0.610	900				
US 45 from Grass Lake Rd.	1	11,081	8 88	1.050	0.87	0.090	0.610	1,200				
US 45 from Millburn Rd.	1	6,769	6 88	1.160	0.87	0.090	0.610	700				
US 45 from Sand Lake Rd.	1	18,362	6 88	1.100	0.87	0.090	0.610	900				
US 45 from Oak Ct.	1	10,512	8 90	1.050	0.87	0.090	0.610	600				
US 45 from IL 132	1	4,530	6 89	1.100	0.87	0.090	0.610	300				
Wilson Rd. from Rollins Rd.	1								1	900	100%	

Note: A zero (0) in the count month signifies that the count is an Annual Average Daily County from IDOT

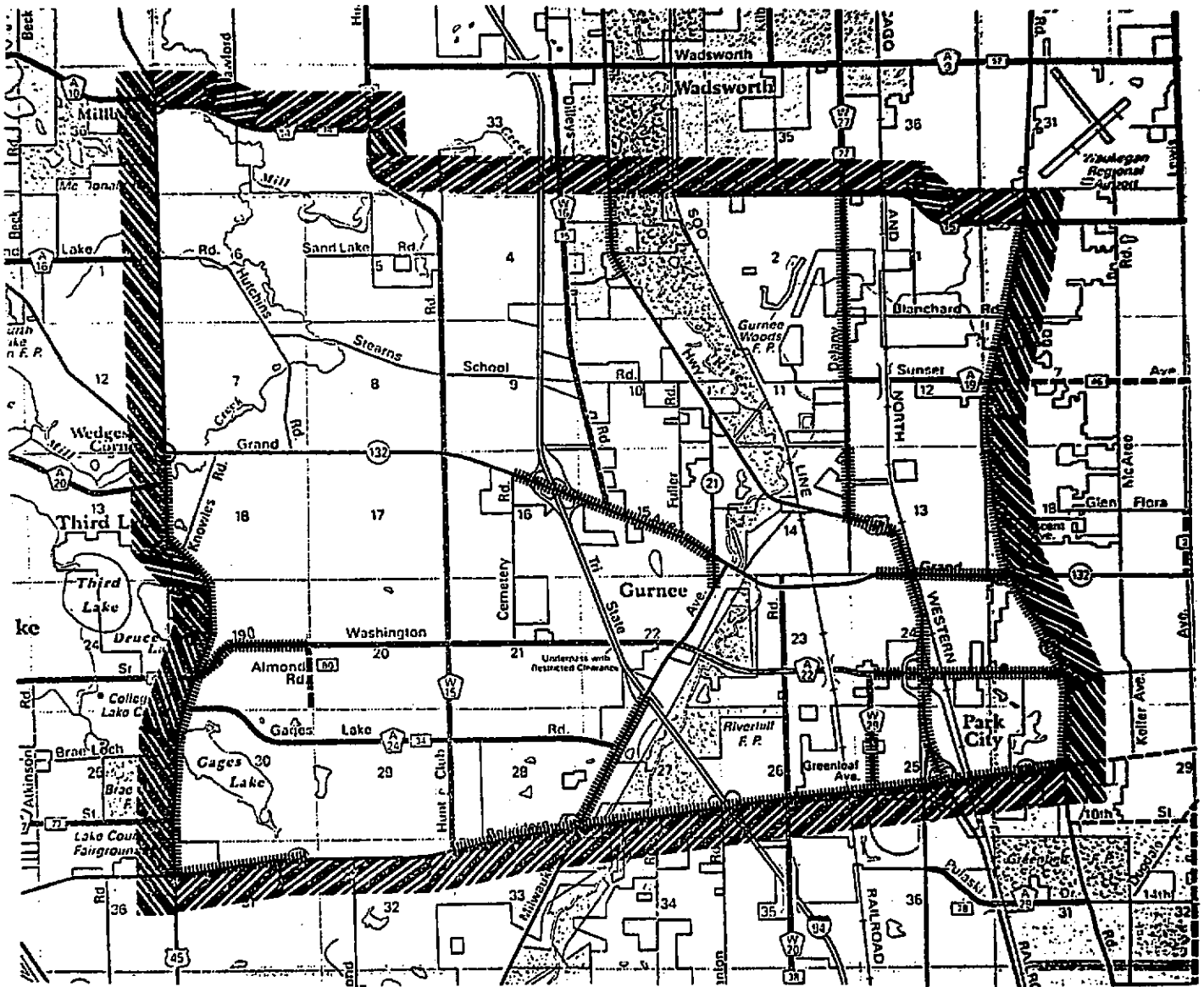


# LAKE COUNTY

## EXISTING ROADWAY DEFICIENCIES

### FOR IMPACT FEE SERVICE AREA #6

MAY 1992



682054

Lake County Road Improvement Impact Fee  
 Revising (1991) Deficiencies on Roadways in Lake County  
 February 21, 1992 (AMENDED 1-5-92)

Impact Fee Service Area 6

enr06:sk1

ROADWAY	Existing Travel Lanes in each Dir.		Two Way 24 Hour Count Volume Date		ADJUSTMENT FACTORS				One Way 1991 Avg. Weekly PM Peak Volume		Maximum Volume at LOS D (vph)	Existing Deficiency (vph)	Added Lanes In Each Direction	Added Maximum Volume at LOS D (vph)	Percent of Cost Eligible for Impact Fee
	Dr.	Dir.	Volume	Date	Growth	Monthly Variation	Peak Hour	Peak Dr.	1991 Avg. Weekly PM Peak Volume						
Delany R.A. from Blanchard R.A.	1		16,299	6 89	1.10	0.99	0.10	0.69	1,200	900	900	200	1	900	67%
Delany R.A. from Continental Dr.	1		19,066	6 89	1.10	0.99	0.10	0.69	1,400	900	900	500	1	900	44%
Delany R.A. from Grove Av.	2		22,039	7 90	1.05	0.96	0.10	0.69	1,500	1,000	1,000	100			
Delany R.A. from IL 41	2		22,063	6 89	1.05	0.93	0.10	0.69	1,500	1,000	1,000	100			
Delany R.A. from St. Paul Av.	2		23,850	6 85	1.05	0.93	0.10	0.69	1,700	1,000	1,000	700			
Delany R.A. from Sunset Av.	1		21,909	6 85	1.05	0.99	0.10	0.69	1,600	900	900	700	1	900	23%
Dipe R.A. from IL 132	1		6,245	6 90	1.05	0.99	0.10	0.69	500	300	300	200			
Dipe R.A. from Lawson Blvd.	1		2,703	6 89	1.10	0.99	0.10	0.69	200	200	200	200			
Dipe R.A. from Searns School R.A.	1		3,300	6 89	1.10	0.99	0.10	0.69	200	200	200	200			
Dipe R.A. from Grand Dr.	1		4,970	7 90	1.05	0.94	0.10	0.73	400	300	300	100			
Dipe R.A. from Hunt Club R.A.	1		6,300	7 90	1.05	0.96	0.10	0.73	500	300	300	200			
Dipe R.A. from IL 21	1		3,560	7 90	1.05	0.96	0.10	0.73	300	300	300	700			
Dipe R.A. from Public R.A.	1		5,908	7 90	1.05	0.96	0.10	0.73	400	300	300	400			
Dipe R.A. from Wright Av.	1		6,494	7 90	1.05	0.96	0.10	0.73	500	300	300	500			
Dipe R.A. from US 45	1		7,927	7 90	1.05	0.96	0.10	0.73	600	300	300	700			
Dipe R.A. from Devonshire Av.	1		12,924	7 90	1.05	0.96	0.10	0.69	900	300	300	900			
Dipe R.A. from IL 120	1		10,871	7 90	1.05	0.96	0.10	0.69	800	300	300	700			
Dipe R.A. from Ogden Lake R.A.	1		6,270	7 90	1.05	0.96	0.10	0.69	400	300	300	400			
Dipe R.A. from Hunt Club R.A.	1		7,640	7 90	1.05	0.96	0.10	0.69	500	300	300	400			
Dipe R.A. from IL 132	1		4,275	7 85	1.05	0.96	0.10	0.69	300	300	300	300			
Dipe R.A. from Millburn R.A.	1		3,753	7 85	1.05	0.99	0.10	0.69	300	300	300	300			
Dipe R.A. from Orchard Valley Dr.	1		5,400	6 89	1.10	0.99	0.10	0.69	400	300	300	400			
Dipe R.A. from Searns School R.A.	1		6,035	7 90	1.05	0.96	0.10	0.69	400	300	300	400			
Dipe R.A. from Washington St.	1		6,577	7 90	1.05	0.96	0.10	0.69	500	300	300	500			
Dipe R.A. from Woodland Dr.	1		6,577	7 90	1.05	0.96	0.10	0.69	500	300	300	500			
Dipe R.A. from Searns School R.A.	1		2,281	7 90	1.05	0.96	0.10	0.69	200	200	200	200			
Dipe R.A. from Almond R.A.	2		21,891	7 90	1.05	0.96	0.10	0.73	1,600	1,000	1,000	700			
Dipe R.A. from O'Fabre R.A.	2		31,587	8 89	1.10	0.93	0.10	0.73	2,500	1,000	1,000	1,000			
Dipe R.A. from Almond R.A.	2		21,891	7 90	1.05	0.96	0.10	0.73	1,600	1,000	1,000	1,000			
Dipe R.A. from IL 21	2		24,700	6 88	1.16	1.11	0.10	0.73	2,200	1,000	1,000	400			
Dipe R.A. from IL 131	2		24,248	7 90	1.05	0.96	0.10	0.73	1,900	1,000	1,000	100			
Dipe R.A. from US 45	2		22,000	6 88	1.16	1.11	0.10	0.73	2,300	1,000	1,000	300			
Dipe R.A. from Hunt Club R.A.	2		24,248	7 90	1.05	0.96	0.10	0.73	1,900	1,000	1,000	100			
Dipe R.A. from Greenville St.	2		22,000	6 88	1.16	1.11	0.10	0.73	2,000	1,000	1,000	300			
Dipe R.A. from US 45	2		16,700	6 88	1.16	1.11	0.10	0.73	1,300	900	900	400			
Dipe R.A. from O'Fabre R.A.	2		30,068	6 89	1.10	0.93	0.10	0.73	2,200	1,000	1,000	300			
Dipe R.A. from IL 43	2		21,400	6 88	1.16	1.11	0.10	0.73	2,000	1,000	1,000	300			
Dipe R.A. from IL 132	2		27,500	6 88	1.16	1.11	0.10	0.69	2,400	1,000	1,000	400			
Dipe R.A. from Washington St.	2		21,000	6 88	1.16	1.11	0.10	0.69	2,100	1,000	1,000	400			
Dipe R.A. from Darrow Av.	2		23,700	6 88	1.16	1.11	0.10	0.69	2,100	1,000	1,000	300			
Dipe R.A. from Sunset Av.	2		22,200	6 88	1.16	1.11	0.10	0.69	2,000	1,000	1,000	300			
Dipe R.A. from York House R.A.	1		14,003	6 88	1.16	0.99	0.10	0.69	1,400	900	900	300	1	900	41%
Dipe R.A. from Brookside Av.	2		24,900	6 88	1.16	1.11	0.10	0.69	2,400	1,000	1,000	300			
Dipe R.A. from US 45	2		21,400	6 88	1.16	1.11	0.10	0.73	2,000	1,000	1,000	300			
Dipe R.A. from Hunt Club R.A.	2		24,128	6 89	1.10	0.99	0.10	0.73	2,200	1,000	1,000	300			
Dipe R.A. from IL 43	2		24,003	6 85	1.05	0.99	0.10	0.73	2,300	1,000	1,000	300			
Dipe R.A. from O'Fabre R.A.	2		21,313	7 90	1.05	0.96	0.10	0.73	1,600	1,000	1,000	300			
Dipe R.A. from Greenville St.	2		21,935	6 89	1.10	0.99	0.10	0.73	2,000	1,000	1,000	300			
Dipe R.A. from Hunt Club R.A.	2		20,823	6 88	1.16	0.96	0.10	0.73	1,600	1,000	1,000	300			
Dipe R.A. from Hunt Club R.A.	2		20,823	6 88	1.16	0.96	0.10	0.73	1,600	1,000	1,000	300			
Dipe R.A. from US 45	2		24,903	6 85	1.05	0.99	0.10	0.73	2,300	1,000	1,000	300			
Dipe R.A. from IL 43	2		24,128	6 89	1.10	0.99	0.10	0.73	2,200	1,000	1,000	300			

682055

Lake County Road Improvement Impact Fee  
 Bidding (1991) Deficiencies on Roadways in Lake County  
 February 21, 1992. (AMENDED 5-1-92)

ROADWAY		Existing Travel Lanes in each Dir.		Two Way 24 Hour Count Volume Date		ADJUSTMENT FACTORS				One Way 1991 Ave. Weekday PM Peak Volume		Maximum Volume at LOS D (vph)	Existing Deficiency (vph)	Added Lanes in Each Direction	Added Maximum Volume at LOS D (vph)	Percent of Cost Eligible for Impact Fee
		Dir.	Volume	Dir.	Date	Growth	Monthly Variation	Peak Hour	Peak Dir.	Volume						
IL 132	from IL 131 to Dulye R.D.	2	29,542	6	89	1.10	0.99	0.10	0.73	2,300	1,400	500				
IL 132	from IL 131 to Belle Plaine Av.	2	27,400	0	88	1.16	1.11	0.10	0.73	2,600	1,400	600				
IL 132	from O'Flaherty R.D. to IL 21	2	21,978	7	90	1.03	0.96	0.10	0.73	1,600	1,400	600				
IL 132	from US 41 to Greenleaf St.	2	27,400	0	88	1.16	1.11	0.10	0.73	2,600	1,400	600				
IL 21	from Evergreen Dr. to US 41	1	5,038	0	88	1.16	1.11	0.10	0.69	400	900	400				56%
IL 21	from Gage Lake R.D. to I 94 S. Ramp	1	19,320	7	90	1.03	0.96	0.10	0.69	1,300	900	400				56%
IL 21	from I 94 N. Ramp to Washington St.	2	15,780	7	90	1.03	0.96	0.10	0.69	1,100	1,400	400				
IL 21	from I 94 S. Ramp to I 94 N. Ramp	2	19,320	7	90	1.03	0.96	0.10	0.69	1,300	1,400	400				
IL 21	from IL 128 to Gage Lake R.D.	1	19,320	7	90	1.03	0.96	0.10	0.69	1,300	900	400				56%
IL 21	from IL 132 to Evergreen Dr.	1	7,678	0	88	1.16	1.11	0.10	0.69	600	900	400				56%
IL 21	from Washington St. to IL 132	1	19,650	7	90	1.03	0.96	0.10	0.69	1,300	900	400				
IL 21	from Washington St. to IL 132	2	19,650	7	90	1.03	0.96	0.10	0.69	1,300	1,400	400				
IL 43	from IL 128 to US 41	2	21,708	7	90	1.03	0.96	0.10	0.69	1,500	1,400	400				
IL 43	from Crawford R.D. to Hunt Club R.D.	1	5,466	6	89	1.03	0.99	0.10	0.73	400	900	400				
Millburn R.D.	from North Mill Crk. to Crawford R.D.	1	6,301	6	89	1.16	0.99	0.10	0.73	500	700	200				
Millburn R.D.	from US 43 to North Mill Crk.	1	4,640	6	88	1.16	0.99	0.10	0.73	500	700	200				
O'Flaherty R.D.	from IL 128 to Washington St.	1	9,480	7	90	1.03	0.96	0.10	0.69	700	700	0				
O'Flaherty R.D.	from IL 132 to Green Av.	1	4,520	7	90	1.03	0.96	0.10	0.69	300	900	600				
O'Flaherty R.D.	from Washington St. to Dickey R.D.	1	9,150	7	90	1.03	0.96	0.10	0.69	700	900	200				
Stearns School R.D.	from Dickey R.D. to Hunt Club R.D.	1	3,267	6	89	1.10	0.99	0.10	0.73	300	700	400				
Stearns School R.D.	from Hunt Club R.D. to Hutchins R.D.	1	2,936	6	89	1.10	0.99	0.10	0.73	300	700	400				
Sweet Av.	from IL 131 to Northwestern Av.	2	2,000	6	85	1.03	0.99	0.10	0.73	200	1,400	1,200				
Sweet Av.	from McAfee Av. to IL 131	2	14,600	6	85	1.16	1.11	0.10	0.73	1,400	1,400	0				
Sweet Av.	from Northwestern Av. to Dickey R.D.	1	2,000	6	85	1.03	0.99	0.10	0.73	200	900	700				
US 41	from Dickey R.D. to IL 21	2	21,442	0	80	1.03	0.93	0.10	0.69	1,400	1,400	0				
US 41	from IL 129 to IL 43	2	23,000	0	88	1.16	1.11	0.10	0.69	2,100	1,400	700				
US 41	from IL 132 to Dickey R.D.	2	39,823	8	90	1.03	0.93	0.10	0.69	2,600	1,400	1,200				
US 41	from IL 21 to York House R.D.	2	24,395	8	90	1.03	0.93	0.10	0.69	1,600	1,400	200				
US 41	from IL 43 to Washington St.	2	22,000	9	88	1.16	1.11	0.10	0.69	2,000	1,400	600				
US 45	from Washington St. to Gage Lake R.D.	2	38,025	8	90	1.03	0.93	0.10	0.69	2,600	1,400	1,200				
US 45	from Ever Loch R.D. to Gage Lake R.D.	1	17,183	7	90	1.03	0.96	0.10	0.69	1,200	900	300				67%
US 45	from Center St. to Ever Loch R.D.	1	16,251	8	85	1.03	0.93	0.10	0.69	1,100	700	400				43%
US 45	from Gage Lake R.D. to Wright Av.	1	19,300	7	90	1.03	0.96	0.10	0.69	1,300	700	600				14%
US 45	from IL 129 to Center St.	1	17,000	0	88	1.16	1.11	0.10	0.69	1,400	700	700				9%
US 45	from IL 132 to Sand Lake R.D.	1	10,312	8	90	1.03	0.93	0.10	0.69	600	900	300				67%
US 45	from Oak Cr. to IL 132	1	16,393	8	90	1.16	0.96	0.10	0.69	1,200	900	300				67%
US 45	from Rollins R.D. to Oak Cr.	1	18,362	6	89	1.10	0.99	0.10	0.69	1,200	900	300				67%
US 45	from Sand Lake R.D. to Millburn R.D.	1	11,081	8	90	1.03	0.93	0.10	0.69	700	900	200				71%
US 45	from Washington St. to Rollins R.D.	1	12,779	7	90	1.03	0.96	0.10	0.69	900	700	200				29%
US 45	from Wright Av. to Washington St.	1	15,923	8	88	1.16	0.93	0.10	0.69	1,200	700	500				67%
Washington St.	from IL 21 to O'Flaherty R.D.	2	10,913	7	90	1.03	0.96	0.10	0.73	1,400	1,400	0				100%
Washington St.	from Almond Ln. to US 45	1	16,243	8	88	1.16	0.93	0.10	0.73	800	600	200				100%
Washington St.	from Almond Ln. to Hunt Club R.D.	1	11,972	7	90	1.03	0.96	0.10	0.73	900	900	0				100%
Washington St.	from Greenleaf St. to IL 21	2	15,193	7	90	1.03	0.96	0.10	0.73	1,200	1,400	200				100%
Washington St.	from Hunt Club R.D. to Almond Ln.	1	11,463	7	90	1.03	0.96	0.10	0.73	900	900	0				100%
Washington St.	from IL 131 to US 41	2	22,900	0	88	1.16	1.11	0.10	0.73	2,200	1,400	800				100%
Washington St.	from O'Flaherty R.D. to US 41	2	14,717	7	90	1.03	0.96	0.10	0.73	1,100	1,400	300				100%
Washington St.	from IL 21 to Greenleaf St.	2	16,400	7	90	1.03	0.96	0.10	0.73	1,400	1,400	0				100%
Washington St.	from US 41 to Greenleaf St.	2	19,944	7	90	1.03	0.96	0.10	0.73	1,500	1,400	100				100%
York House R.D.	from Sand Lake R.D. to Green Bay R.D.	1	2,478	6	84	1.16	0.99	0.10	0.73	300	700	400				100%

Lake County Road Improvement Impact Fee  
 Existing (1991) Deficiencies on Roadways in Lake County  
 February 21, 1992 (AMENDED 3-3-92)

ROADWAY	Existing		Two Way		ADJUSTMENT FACTORS		One Way		Maximum Volume at LOS D (vph)	Existing Deficiency (vph)	Added Lanes In Each Direction	Added Minimum Volume at LOS D (vph)	Percent of Cost Eligible for Impact Fee
	Travel Lanes in each Dir.	24 Hour Count	Volume	Date	Growth	Monthly Variation	Peak Hour	Peak Dir.					
York House Rd. from Cushman Rd. to Maple Tree Ln.	1	1,450	6	89	1.10	0.99	0.10	0.73	100	900			
York House Rd. from Deary Rd. to Townline R.L.	1	3,407	6	89	1.10	0.99	0.10	0.73	300	900			
York House R.L. from E. 131 to McAuree Av.	1	8,530	6	88	1.16	0.99	0.10	0.73	600	700			
York House R.L. from Maple Tree Ln. to Deary R.L.	1	2,564	6	89	1.10	0.99	0.10	0.73	300	900			
York House R.L. from Town Line R.L. to Red Prairie Av.	1	4,720	6	89	1.10	0.99	0.10	0.73	300	900			

Note: A zero (0) in the count month signifies that the count is an Annual Average Daily Count from IDOT

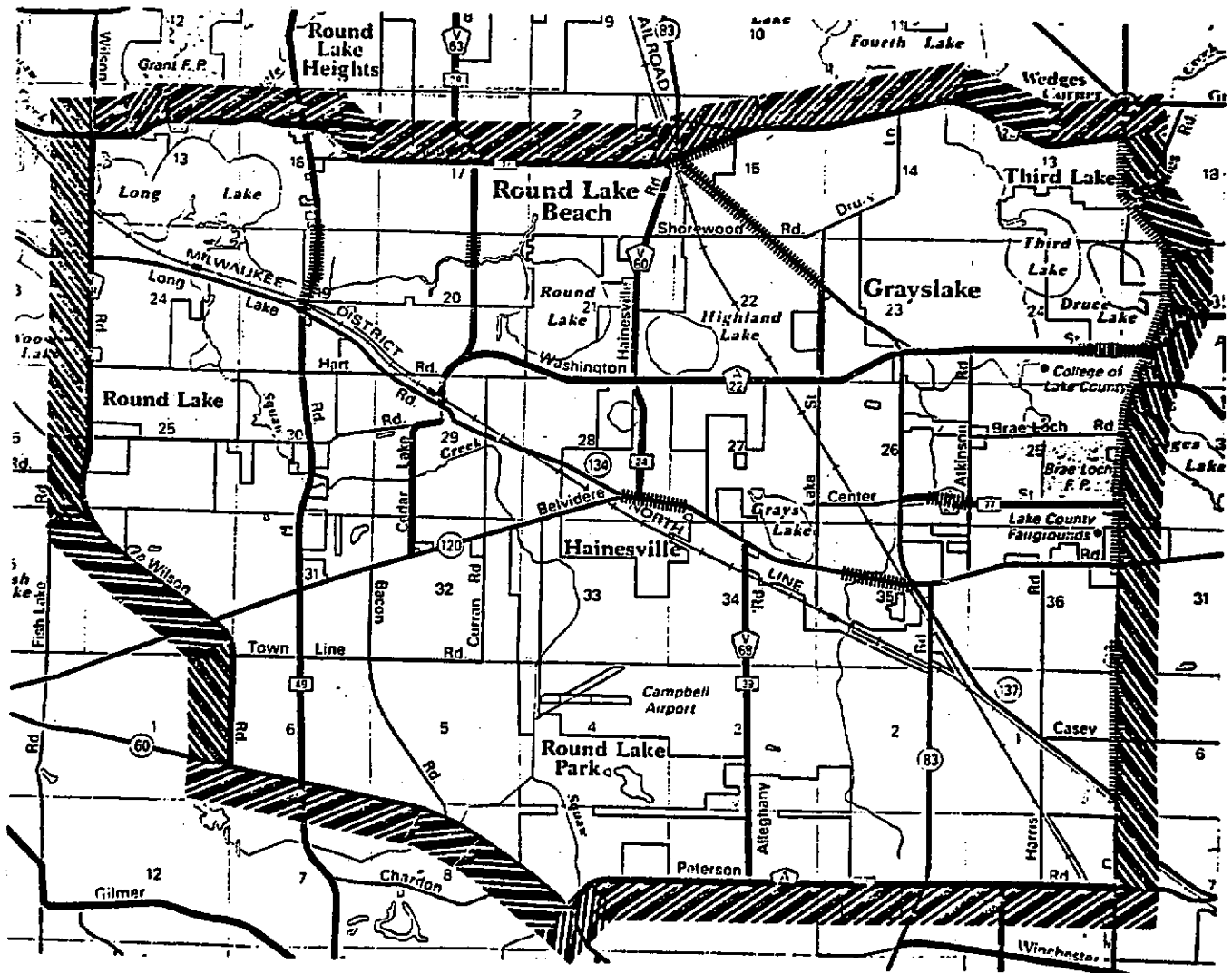
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# LAKE COUNTY

## EXISTING ROADWAY DEFICIENCIES

### FOR IMPACT FEE SERVICE AREA # 7

### AUGUST 1991







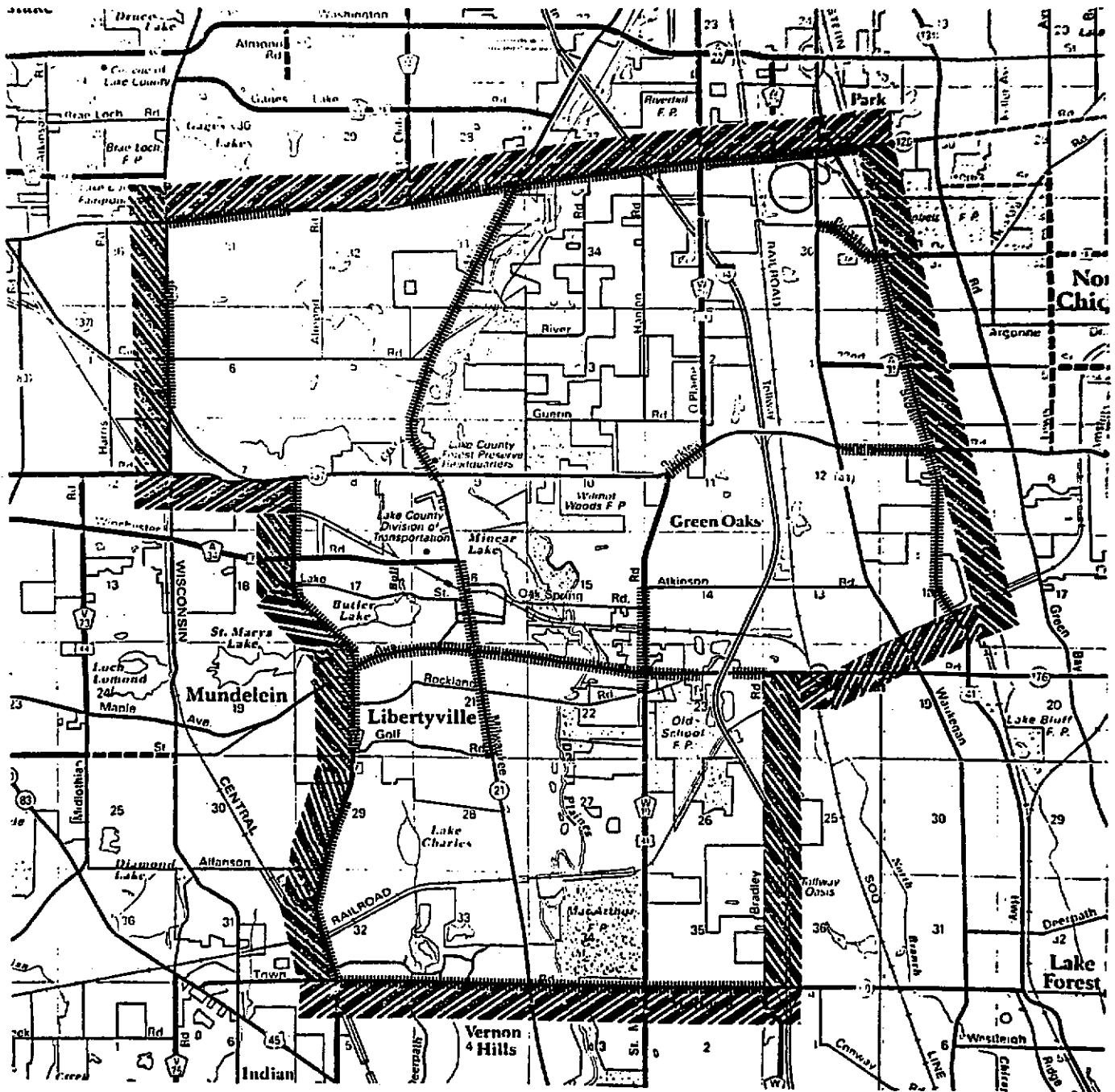
Lake County Road Improvement Impact Fee  
Existing (1991) Deficiencies on Roadways in Lake County  
August 20, 1991

Impact Fee Service Area 7	Existing Travel Lanes in each Direction	Two Way 24 hour Count Volume (vpd)	Mo Yr	ADJUSTMENT FACTORS			One Way 1991 Avg Weekday PM Peak Volume (vph)	Existing Maximum Per Lane Volume at LOS D Deficiency (vph)	Added Lanes in Each Direction	Added Maximum Per Lane Volume at LOS D (vph)	Percent of Cost Eligible for Impact Fee
				Growth Variation	Monthly Variation	Peak Hour					
ROADWAY											
Wilson Rd. from IL 60 to IL 120	1	2,650	7 89	1.06	1.02	0.10	700				
Wilson Rd. from Nippersink Rd. to Tyler Av.	1	3,587	7 89	1.06	1.02	0.10	900				
Wilson Rd. from Tyler Av. to IL 134	1	3,400	7 89	1.06	1.02	0.10	700				

Note: A zero (0) in the count month signifies that the count is an Annual Average Daily Count from IDOT.



# LAKE COUNTY EXISTING ROADWAY DEFICIENCIES FOR IMPACT FEE SERVICE AREA # 8 AUGUST 1991



Lake County Road Improvement Impact Fee Existing (1991) Deficiencies on Roadways in Lake County August 20, 1991

Impact Fee Service Area 8

ROADWAY		Existing Travel Lanes in each Direction		Two Way Count	ADJUSTMENT FACTORS		One Way 1991 Avg Weekday PM Peak Volume (vph)		Existing Maximum Volume at LOS D Deficiency (vph)	Added Lanes in Each Direction	Added Maximum Per Lane Volume at LOS D (vph)	Percent of Cost Eligible for Impact Fee
		Mo	Tr	Mo	Tr	Monthly Growth Variation	Peak Hour Direction	Volume	Volume			
IL 120	from US 41	1	1	5,230	7,90	1.05	0.11	400	700	1	700	100%
IL 120	to Huntington Dr.	1	1	19,017	7,89	1.10	0.10	1,300	900	1	900	56%
IL 120	to IL 176	1	1	19,209	8,90	1.05	0.10	1,200	700	1	700	29%
IL 120	from Allanson Rd.	1	1	21,820	7,89	1.10	0.10	1,500	900	1	900	33%
IL 120	from Huntington Rd.	1	1	15,079	8,87	1.05	0.10	900	600	1	600	100%
IL 120	to Golf Rd.	1	1	15,240	8,87	1.22	0.10	1,100	700	1	700	43%
IL 120	to Woodland Rd.	1	1	16,505	7,90	1.05	0.10	900	600	1	600	78%
IL 120	to St. William Dr.	1	1	13,825	8,90	1.05	0.10	900	900	1	900	100%
IL 120	to Winchester Rd.	1	1	17,900	7,89	1.10	0.10	1,200	700	1	700	29%
IL 120	to Hawthorn Pkwy.	1	1	14,860	8,90	1.05	0.10	1,000	700	1	700	78%
IL 120	to Lake St.	1	1	16,887	7,90	1.05	0.10	1,100	900	1	900	78%
IL 120	to Woodland Rd.	1	1	21,891	7,90	1.05	0.11	1,600	1,800	1	1,800	200
IL 120	to Greenleaf St.	2	2	22,400	8,88	1.16	0.11	2,000	1,800	1	1,800	100
IL 120	to IL 21	2	2	26,248	7,90	1.05	0.11	1,900	1,800	1	1,800	400
IL 120	from Hunt Club Rd.	2	2	30,068	8,89	1.10	0.11	2,200	1,800	1	1,800	400
IL 120	to O'Plaine Rd.	2	2	24,700	8,88	1.16	0.11	2,000	1,800	1	1,800	200
IL 120	to US 41	2	2	22,600	8,88	1.05	0.11	1,600	1,800	1	1,800	700
IL 120	to Almond Rd.	2	2	21,891	7,90	1.10	0.11	1,500	1,800	1	1,800	600
IL 120	from Mill Rd.	2	2	33,987	8,89	1.10	0.11	2,500	1,800	1	1,800	200
IL 120	from Greenleaf St.	2	2	16,700	8,88	1.16	0.10	1,700	1,800	1	1,800	100
IL 120	from US 45	2	2	25,561	8,90	1.05	0.10	1,400	1,800	1	1,800	300
IL 137	from O'Plaine Rd.	2	2	21,884	5,90	1.05	0.10	1,700	1,800	1	1,800	100
IL 137	from IL 21	2	2	27,400	8,90	1.05	0.10	1,500	1,800	1	1,800	100
IL 137	from IL 43	2	2	21,884	5,90	1.05	0.11	1,700	1,800	1	1,800	100
IL 137	to St. Marys Rd.	2	2	27,990	8,89	1.10	0.11	1,900	1,800	1	1,800	100
IL 137	to US 41	2	2	9,161	8,89	1.10	0.11	700	1,800	1	1,800	29%
IL 137	from Peterson Rd.	2	2	26,092	6,90	1.05	0.11	1,600	900	1	900	43%
IL 137	to IL 21	2	2	12,000	8,88	1.16	0.11	1,000	900	1	900	300
IL 137	to IL 43	2	2	14,400	8,88	1.16	0.11	1,200	700	1	700	400
IL 176	to E & E Railroad	1	1	13,900	8,88	1.16	0.11	1,000	700	1	700	300
IL 176	to I 94 E. Ramp	1	1	17,972	6,90	1.05	0.11	1,200	900	1	900	700
IL 176	to St. Marys Rd.	1	1	13,900	8,88	1.16	0.11	1,000	1,400	1	1,400	300
IL 176	from Crescent Knoll Dr	2	2	17,972	6,90	1.05	0.11	1,200	1,800	1	1,800	300
IL 176	to I 94 W. Ramp	2	2	19,330	6,90	1.22	0.11	1,300	900	1	900	700
IL 176	to Butterfield Rd.	2	2	18,126	6,90	1.05	0.11	1,200	900	1	900	300
IL 176	to IL 21	2	2	18,400	8,88	1.16	0.10	1,400	900	1	900	300
IL 176	to Casey Rd.	2	2	17,700	8,88	1.16	0.10	1,300	900	1	900	400
IL 21	to IL 120	1	1	21,613	8,87	1.22	0.10	1,600	700	1	700	100
IL 21	to Lake St.	1	1	24,900	8,88	1.16	0.10	1,900	1,000	1	1,000	200
IL 21	to Rockland Rd.	1	1	16,600	8,88	1.16	0.10	1,400	900	1	900	78%
IL 21	to Brookhill Rd.	2	2	21,613	8,87	1.22	0.10	1,600	1,400	1	1,400	100%
IL 21	to Church St.	2	2	19,700	8,88	1.16	0.10	1,800	1,800	1	1,800	200
IL 21	to Golf Rd.	2	2	21,613	8,87	1.22	0.10	1,600	1,800	1	1,800	200
IL 21	to Winchester Rd.	2	2	24,900	8,88	1.16	0.10	1,600	1,800	1	1,800	100
IL 21	to IL 176	2	2	24,100	7,90	1.05	0.10	1,600	1,800	1	1,800	200
IL 21	from Rockland Rd.	2	2	24,130	8,88	1.16	0.10	1,600	1,800	1	1,800	100
IL 21	from Winchester Rd.	2	2	16,100	8,88	1.16	0.10	1,400	1,800	1	1,800	200
IL 43	to IL 137	2	2	25,487	5,90	1.05	0.10	1,600	1,800	1	1,800	100
IL 43	from Attkinon Av.	2	2	14,500	8,88	1.16	0.10	1,100	1,800	1	1,800	100
IL 43	to 22nd St.	2	2	14,500	8,88	1.16	0.10	1,100	1,800	1	1,800	100
IL 43	to Attkinon Av.	2	2	14,500	8,88	1.16	0.10	1,100	1,800	1	1,800	100

Lake County Road Improvement Impact Fee  
Existing (1991) Deficiencies on Roadways in Lake County  
August 20, 1991

Impact Fee Service Area B

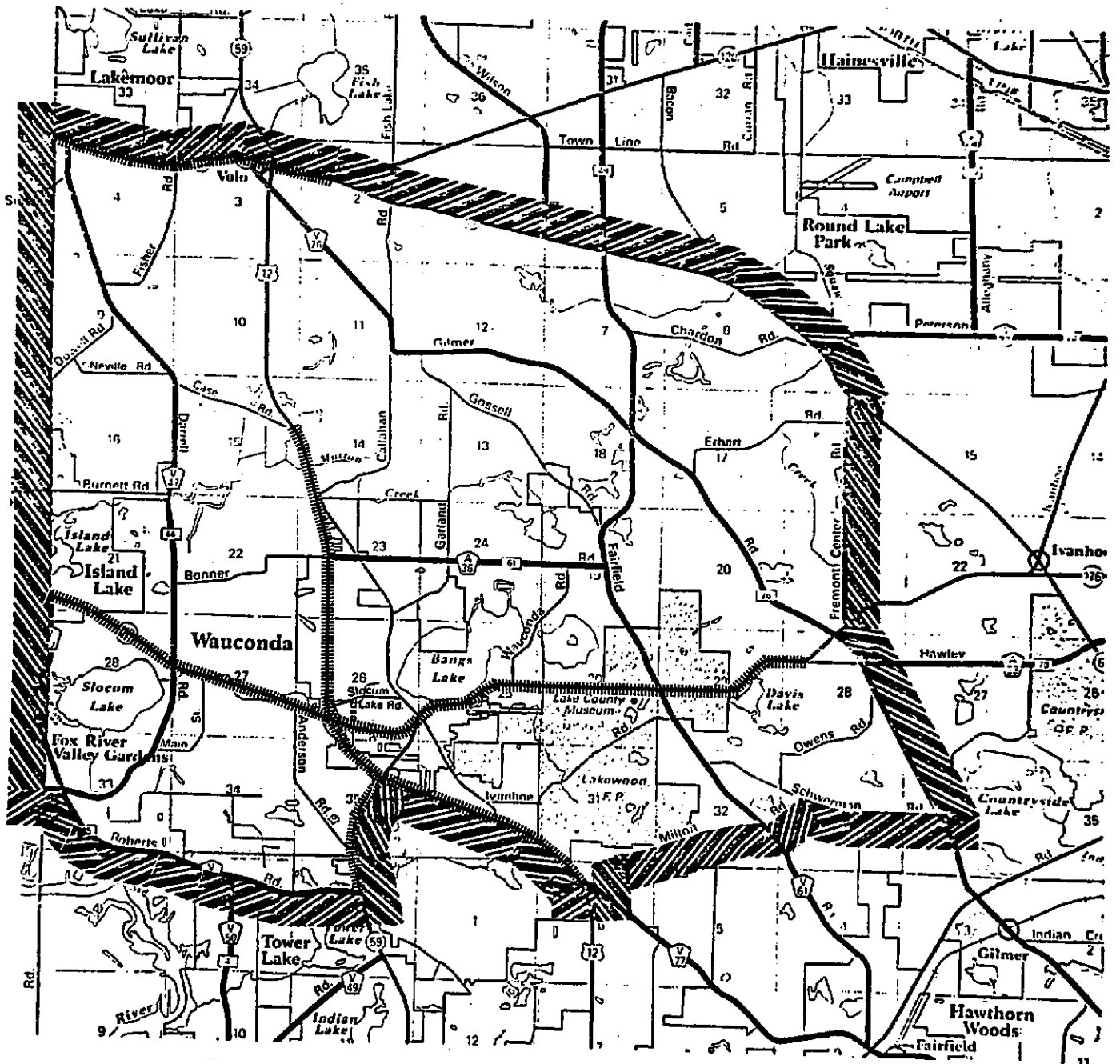
ROADWAY	Existing Travel Lanes in each Direction	Two Way 24 Hour Volume	Mo Yr	Date	ADJUSTMENT FACTORS			One Way 1991 Avg Weekday PM Peak Volume (vph)	Existing Maximum Per Lane Volume at LOS D (vph)	Existing Deficiency (vph)	Added Lanes in Each Direction	Added Maximum Per Lane Volume at LOS D (vph)	Percent of Cost Eligible for Impact Fee
					Growth Variation	Monthly Variation	Peak Hour						
IL 43 from Pulaski Dr. to IL 120	2	21,708	7 90	1.05	1.02	0.10	1,400	1,800	0	1	900	33%	
IL 60 from Aspen Dr. to Butterfield Rd.	2	33,568	7 89	1.10	1.02	0.11	2,400	1,800	600	1	900	33%	
IL 60 from IL 21 to Lakeview Pkwy.	2	30,100	0 88	1.16	1.08	0.11	2,400	1,800	600	1	900	36%	
IL 60 from Lakeview Pkwy. to Aspen Dr.	2	28,400	0 88	1.16	1.08	0.11	2,200	1,800	400	1	900	11%	
IL 60 from Riverwoods Rd. to St. Marys Rd.	2	32,039	6 90	1.05	0.97	0.11	2,100	1,800	300	1	900		
IL 60 from St. Marys Rd. to IL 21	2	35,340	6 90	1.05	0.97	0.11	2,600	1,800	800	1	900		
o'Plaine Rd. from Cur-in Rd. to IL 120	1	11,440	6 90	1.05	0.97	0.10	700	700	0	1	900	100%	
Caplaine Rd. from Buckley Rd. to IL 120	1	10,896	5 90	1.05	0.98	0.10	700	700	0	1	900	86%	
Peterson Rd. from Cur-in Rd. to US 45	1	5,913	8 89	1.10	1.00	0.11	600	700	100	1	700		
Pulaski & 14th St. Marys Rd. from Dugdale Rd. to IL 43	1	11,495	7 90	1.05	1.02	0.11	800	900	100	1	900		
St. Marys Rd. from Lexington Dr. to Atkinson Av.	1	15,790	6 90	1.05	0.97	0.10	1,000	700	300	1	700		
St. Marys Rd. from IL 176 to Lexington Dr.	1	10,043	6 90	1.05	0.97	0.10	600	700	100	1	700		
St. Marys Rd. from Imperial Dr. to Old School Rd.	1	11,176	6 90	1.05	0.97	0.10	700	900	200	1	900		
St. Marys Rd. from Lexington Dr. to Oak Trail Dr.	1	11,176	6 90	1.05	0.97	0.10	500	700	200	1	700		
St. Marys Rd. from Old School Rd. to Rockland Rd.	1	12,768	6 90	1.05	0.97	0.10	832,300	900	831,400	1	900	100%	
St. Marys Rd. from Rockland Rd. to IL 137	2	42,387	7 90	1.05	1.02	0.10	800	700	100	1	900	67%	
US 41 from IL 120 to 22nd St.	2	37,878	7 90	1.05	1.02	0.10	2,700	1,800	900	1	900	89%	
US 41 from IL 137 to IL 176	2	37,800	0 88	1.16	1.08	0.10	2,800	1,800	1,000	1	900		
US 45 from IL 120 to Arbor Blvd.	1	12,300	0 88	1.16	1.08	0.10	1,200	900	300	1	900		
US 45 from Casey Rd. to Casey Rd.	1	16,600	0 88	1.16	1.08	0.10	1,200	900	300	1	900		
US 45 from IL 137 to Peterson Rd.	2	15,134	8 89	1.10	1.00	0.10	1,000	1,800	800	1	900		
US 65 from Peterson Rd. to Butterfield Rd.	1	6,408	8 90	1.05	1.00	0.11	300	900	600	1	900		
Winchester Rd. from Cass Dr. to Cass Dr.	1	6,008	8 87	1.22	1.00	0.11	300	700	400	1	700		

Note: A zero (0) in the count month signifies that the count is an Annual Average Daily Count from 1991

# LAKE COUNTY

682064

## EXISTING ROADWAY DEFICIENCIES FOR IMPACT FEE SERVICE AREA # 9 AUGUST 1991



Lake County Road Improvement Impact Fee Existing (1991) Deficiencies on Roadways in Lake County August 20, 1991

Impact Fee Service Area 9

ROADWAY	Existing Travel Lanes in each Direction	Two Way 24 Hour Volume	Count Date	ADJUSTMENT FACTORS			Existing Maximum Volume at LOS D (vph)	Existing Deficiency (vph)	Added Lanes in Each Direction	Added Maximum Per Lane Volume at LOS D (vph)	Percent of Cost Eligible for Impact Fee
				Monthly Growth Variation	Peak Hour	Peak Direction					
Bonner Rd. from Fairfield Rd.	1	3,180	7 89	1.10	0.94	0.11	900	0.71	300		
Bonner Rd. from Garland Rd.	1	3,160	7 89	1.10	0.94	0.11	900	0.71	300		
Bonner Rd. from Old Bend Rd.	1	4,850	7 89	1.10	0.94	0.11	900	0.71	400		
Bonner Rd. from US 12 & IL 59	1	3,721	7 89	1.10	0.94	0.11	900	0.71	300		
Bonner Rd. from Maucunda Rd.	1	2,584	7 89	1.10	0.94	0.11	900	0.71	300		
Bonner Rd. from Bonner Rd.	1	3,150	7 89	1.16	0.94	0.11	900	0.68	300		
Darrell Rd. from Maucunda Rd.	1	2,040	7 88	1.16	0.94	0.11	900	0.68	200		
Darrell Rd. from Burnett Rd.	1	3,210	7 88	1.16	0.94	0.11	900	0.68	300		
Darrell Rd. from Case Rd.	1	5,648	7 88	1.16	0.94	0.11	900	0.68	500		
Darrell Rd. from Fisher Rd.	1	3,980	7 88	1.16	0.94	0.11	700	0.68	300		
Darrell Rd. from IL 120	1	3,150	7 88	1.16	0.94	0.11	700	0.68	300		
Darrell Rd. from IL 176	1	3,660	7 88	1.16	0.94	0.11	700	0.68	300		
Darrell Rd. from Main St.	1	4,190	7 88	1.16	0.94	0.11	900	0.68	300		
Darrell Rd. from Neville Rd.	1	4,385	6 90	1.05	0.92	0.11	900	0.68	300		
Darrell Rd. from Roberts Rd.	1	6,310	7 89	1.10	0.94	0.11	900	0.68	500		
Fairfield Rd. from Bonner Rd.	1	7,002	6 90	1.05	0.92	0.11	900	0.68	500		
Fairfield Rd. from IL 60	1	7,416	6 90	1.05	0.92	0.11	900	0.68	500		
Fairfield Rd. from Chardon Rd.	1	6,269	7 89	1.10	0.94	0.11	900	0.68	500		
Fairfield Rd. from Lake Fairfield L	1	7,262	7 89	1.10	0.94	0.11	700	0.68	600		
Fairfield Rd. from Old Oak Dr.	1	8,946	7 88	1.16	0.94	0.11	700	0.68	700		
Fairfield Rd. from Ivanhoe Rd.	1	5,443	7 88	1.16	0.94	0.11	900	0.68	400		
Fairfield Rd. from Gilmer Rd.	1	5,389	7 89	1.10	0.94	0.11	900	0.68	400		
Fairfield Rd. from Lake Fairfield L	1	6,722	7 89	1.10	0.94	0.11	900	0.68	500		
Fairfield Rd. from Bonner Rd.	1	6,496	7 89	1.10	0.94	0.11	900	0.68	500		
Fairfield Rd. from Ivanhoe Rd.	1	1,033	7 90	1.05	0.94	0.11	700	0.68	100		
Fairfield Rd. from Scherman	1	4,635	7 88	1.16	0.94	0.11	700	0.68	400		
Fremont Ctr. Rd. from IL 60 & IL 83	1	5,440	7 88	1.16	0.94	0.11	900	0.68	400		
Gilmer Rd. from Callahan Rd.	1	3,820	7 88	1.16	0.94	0.11	900	0.68	300		
Gilmer Rd. from Erhart Rd.	1	4,320	7 88	1.16	0.94	0.11	900	0.68	400		
Gilmer Rd. from Fairfield Rd.	1	3,339	7 90	1.05	0.94	0.11	900	0.68	200		
Gilmer Rd. from Gossell Rd.	1	4,345	6 90	1.05	0.92	0.11	900	0.68	300		
Gilmer Rd. from Hawley St.	1	6,525	6 90	1.05	0.92	0.11	700	0.68	500		
Gilmer Rd. from Hawley Rd.	1	3,432	6 90	1.05	0.92	0.11	900	0.68	200		
Gilmer Rd. from IL 176	1	2,870	7 88	1.16	0.94	0.11	900	0.68	300		
Gilmer Rd. from US 12 & IL 59	1	5,057	6 90	1.05	0.97	0.10	900	0.64	300		
Hawley St. from Gilmer Rd.	1	21,634	7 88	1.16	0.94	0.11	900	0.71	1,700	800	
IL 120 from County Line	1	17,386	7 88	1.16	0.94	0.11	900	0.71	1,300	400	
IL 120 from Darrell Rd.	1	13,528	7 88	1.16	0.94	0.11	900	0.71	1,000	100	
IL 120 from Gilmer Rd.	1	13,528	7 88	1.16	0.94	0.11	900	0.71	1,000	100	
IL 120 from US 12 & IL 59	1	17,391	7 88	1.16	0.94	0.11	900	0.71	1,500	600	
IL 176 from Darrell Rd.	1	13,584	6 90	1.10	0.94	0.11	900	0.71	1,100	200	
IL 176 from Fairfield Rd.	1	10,895	6 90	1.05	0.92	0.11	900	0.71	600		
IL 176 from Woodland Av.	1	9,282	6 90	1.05	0.92	0.11	900	0.71	600		
IL 176 from Hawley Rd.	1	13,699	7 88	1.16	0.94	0.11	900	0.71	1,100	300	
IL 176 from Hawley St.	1	19,530	7 88	1.16	0.94	0.11	700	0.71	1,700	600	
IL 176 from Fairfield Rd.	1	14,400	0 88	1.16	1.01	0.11	900	0.71	1,300	300	
IL 176 from US 12 & IL 59	1	13,100	0 88	1.16	1.01	0.11	900	0.71	1,200	100	
IL 176 from Maucunda Rd.	1	10,500	0 88	1.16	1.01	0.11	900	0.71	1,000	100	
IL 59 & US 12 from IL 176	2	27,537	7 89	1.10	0.94	0.11	1,800	0.68	2,100	300	

100%

Lake County Road Improvement Impact Fee Existing (1991) Deficiencies on Roadways in Lake County August 20, 1991

Impact Fee Service Area 9

ROADWAY

Roadway	Existing Travel Lanes in Each Direction	24 Hour Count Volume	Mo	Tr	ADJUSTMENT FACTORS		Peak Hour Direction	Peak Direction	One Way 1991 Avg Weekday PM Peak Volume (vph)	Existing Maximum Per Lane Volume at LOS D (vph)	Existing Deficiency (vph)	Added Lanes in Each Direction	Added Maximum Per Lane Volume at LOS D (vph)	Percent of Cost Eligible for Impact Fee
					Monthly Growth Variation	Peak Hour								
IL 59 from Laurel Av. to Robert Rd.	1	17,168	8	90	1.05	0.91	0.11	0.68	1,100	900	200	1	900	100%
IL 59 from US 12 to IL 176	1	7,000	0	88	1.16	1.01	0.11	0.68	600	900	0			
IL 59 from US 12 to Laurel Av.	1	10,500	0	88	1.16	1.01	0.11	0.71	900	700	200			
IL 60 from Bacon Rd. to Peterson Rd.	1	11,564	10	85	1.05	0.93	0.11	0.71	800	900	0	1	900	100%
IL 60 from Callahan Rd. to Wilson Rd.	1	7,253	7	89	1.10	0.94	0.11	0.71	500	900	0			
IL 60 from Fairfield Rd. to Bacon Rd.	1	13,743	6	90	1.05	0.92	0.11	0.71	900	900	0			
IL 60 from IL 120 to Callahan Rd.	1	6,000	0	88	1.16	1.01	0.11	0.71	500	900	0			
IL 60 from Peterson Rd. to Freeman Ctr. Rd.	1	9,758	11	88	1.16	1.00	0.11	0.71	800	900	0			
IL 60 from Wilson Rd. to US 12	2	11,290	6	90	1.05	0.92	0.11	0.71	800	900	0			
IL 60 from Milton Rd. to IL 176	2	5,110	8	89	1.10	0.91	0.11	0.68	400	1,400	0	1	900	100%
Old McHenry Rd. from Darrell Rd. to Paddock Lane	1	7,308	6	90	1.05	0.92	0.11	0.68	500	800	0			
Roberts Rd. from Devonshire Rd. to Devonshire Rd.	1	7,389	6	90	1.05	0.92	0.11	0.71	600	900	0			
Roberts Rd. from Locust Dr. to Darrell Rd.	1	9,185	6	90	1.05	0.92	0.11	0.71	500	700	0			
Roberts Rd. from Paddock Lane to River Rd.	1	6,149	6	90	1.05	0.92	0.11	0.71	700	900	0			
Roberts Rd. from River Rd. to Locust Dr.	1	6,914	6	90	1.05	0.92	0.11	0.71	500	900	0			
US 12 from Lake Shore Dr. to IL 59	2	25,000	0	88	1.16	1.01	0.11	0.68	2,000	1,800	200			
US 12 from Old McHenry Rd. to Old Rand Rd.	2	33,220	0	89	1.16	1.01	0.11	0.68	2,300	1,800	500			
US 12 from Bonner Rd. to Lake Shore Dr.	2	25,003	0	88	1.16	1.01	0.11	0.68	2,000	1,800	200			
US 12 & IL 59 from Case Rd. to Gilmer Rd.	2	22,677	7	88	1.16	0.94	0.11	0.68	2,100	1,800	300			
US 12 & IL 59 from Gilmer Rd. to IL 120	2	22,116	7	88	1.16	0.94	0.11	0.68	1,800	1,800	0			
US 12 & IL 59 from IL 59 to IL 176	2	27,800	0	88	1.16	1.01	0.11	0.68	2,000	2,700	700			
									2,400	1,800	600			

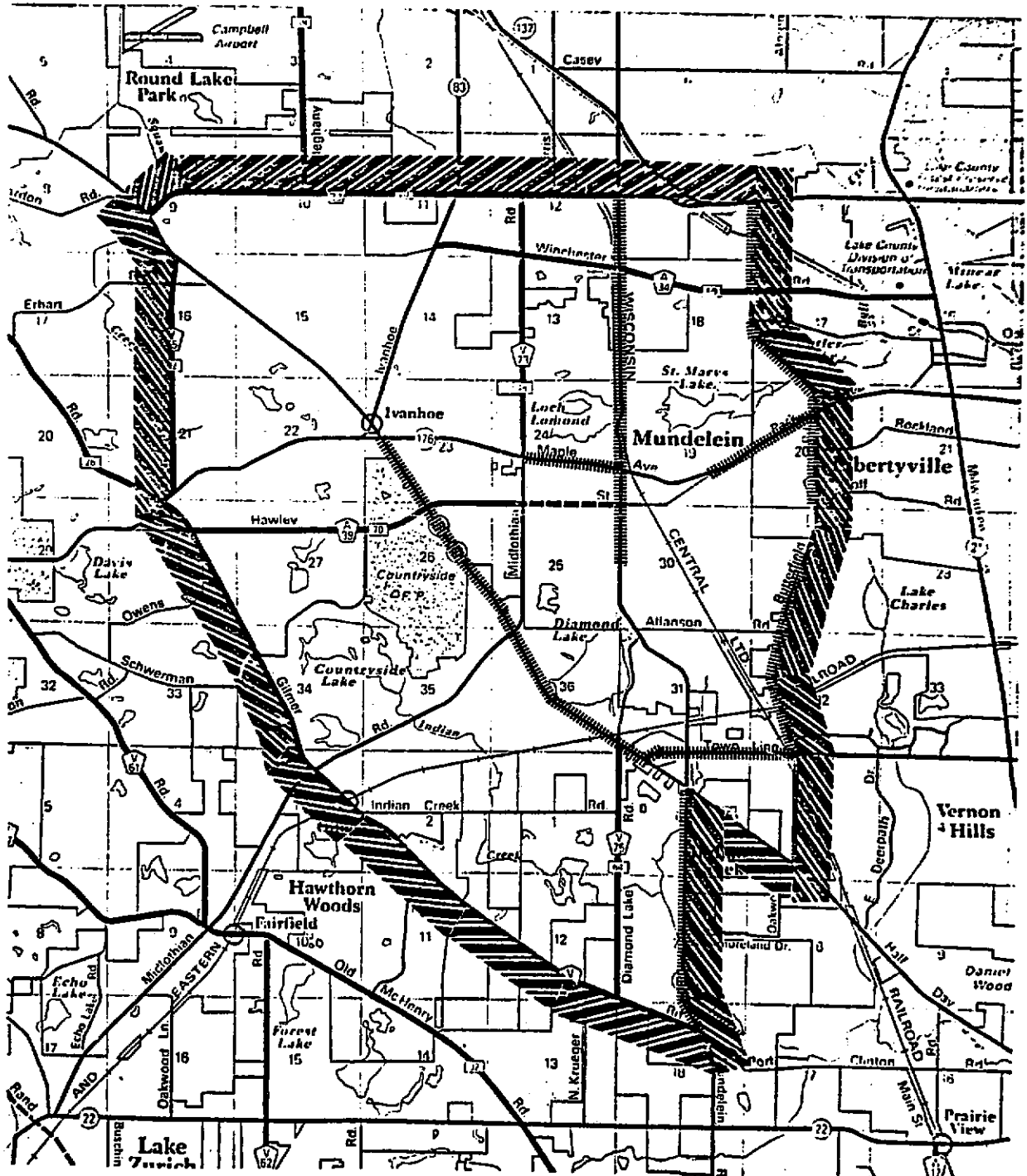
Note: A zero (0) in the count month signifies that the count is an Annual Average Daily Count from 1001

# LAKE COUNTY

## EXISTING ROADWAY DEFICIENCIES

### FOR IMPACT FEE SERVICE AREA #10

#### AUGUST 1991



Lake County Road Improvement Impact Fee  
Existing (1991) Deficiencies on Roadways in Lake County  
August 20, 1991

Impact Fee Service Area 10

ROADWAY

ROADWAY	Existing Travel Lanes in each Direction	Two Way 24 Hour Volume	Count No Yr	ADJUSTMENT FACTORS			One Way 1991 Avg Weekday PM Peak Volume (vph)	Existing Maximum Volume at LOS D (vph)	Existing Deficiency (vph)	Added Lanes in Each Direction	Added Maximum Per Lane Volume at LOS D (vph)	Percent of Cost Eligible for Impact Fee
				Growth	Monthly Variation	Peak Hour						
Butterfield Rd. from Allansons Rd. to Hawthorne Pkwy.	1	21,820	7 89	1.10	1.02	0.10	900	600	1	900	33%	
Butterfield Rd. from Armour Blvd. to US 45	1	10,950	7 89	1.10	1.02	0.10	700	700	1	700	100%	
Butterfield Rd. from Golf Rd. to Huntington Dr.	1	15,079	8 90	1.05	1.02	0.10	900	900	1	900	100%	
Butterfield Rd. from Hawthorn Pkwy. to IL 60	1	17,900	7 89	1.10	1.02	0.10	700	500	1	700	29%	
Butterfield Rd. from Huntington Dr. to Allansons Rd.	1	19,017	7 89	1.10	1.02	0.10	900	400	1	900	56%	
Butterfield Rd. from IL 176 to Golf Rd.	1	19,209	8 90	1.05	1.02	0.10	700	500	1	700	100%	
Butterfield Rd. from IL 60 to Armour Blvd.	1	7,429	7 89	1.10	1.02	0.10	900	200	1	900	71%	
Butterfield Rd. from Lake St. to Woodland Rd.	1	16,867	7 90	1.05	1.02	0.10	700	200	1	700	100%	
Butterfield Rd. from IL 137 to Winchester Rd.	1	16,860	8 90	1.05	1.02	0.10	900	200	1	900	71%	
Butterfield Rd. from St. Williams Dr. to Lake St.	1	16,305	7 90	1.03	1.02	0.10	900	200	1	900	100%	
Butterfield Rd. from Winchester Rd. to St. Williams Dr.	1	13,825	8 90	1.05	1.00	0.10	700	200	1	700	43%	
Butterfield Rd. from Woodland Rd. to IL 176	1	13,240	8 90	1.22	1.00	0.10	900	400	1	900	100%	
Diamond Lake Rd. from Indian Creek Rd. to Indian Creek Rd.	1	4,760	6 88	1.16	0.97	0.10	900	400	1	900	100%	
Diamond Lake Rd. from Indian Creek Rd. to Tahoe Dr.	1	6,550	6 88	1.16	0.97	0.10	900	400	1	900	100%	
Diamond Lake Rd. from Indian Creek Rd. to IL 60 & IL 83	1	8,612	6 90	1.05	1.02	0.10	700	400	1	700	100%	
Fremont Ctr. Rd. from IL 176 to IL 60 & IL 83	1	1,033	7 90	1.05	1.02	0.10	600	100	1	600	100%	
Gilmer Rd. from Darlington Rd. to Indian Creek Rd.	1	8,164	6 87	1.22	0.97	0.10	900	400	1	900	100%	
Gilmer Rd. from Diamond Lake Rd. to Krueger Rd.	1	10,470	6 83	1.16	0.97	0.10	700	400	1	700	100%	
Gilmer Rd. from Hawley St. to IL 176	1	6,525	6 90	1.05	0.97	0.10	900	400	1	900	100%	
Gilmer Rd. from IL 83 to Diamond Lake Rd.	1	6,720	6 88	1.16	0.97	0.10	700	400	1	700	100%	
Gilmer Rd. from Indian Creek Rd. to Midlothian Rd.	2	9,220	6 87	1.22	0.97	0.10	500	200	1	500	100%	
Gilmer Rd. from Krueger Rd. to Darlington Rd.	1	6,410	6 90	1.16	0.97	0.10	700	400	1	700	100%	
Gilmer Rd. from Midlothian Rd. to Scherman Rd.	1	5,475	6 90	1.05	0.97	0.10	400	200	1	400	100%	
Gilmer Rd. from Schwerman Rd. to Hawley St.	1	4,365	6 90	1.05	0.97	0.10	300	200	1	300	100%	
Hawley St. from Chevy Chase Rd. to Gilmer Rd.	1	3,290	6 90	1.05	0.97	0.10	300	200	1	300	100%	
Hawley St. from Emerald Av. to Midlothian Rd.	1	5,908	7 90	1.05	1.02	0.10	400	200	1	400	100%	
Hawley St. from IL 60 & IL 83 to Chevy Chase Rd.	1	3,330	7 90	1.05	1.02	0.10	400	200	1	400	100%	
Hawley St. from Kings Way to Emerald Av.	1	6,081	7 90	1.05	1.02	0.10	400	200	1	400	100%	
Hawley St. from Midlothian Rd. to IL 60 & IL 83	1	3,330	7 90	1.05	1.02	0.10	400	200	1	400	100%	
IL 21 from US 45 to Butterfield Rd.	2	22,501	8 87	1.22	1.08	0.10	1,500	1,000	1	1,500	22%	
IL 176 from Butterfield Rd. to Hawley St.	1	24,110	8 87	1.05	1.08	0.10	1,500	1,000	1	1,500	22%	
IL 176 from Chicago Av. to US 45	2	12,705	6 88	1.16	0.97	0.10	900	400	1	900	100%	
IL 176 from Emerald Av. to Midlothian Rd.	1	10,637	7 89	1.10	1.02	0.10	800	400	1	800	100%	
IL 176 from Gilmer Rd. to Fremont Ctr. Rd.	1	10,805	6 90	1.05	0.97	0.10	900	400	1	900	100%	
IL 176 from Hawley St. to Chicago Av.	1	12,705	6 88	1.16	0.97	0.10	900	400	1	900	100%	
IL 176 from IL 60 & IL 83 to Fremont Ctr. Rd.	1	10,238	6 90	1.05	0.97	0.10	700	400	1	700	100%	
IL 176 from Midlothian Rd. to IL 60 & IL 83	1	9,475	6 88	1.10	1.02	0.10	700	400	1	700	100%	
IL 176 from US 45 to Emerald Av.	1	14,465	6 89	1.16	0.97	0.10	900	400	1	900	100%	
IL 60 from Butterfield Rd. to US 45	1	22,501	8 89	1.10	1.08	0.10	1,500	1,000	1	1,500	22%	
IL 60 from Erhart Rd. to Fremont Ctr. Rd.	1	8,715	11 88	1.16	0.98	0.10	600	200	1	600	100%	
IL 60 from Fremont Ctr. Rd. to Peterson Rd.	1	9,758	11 88	1.16	0.98	0.10	600	200	1	600	100%	
IL 60 from US 45 to Erhart Rd.	1	14,300	0 83	1.16	1.08	0.10	700	200	1	700	100%	
IL 60 from US 45 to Midlothian Rd.	1	14,300	0 83	1.16	1.08	0.10	700	200	1	700	100%	
IL 60 & IL 83 from Diamond Lake Rd. to Midlothian Rd.	1	14,900	7 90	1.05	1.02	0.10	900	400	1	900	100%	
IL 60 & IL 83 from Hawley St. to IL 176	1	14,900	7 90	1.05	1.02	0.10	900	400	1	900	100%	
IL 60 & IL 83 from IL 176 to IL 60	1	8,300	0 83	1.16	1.08	0.10	600	200	1	600	100%	
IL 60 & IL 83 from IL 60 to Diamond Lake Rd.	1	14,300	0 83	1.16	1.08	0.10	900	400	1	900	100%	
IL 60 & IL 83 from Diamond Lake Rd. to Hawley St.	1	16,995	7 90	1.05	1.02	0.10	900	400	1	900	100%	
IL 60 & IL 83 from Midlothian Rd. to Hawley St.	1	16,995	7 90	1.05	1.02	0.10	900	400	1	900	100%	

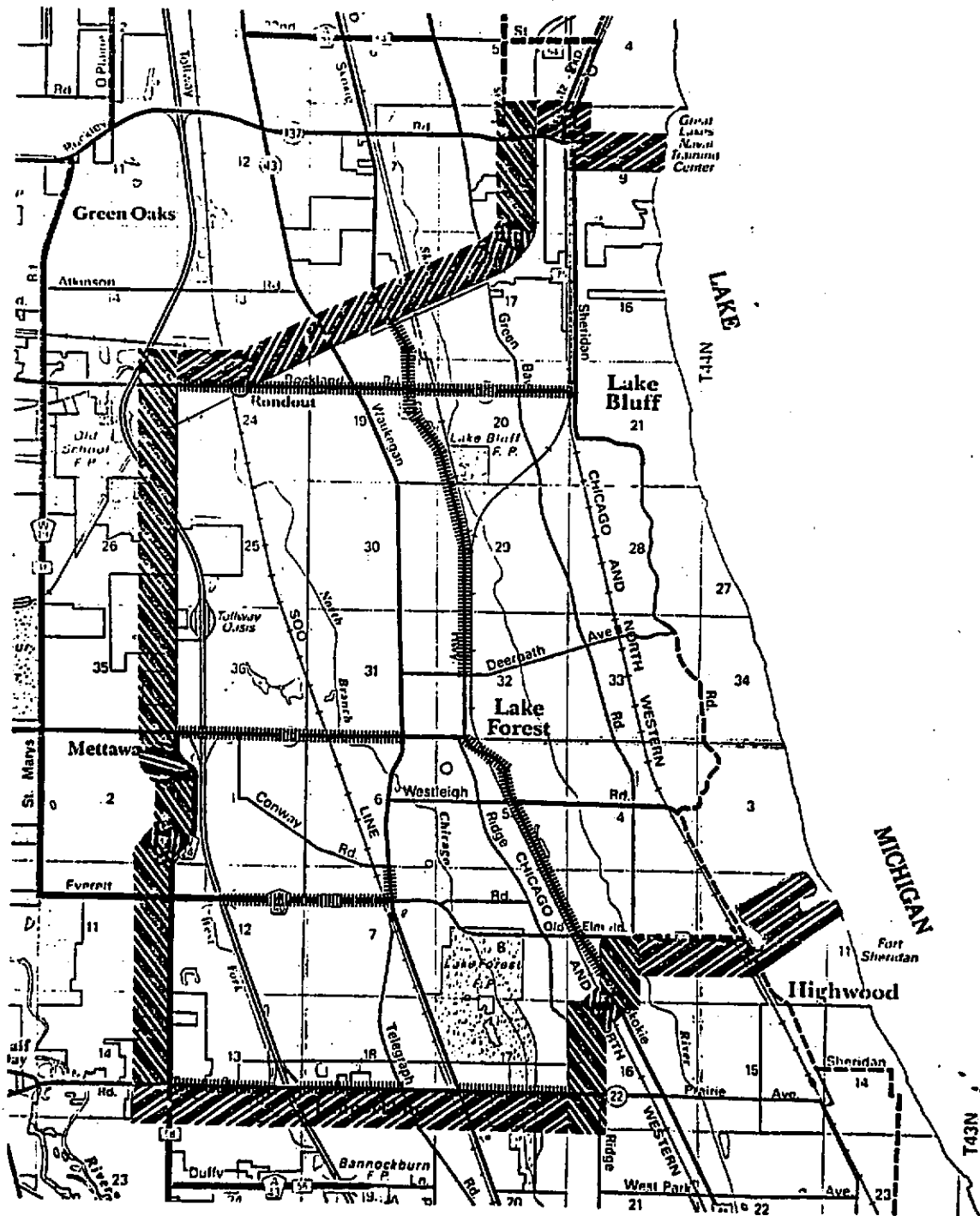


Lake County Road Improvement Impact Fee  
Existing (1991) Deficiencies on Roadways in Lake County  
August 20, 1991

Impact Fee Service Area 10		Existing		Two Way		ADJUSTMENT FACTORS		One Way		Existing		Added		Percent	
ROADWAY		Travel Lanes in each Direction		24 Hour Volume Date		Monthly Growth Variation		PM Peak Volume		Per Lane Maximum Volume at LOS D		Lanes in Each Direction		of Cost Eligible for Impact Fee	
		Direction (vph) No fr		Date				Direction (vph)		at LOS D (vph)		Direction			
IL 83	from IL 60 to Winchester Rd.	1	9,302	7 90	1.05	1.02	0.10	0.60	600	900	1	900	33%		
IL 83	from Osage Rd. to Gilmer Rd.	1	22,315	6 88	1.16	0.97	0.10	0.60	1,500	900	1	900	44%		
IL 83	from US 45 to Osage Rd.	1	20,700	0 88	1.16	1.08	0.10	0.60	1,400	900	1	900			
IL 83	from US 45 to IL 60	1	9,300	0 88	1.16	1.08	0.10	0.60	1,400	900	1	900			
IL 83	from Winchester Rd. to Peterson Rd.	1	9,340	7 90	1.05	1.02	0.10	0.60	600	900	1	900			
Midlothian Rd.	from Fairlawn Av. to IL 176	1	7,987	8 89	1.10	1.02	0.10	0.60	500	600	1	600			
Midlothian Rd.	from Gilmer Rd. to IL 60 & IL 83	1	8,525	6 87	1.22	0.97	0.10	0.60	600	700	1	700			
Midlothian Rd.	from Hawley St. to Fairlawn Av.	1	9,128	7 90	1.05	1.02	0.10	0.60	600	600	1	600			
Midlothian Rd.	from IL 176 to Killarney Pass	1	7,891	7 90	1.05	1.02	0.10	0.60	500	600	1	600			
Midlothian Rd.	from IL 60 & IL 83 to Hawley St.	1	9,823	7 90	1.05	1.02	0.10	0.60	600	700	1	700			
Midlothian Rd.	from Killarney Pass to Winchester Rd.	1	5,728	7 89	1.10	1.02	0.10	0.60	400	900	1	900			
Midlothian Rd.	from Winchester Rd. to Peterson	1	4,936	7 89	1.10	1.02	0.10	0.60	300	900	1	900			
Peterson Rd.	from Alleghany Rd. to IL 83	1	4,707	8 88	1.16	1.00	0.10	0.64	400	700	1	700			
Peterson Rd.	from Harris Rd. to US 45	1	8,508	8 88	1.16	1.08	0.10	0.64	600	700	1	700			
Peterson Rd.	from IL 137 to Butterfield Rd.	2	25,561	8 90	1.05	1.00	0.10	0.64	1,700	1,800	1	1,800			
Peterson Rd.	from IL 60 to Alleghany Rd.	1	3,405	8 88	1.16	1.00	0.10	0.64	300	700	1	700			
Peterson Rd.	from IL 83 to Midlothian Rd.	1	8,068	8 88	1.16	1.00	0.10	0.64	600	700	1	700			
Peterson Rd.	from US 45 to Harris Rd.	1	9,905	8 88	1.16	1.00	0.10	0.64	700	900	1	900	100%		
Peterson Rd.	from IL 137 to IL 83	1	5,913	8 89	1.10	1.00	0.10	0.64	400	900	1	900	100%		
US 45	from Butterfield Rd. to IL 83	1	14,122	7 89	1.10	1.02	0.10	0.60	900	900	1	900	100%		
US 45	from Courtland St. to Hawley St.	1	18,740	8 89	1.10	1.00	0.10	0.60	1,200	700	1	700	100		
US 45	from Dunbar Rd. to Winchester Rd.	1	14,358	6 88	1.16	0.97	0.10	0.60	1,000	900	1	900	100		
US 45	from Hawley St. to IL 176	1	18,740	8 89	1.10	1.00	0.10	0.60	1,200	900	1	900	300		
US 45	from IL 176 to Edgmont St.	1	14,358	6 88	1.16	0.97	0.10	0.60	1,000	900	1	900	100		
US 45	from IL 60 to Courtland St.	2	18,740	8 89	1.10	1.00	0.10	0.60	1,200	1,800	1	1,800	300		
US 45	from IL 83 to Peterson Rd.	2	19,572	8 89	1.10	1.00	0.10	0.60	1,300	1,800	1	1,800	300		
US 45	from Winchester Rd. to Peterson Rd.	1	16,800	8 88	1.16	1.00	0.10	0.64	1,200	900	1	900	67%		
Winchester Rd.	from Butterfield Rd. to Tiffany Ln.	1	4,782	7 90	1.05	1.05	0.10	0.64	400	700	1	700			
Winchester Rd.	from Midlothian Rd. to Tiffany Ln.	1	569	7 90	1.05	1.02	0.10	0.64	300	700	1	700			
Winchester Rd.	from US 45 to Midlothian Rd.	1	3,411	8 87	1.22	1.00	0.10	0.64	100	700	1	700			

Note: A zero (0) in the count month signifies that the count is an Annual Average Daily Count from IDOT

# LAKE COUNTY EXISTING ROADWAY DEFICIENCIES FOR IMPACT FEE SERVICE AREA #11 AUGUST 1991



Lake County Road Improvement Impact Fee  
Existing (1991) Deficiencies on Roadways in Lake County  
August 20, 1991

Impact Fee Service Area 11

ROADWAY	Existing Travel Lanes in each Direction (vph)	Two Way Count 24 Hour Date	ADJUSTMENT FACTORS	One Way 1991 Avg. Weekday PM Peak Volume (vph)	Existing Volume at LOS D (vph)	Added Lanes in Each Direction	Added Maximum Per Lane Volume at LOS D (vph)	Percent of Cost Eligible for Impact Fee
Everett Rd. from IL 43 to Oak Knoll Dr.	1	8,377	1.10	900	300	1	900	0%
Everett Rd. from Oak Knoll Dr. to Riverwoods Rd.	1	5,438	1.03	500	900	1	900	0%
IL 176 from Greenbay Rd. to Market Square E.	1	13,400	1.10	1,400	900	1	700	0%
IL 176 from IL 43 to Bradley Rd.	1	17,100	1.08	1,800	900	1	900	0%
IL 176 from Market Square E. to US 41	1	9,900	1.10	1,000	900	1	900	0%
IL 176 from Sheridan Rd. to Greenbay Rd.	1	9,900	1.10	1,000	900	1	900	0%
IL 22 from US 41 to IL 43	2	24,700	1.10	1,400	700	1	900	22%
IL 22 from I 94 E. Ramp to I 94 W. Ramp	2	27,987	1.10	1,400	500	1	900	44%
IL 22 from Riverwoods Rd. to Telegraph Rd.	1	12,800	1.10	900	900	1	900	100%
IL 22 from IL 43 to IL 43	1	20,500	1.10	1,400	900	1	900	44%
IL 22 from Ridge Rd. to I 94 E. Ramp	1	24,700	1.10	1,400	200	1	900	100%
IL 43 from Telegraph Rd. to West Leigh Rd.	1	12,386	1.10	800	900	1	900	44%
IL 43 from Conaway Rd. to Conaway Rd.	1	12,386	1.10	800	200	1	900	78%
IL 43 from IL 176 to IL 176	2	14,000	1.10	1,000	100	1	900	44%
IL 43 from Gage Ln. to Everett Rd.	2	17,244	1.10	1,000	100	1	900	44%
IL 43 from IL 60 to Gage Ln.	2	15,600	1.10	1,000	100	1	900	44%
IL 43 from West Leigh Rd. to IL 60	2	12,386	1.10	800	100	1	900	44%
IL 60 from I 94 E. Ramp to I 94 W. Ramp	2	32,400	1.03	2,900	2,000	1	900	100%
IL 60 from I 94 W. Ramp to I 94 E. Ramp	2	32,400	1.03	2,900	1,100	1	900	78%
IL 60 from IL 43 to IL 43	2	12,100	1.10	1,000	400	1	900	44%
IL 60 from Ridge Rd. to IL 43	1	8,800	1.10	900	900	1	900	100%
IL 60 from US 41 to Ridge Rd.	1	8,800	1.10	900	900	1	900	100%
Riverwoods Rd. from Everett Rd. to Town Line Rd.	1	3,230	1.03	200	700	1	700	0%
Sheridan Rd. from Half Day Rd. to Everett Rd.	1	7,715	1.03	500	900	1	900	0%
Sheridan Rd. from IL 176 to Buckley Rd.	1	9,300	1.10	1,000	900	1	900	0%
Sheridan Rd. from Old Elm Rd. to West Leigh Rd.	1	12,800	1.10	1,000	900	1	900	0%
Sheridan Rd. from West Leigh Rd. to Deerpath Rd.	1	8,300	1.10	1,000	900	1	900	0%
US 41 from Deerpath Rd. to IL 176	2	35,800	1.10	2,400	600	1	900	0%
US 41 from IL 60 to Deerpath Rd.	3	31,200	1.10	2,400	800	1	900	0%
US 41 from Linden Av. to West Leigh Rd.	2	44,600	1.10	3,100	1,300	1	900	0%
US 41 from Old Elm Rd. to Linden Av.	2	44,600	1.10	3,100	1,300	1	900	0%
US 41 from Westleigh Rd. to IL 60	2	31,200	1.10	2,100	300	1	900	0%

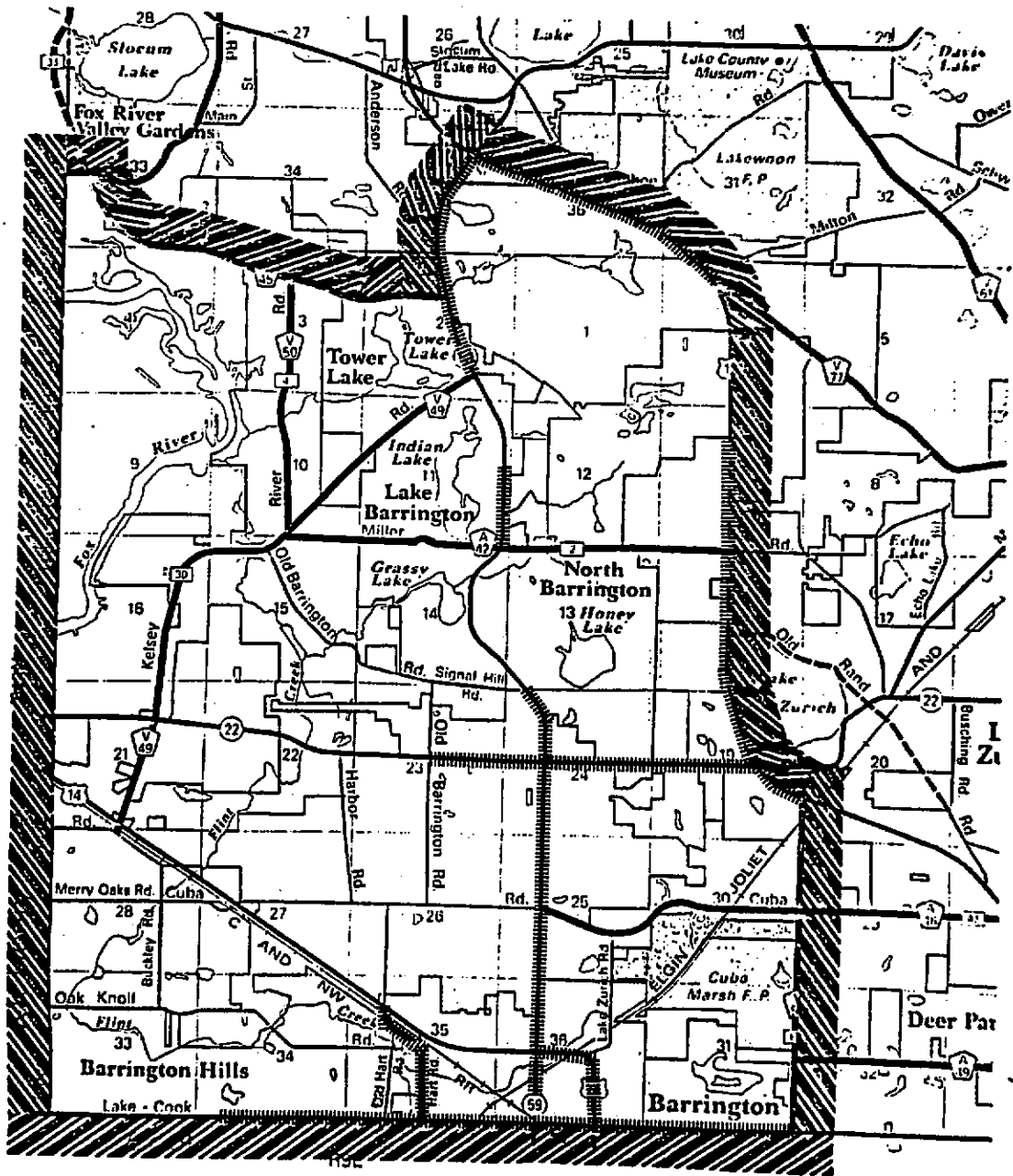
Note: A zero (0) in the count month signifies that the count is an Annual Average Daily Count from 1001

# LAKE COUNTY

## EXISTING ROADWAY DEFICIENCIES

### FOR IMPACT FEE SERVICE AREA #12

### AUGUST 1991



Lake County Road Improvement Impact Fee Existing (1991) Deficiencies on Roadways in Lake County August 20, 1991

Impact Fee Service Area 12

ROADWAY

ROADWAY	Existing Travel Lanes in each Direction	Two Way 24 Hour Volume (vph)	Count Date	ADJUSTMENT FACTORS				Existing Maximum Volume at LOS D (vph)	Added Lanes in Each Direction	Added Maximum Per Lane Volume at LOS D (vph)	Percent of Cost Eligible for Impact Fee
				Growth Variation	Monthly Variation	Peak Hour	Peak Direction				
Cuba Rd. from Lake Zurich Rd. to IL 59	1	3,924	7 88	1.10	0.95	0.11	0.77	900	300	900	
Cuba Rd. from Lake Zurich Rd. to Lake Cook Rd.	2	3,381	10 89	1.07	0.97	0.11	0.77	1,400	300	1,400	
Ela Rd. from Cuba Rd. to Long Grove Rd.	1	8,120	7 88	1.10	0.95	0.10	0.62	700	500	700	
Ela Rd. from Long Grove Rd. to Birchwood Dr.	1	10,733	7 88	1.10	0.95	0.10	0.62	700	900	700	
Ela Rd. from US 12 to Cuba Rd.	1	10,997	7 88	1.10	0.95	0.10	0.62	700	700	700	
IL 22 from News Dr. to IL 59	1	10,640	7 88	1.10	0.95	0.10	0.62	700	700	700	
IL 22 from Kelsey Rd. to Old Barrington R	1	13,300	0 88	1.10	1.07	0.11	0.77	900	400	900	
IL 22 from Old Barrington R to Kelsey Rd.	1	10,400	0 88	1.10	1.07	0.11	0.77	1,000	900	1,000	
IL 59 from US 12 to News Dr.	1	8,041	7 89	1.07	0.95	0.11	0.77	700	600	700	
IL 59 from Covington Rd. to Cuba Rd.	1	15,900	0 88	1.10	1.07	0.11	0.77	900	600	900	
IL 59 from Cuba Rd. to Scott Rd.	1	17,274	7 87	1.13	0.95	0.10	0.62	900	900	900	
IL 59 from IL 22 to Signal Hill Rd.	1	15,350	7 87	1.13	0.95	0.10	0.62	1,000	900	1,000	
IL 59 from Kelsey Rd. to Roberts Rd.	1	15,700	0 88	1.10	1.07	0.10	0.62	900	900	900	
IL 59 from Lake Cook Rd. to Washington St.	1	17,670	6 90	1.03	0.90	0.10	0.62	1,000	200	1,000	
IL 59 from Main Entrance to Kelsey Rd.	2	17,980	0 88	1.10	1.07	0.10	0.62	1,800	900	1,800	
IL 59 from Roberts Rd. to Main Entrance	1	16,428	6 90	1.03	0.90	0.10	0.62	900	900	900	
IL 59 from Scott Rd. to Laurel Av.	1	17,168	8 89	1.07	0.95	0.10	0.62	900	200	900	
IL 59 from Signal Hill Rd. to IL 22	1	17,200	0 88	1.10	1.07	0.10	0.62	900	200	900	
IL 59 from US 14 to Dovington Dr.	1	14,885	7 89	1.07	0.95	0.10	0.62	1,200	300	1,200	
IL 59 from Washington St. to US 14	1	18,500	0 88	1.10	1.07	0.10	0.62	900	400	900	
Kelsey Rd. from Fenview Dr. to IL 59	1	4,987	6 90	1.03	0.90	0.10	0.62	1,300	900	1,300	
Kelsey Rd. from Harbor Rd. to Harbor Rd.	1	7,618	6 88	1.10	0.90	0.10	0.62	300	700	300	
Kelsey Rd. from Pepper Rd. to River Rd.	1	9,439	7 89	1.07	0.95	0.10	0.62	500	900	500	
Kelsey Rd. from US 14 to Fenview Dr.	1	6,365	6 88	1.10	0.95	0.10	0.62	600	700	600	
Lake Cook Rd. from Pepper Rd. to Pepper Rd.	1	8,397	6 88	1.07	0.95	0.10	0.62	400	900	400	
Lake Cook Rd. from US 14 to Pepper Dr.	1	6,230	6 88	1.10	0.90	0.10	0.62	500	700	500	
Lake Cook Rd. from E. Steeplechase to North Valley Rd.	1	11,685	7 88	1.03	0.91	0.10	0.62	400	900	400	
Lake Cook Rd. from IL 59 to New Hart Rd.	1	5,300	8 89	1.10	1.07	0.11	0.77	900	100	900	
Lake Cook Rd. from E. Steeplechase to County Line	1	17,593	8 89	1.07	0.91	0.11	0.77	300	500	300	
Lake Cook Rd. from Old Hart Rd. to Old Hart Rd.	1	14,583	8 89	1.07	0.91	0.11	0.77	1,400	900	1,400	
Lake Cook Rd. from US 14 to F. Steeplechase	1	5,300	0 88	1.10	1.07	0.11	0.77	1,200	300	1,200	
Lake Cook Rd. from North Valley Rd. to IL 59	1	13,700	0 88	1.10	1.07	0.11	0.77	900	400	900	
Miller Rd. from Arrow Head Ln. to IL 59	1	3,764	7 89	1.07	0.95	0.11	0.77	300	700	300	
Miller Rd. from Indian Trail Rd. to Arrow Head Ln.	1	2,010	7 89	1.07	0.95	0.11	0.77	200	200	200	
Miller Rd. from Shoreline Rd. to Kelsey Rd.	1	1,348	6 88	1.10	0.90	0.11	0.77	300	900	300	
New Hart Rd. from US 12 to Indian Trail Rd.	1	7,113	8 90	1.03	0.91	0.10	0.62	100	900	100	
River Rd. from Lake Cook Rd. to US 14	1	12,748	8 90	1.03	0.90	0.10	0.62	700	700	700	
Roberts Rd. from Kelsey Rd. to Katinour	1	3,970	6 90	1.03	0.90	0.10	0.62	200	900	200	
Roberts Rd. from Darrell Rd. to Locust Dr.	1	9,165	6 90	1.03	0.90	0.10	0.62	300	900	300	
Roberts Rd. from Devonshire Rd. to IL 59	1	6,589	6 90	1.03	0.90	0.11	0.77	700	900	700	
Roberts Rd. from River Rd. to River Rd.	1	6,914	6 90	1.03	0.90	0.11	0.77	500	900	500	

Lake County Road Improvement Impact Fee Existing (1991) Deficiencies on Roadways in Lake County August 20, 1991

Impact Fee Service Area 12

		ROADWAY		Existing Travel Lanes in Each Direction (vpd)		Two Way 24 Hour Volume (vpd)		Count No Yr		ADJUSTMENT FACTORS		One Way 1991 Avg Weekday PM Peak Volume (vph)		Existing Maximum Per Lane Volume at LOS D (vph)		Added Lanes in Each Direction		Added Maximum Per Lane Volume at LOS D (vph)		Percent of Cost Eligible for Impact Fee		
Roberts Rd.																						
US 12	from Padlock Ln.																					
US 12	from River Rd.																					
US 12	from IL 22																					
US 12	from Lake Shore Dr.																					
US 12	from Miller Rd.																					
US 12	from Milton Rd.																					
US 12	from W. Old Rand Rd.																					
US 12	from W. Old Rand Rd.																					
US 12	from Old Rand Rd.																					
US 12	from Old McHenry Rd.																					
US 14	from Timberlake Dr.																					
US 14	from Cuba Rd.																					
US 14	from IL 59																					
US 14	from Kelsey Rd.																					
US 14	from Lake Cook Rd.																					
US 14	from Lake Zurich Rd.																					
US 14	from New Hart Rd.																					
US 14	from Devonshire Rd.																					
US 14	to Padlock Ln.																					
US 14	to Ela Rd.																					
US 14	to Lake Shore Dr.																					
US 14	to Old Rand Rd.																					
US 14	to W. Old Rand Rd.																					
US 14	to Timberlake Dr.																					
US 14	to IL 22																					
US 14	to Milton Rd.																					
US 14	to Old McHenry Rd.																					
US 14	to Miller Rd.																					
US 14	to Kelsey Rd.																					
US 14	to New Hart Rd.																					
US 14	to County Line																					
US 14	to Lake Zurich Rd.																					
US 14	to IL 59																					
US 14	to Cuba Rd.																					

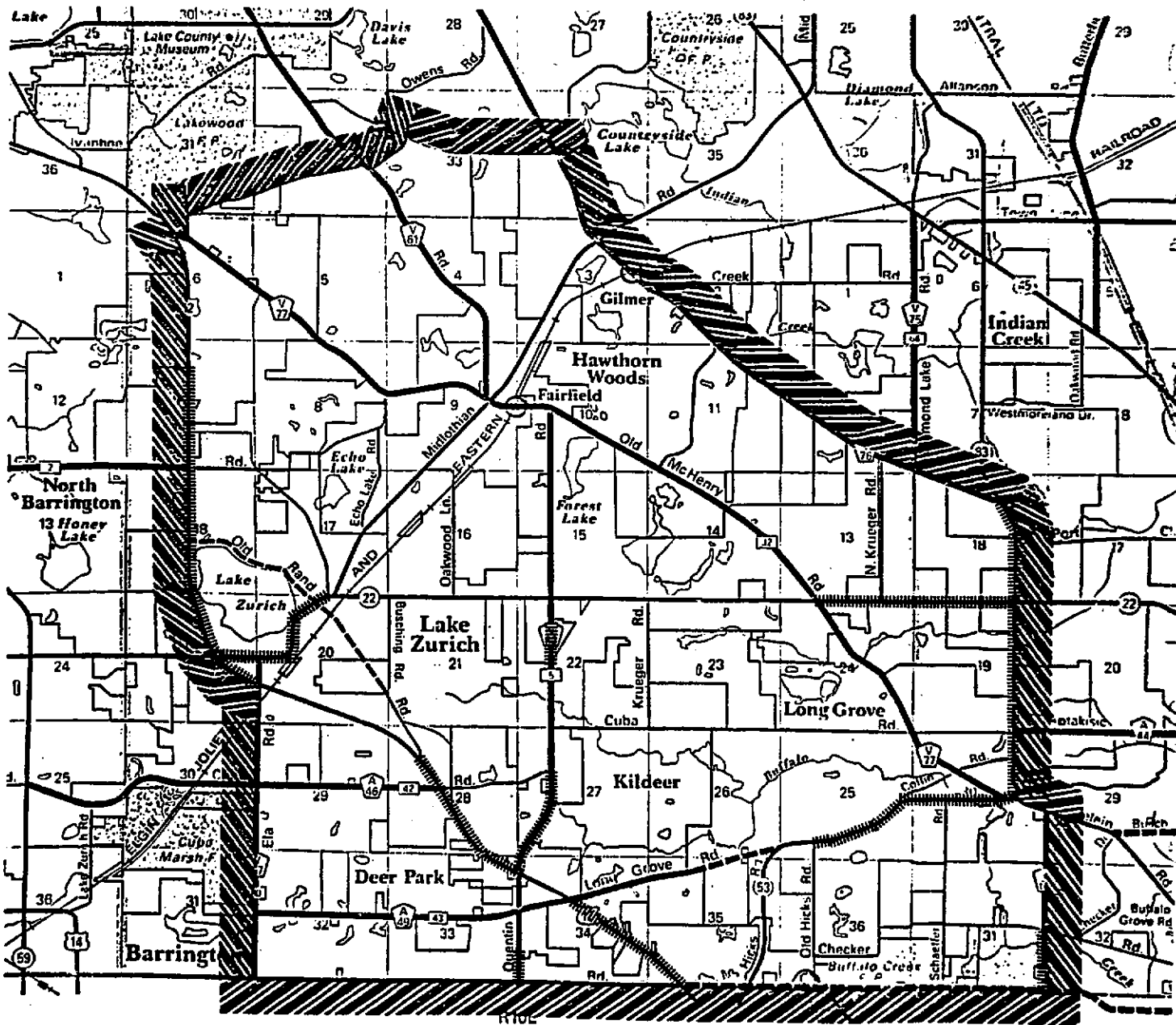
Note: A zero (0) in the count month signifies that the count is an Annual Average Daily Count from IDOT

# LAKE COUNTY

## EXISTING ROADWAY DEFICIENCIES

### FOR IMPACT FEE SERVICE AREA #13

#### AUGUST 1991



Lake County Road Improvement Impact Fee  
Existing (1991) Deficiencies on Roadways in Lake County  
August 20, 1991

Impact Fee Service Area 13

ROADWAY		Existing Travel Lanes in each Direction (vph) Mo Yr		Two Way 24 Hour Count Volume Date		ADJUSTMENT FACTORS		Existing Maximum Volume at LOS D (vph)		Added Lanes in Each Direction		Added Maximum Per Lane Volume at LOS D (vph)		Percent of Cost Eligible for Impact Fee	
Arlington Hts	from Busch Rd.	2	13,205	8/89	7,90	1.03	0.91	1,400	1,400	1	900	672			
Arlington Hts	to Fremont Way	1	25,609	7/90	9,90	1.07	0.95	1,600	900	1	900	692			
Arlington Hts	to Checker Rd.	2	25,004	8/89	8,89	1.07	0.91	1,500	1,800	1	900	892			
Cuba Rd.	from US 12	2	5,470	7/88	7,88	1.10	0.95	400	1,400	1	900	1002			
Ela Rd.	from Birchwood Dr.	1	10,997	7/88	7,88	1.10	0.95	700	700	1	900	222			
Ela Rd.	to US 12	1	10,640	7/88	7,88	1.10	0.95	700	700	1	900	112			
Ela Rd.	from Lake Cook Rd.	1	8,120	7/88	7,88	1.10	0.95	500	700	1	900				
Ela Rd.	to Birchwood Dr.	1	10,733	7/88	7,88	1.10	0.95	700	700	1	900				
Ela Rd.	to Cuba Rd.	1	8,832	7/88	7,88	1.10	0.95	600	700	1	900				
Ela Rd.	to IL 22	1	6,841	7/89	7,89	1.07	0.91	400	900	1	900				
Fairfield Rd.	from Holmes Av.	1	5,577	8/89	7,89	1.07	0.91	300	900	1	900				
Fairfield Rd.	from Old McHenry Rd.	1	6,410	6/88	6,88	1.10	0.90	400	900	1	900				
Gilmer Rd.	from Arlington Rd.	1	6,720	6/88	6,88	1.10	0.90	400	900	1	900				
Gilmer Rd.	from Diamond Lake Rd.	1	8,144	6/87	6,87	1.13	0.90	600	900	1	900				
Gilmer Rd.	from Indian Creek Rd.	1	10,470	6/88	6,88	1.13	0.90	700	900	1	900				
Gilmer Rd.	to Diamond Lake St.	1	9,220	6/87	6,87	1.13	0.90	700	900	1	900				
Gilmer Rd.	from Indian Creek Rd.	1	5,475	6/90	6,90	1.03	0.90	300	700	1	900				
IL 22	from Midlothian Rd.	1	17,340	7/88	7,88	1.10	0.95	1,200	900	1	900				
IL 22	to Old Rand Rd.	1	14,940	7/88	7,88	1.10	0.95	1,000	900	1	900				
IL 22	from Ela Rd.	1	15,397	7/89	7,89	1.07	0.95	1,000	900	1	900				
IL 22	to US 12	1	12,822	7/89	7,89	1.07	0.95	1,000	900	1	900				
IL 22	from Krueger Rd.	2	12,822	7/89	7,89	1.07	0.95	1,000	900	1	900				
IL 22	to Midlothian Rd.	1	13,087	7/89	7,89	1.07	0.95	1,000	900	1	900				
IL 22	from Old McHenry Rd.	1	14,552	7/89	7,89	1.07	0.95	1,000	900	1	900				
IL 33	from Quantin Rd.	1	11,200	0/88	0/88	1.10	0.91	800	900	1	900				
IL 33	to Long Grove Rd.	1	14,594	7/89	7,89	1.07	0.95	800	900	1	900				
IL 33	from Lake Cook Rd.	1	29,765	7/89	7,89	1.07	0.95	900	900	1	900				
IL 33	from Hurdan Dr.	1	26,640	6/88	6/88	1.10	0.90	900	900	1	900				
IL 33	from Aptakasic Rd.	1	28,753	6/88	6/88	1.10	0.90	900	900	1	900				
IL 33	from Gilmer Rd.	1	23,510	6/89	6/89	1.07	0.91	1,700	900	1	900				
IL 33	from IL 22	1	29,192	7/88	7/88	1.07	0.91	1,400	900	1	900				
IL 33	to Oak Ridge Rd.	1	17,970	8/89	8/89	1.07	0.91	1,000	900	1	900				
IL 33	from Arlington Hts. R	2	13,600	0/86	0/86	1.17	1.07	1,200	1,400	1	900				
IL 33	to Aptakasic Rd.	2	12,367	8/88	8/88	1.10	0.91	1,000	1,400	1	900				
IL 33	to Hicks Rd.	2	11,225	8/88	8/88	1.10	0.91	800	900	1	900				
IL 33	to Ela Rd.	2	7,456	7/83	7/83	1.10	0.95	700	900	1	900				
IL 33	to Quantin Rd.	2	1,891	6/85	6/85	1.03	0.90	200	900	1	900				
IL 33	from Deerpath Rd.	1	7,364	8/89	8/89	1.07	0.97	100	900	1	900				
IL 33	to Deerpath Rd.	1	8,100	8/83	8/83	1.10	0.91	400	900	1	900				
IL 33	from Old McHenry Rd.	1	10,850	8/89	8/89	1.07	0.91	600	900	1	900				
IL 33	to Kathy Ln.	2	3,200	8/89	8/89	1.07	0.91	300	900	1	900				
IL 33	from Biscayne Path	1	7,802	7/89	7/89	1.07	0.91	500	900	1	900				
IL 33	to Miller Rd.	2	3,019	8/89	8/89	1.07	0.91	300	900	1	900				
IL 33	from Fairfield Rd.	1	6,071	7/89	7/89	1.07	0.91	300	900	1	900				
IL 33	to Lloyd Rd.	1	7,311	7/89	7/89	1.07	0.91	300	900	1	900				
IL 33	to Long Grove Rd.	1				1.07	0.95	600	900	1	900				



Lake County Road Improvement Impact Fee Existing (1991) Deficiencies on Roadways in Lake County August 20, 1991

Impact Fee Service Area 13

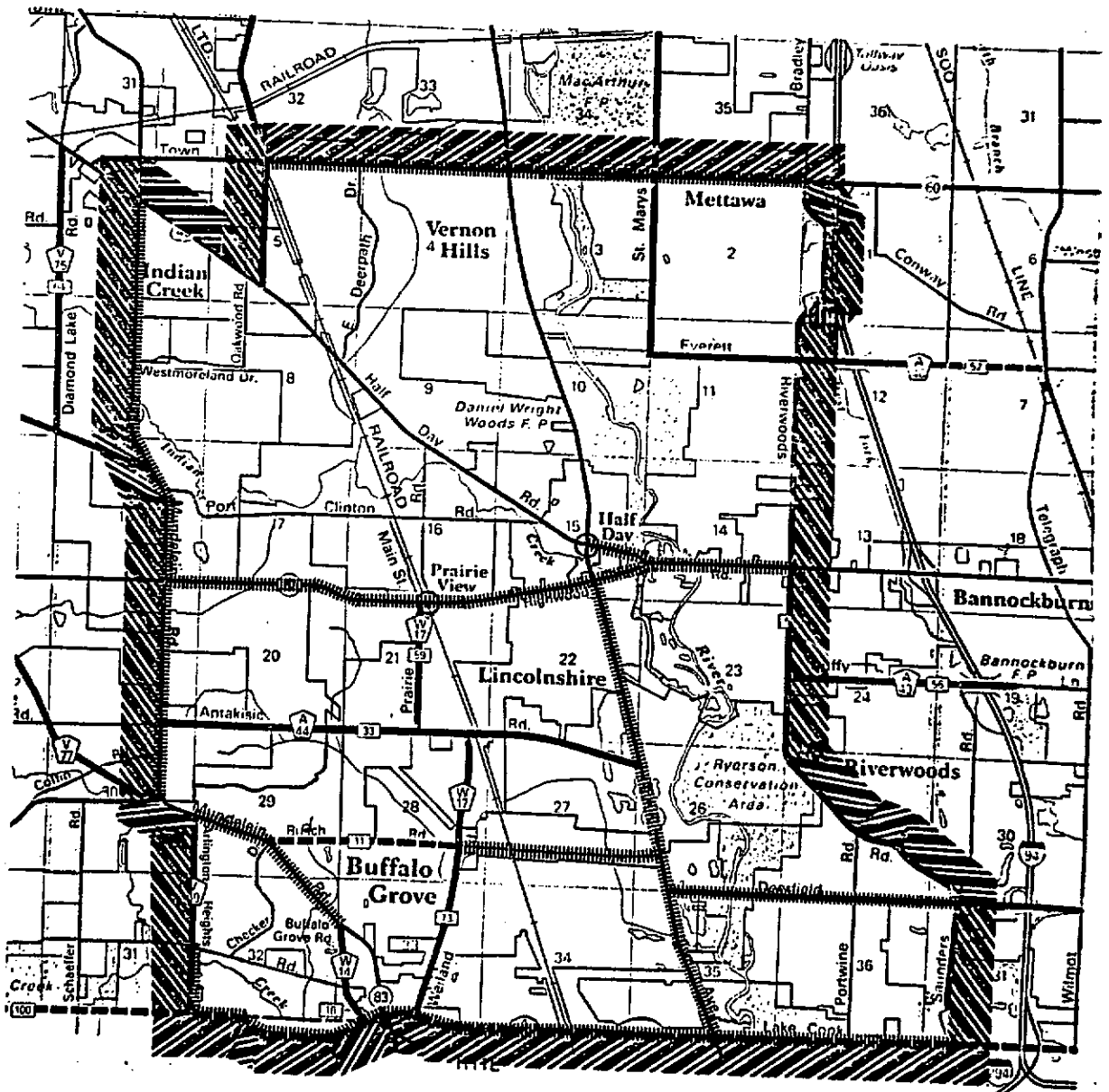
ROADWAY

Existing Travel Lanes in each Direction (vph)		Two Hour 24 Hour Count	ADJUSTMENT FACTORS		One Way 1991 Avg. Weekday PM Peak Volume (vph)	Existing Maximum Per Lane Volume at LOS D Deficiency (vph)	Added Lanes in Each Direction	Added Maximum Per Lane Volume at LOS D (vph)	Percent of Cost Eligible for Impact Fee
Direction	Volume	No. Yr.	Monthly Growth	Peak Hour	Peak Direction	Existing Volume at LOS D Deficiency (vph)	Direction	Volume	Percent
to Quentin Rd.	9,530	8 89	1.07	0.91	0.71	900	1	700	100%
to Cuba Rd.	9,340	7 89	1.07	0.95	0.09	900			
to Fairfield Rd.	11,256	8 89	1.07	0.91	0.71	700			
to Fairfield Rd.	6,106	8 89	1.07	0.91	0.09	1,800			
to Sixtone Path	8,920	7 89	1.07	0.95	0.71	700			
to IL 22	12,954	8 89	1.07	0.91	0.09	1,400			
to Middlethian Rd.	5,310	8 89	1.07	0.91	0.71	1,400			
to Milton Rd.	13,005	8 88	1.10	0.90	0.10	900			
to South Ct.	7,633	8 88	1.10	0.91	0.10	700			
to Lake Cook Rd.	12,403	8 88	1.10	0.91	0.10	700			
to US 12	7,495	8 85	1.03	0.90	0.10	700			
to Rue Royale	11,399	8 88	1.10	0.91	0.10	700			
to IL 22	12,403	8 88	1.10	0.91	0.10	700			
to Long Grove Rd.	6,930	8 89	1.07	0.94	0.10	900			
to Old McHenry Rd.	12,618	6 88	1.10	0.90	0.10	900			
to West Cuba Rd.	11,288	6 88	1.10	0.90	0.10	700			
to East Cuba Rd.	14,251	6 85	1.03	0.90	0.10	900			
to Regent Ct.	33,376	6 85	1.10	0.95	0.10	700			
to Old Rand Rd.	37,472	7 89	1.07	0.95	0.10	1,800			
to IL 22	39,408	7 88	1.10	0.95	0.10	2,400			
to H. Old Rand Rd.	33,745	6 85	1.03	0.90	0.10	1,800			
to Long Grove Rd.	25,891	6 85	1.03	0.90	0.10	1,800			
to Quentin Rd.	32,190	7 89	1.07	0.95	0.10	1,800			
to Timberlake Dr.	27,876	8 89	1.07	0.91	0.10	1,800			
to Old McHenry Rd.	37,452	7 89	1.07	0.95	0.10	1,800			
to Miller Rd.	26,855	7 88	1.10	0.95	0.10	1,800			
to EIA Rd.	33,016	6 85	1.03	0.90	0.10	1,800			
to Cuba Rd.	30,030	8 89	1.07	0.91	0.10	1,800			
to Milton Rd.						1,800			

Notes: A zero (0) in the count month signifies that the count is an Annual Average Daily Count from 1901

682078

LAKE COUNTY  
EXISTING ROADWAY DEFICIENCIES  
FOR IMPACT FEE SERVICE AREA #1  
AUGUST 1991



Lake County Road Improvement Impact Fee  
Existing (1991) Deficiencies on Roadways in Lake County  
August 20, 1991

Impact Fee Service Area 14

ROADWAY		Existing Travel Lanes in each Direction (vpd)		Two Way 24 Hour Volume (vpd)		ADJUSTMENT FACTORS		One Way 1991 Avg Weekday PM Peak Volume (vph)		Existing Maximum Per Lane Volume at LOS D (vph)		Added Maximum Per Lane Volume at LOS D (vph)		Percent of Cost Eligible for Impact Fee	
		Direction	Mo Yr	Mo Yr	Mo Yr	Monthl Growth	Peak Hour	Peak Direction	Volume	Volume	Volume	Volume	Added	Percent	
Aptakistic Rd.	from Barclay Blvd. to Welland Rd.	1	13,230	7,88	1.09	1.02	0.10	0.64	900	900	900	900	100%		
Aptakistic Rd.	from Brandywyn Ln. to IL 83	1	9,839	7,88	1.09	1.02	0.10	0.64	700	700	700	700	100%		
Aptakistic Rd.	from Buffalo Grove Rd to Barclay Blvd.	1	12,193	7,88	1.09	1.02	0.10	0.55	900	900	900	900	100%		
Aptakistic Rd.	from IL 21 to Barclay Blvd.	1	9,412	7,88	1.03	1.02	0.10	0.64	600	700	700	700	100%		
Aptakistic Rd.	from Prairie Rd. to Buffalo Grove Rd	1	12,193	7,88	1.09	1.02	0.10	0.64	900	900	900	900	100%		
Aptakistic Rd.	from Welland Rd. to Prairie Rd.	1	11,480	7,88	1.09	1.02	0.10	0.64	800	900	900	900	100%		
Arlington Hts Rd.	from Cheater Dr. to Fremont Way	2	25,004	8,89	1.06	1.00	0.10	0.55	1,500	1,400	1,400	1,400	100%		
Arlington Hts Rd.	from Fremont Way to Busch Rd.	2	13,203	8,89	1.03	1.00	0.10	0.55	1,600	900	900	900	100%		
Arlington Hts Rd.	from Lake Cook Rd. to Cheater Dr.	1	25,609	7,90	1.03	1.02	0.10	0.55	1,600	900	900	900	100%		
Arlington Hts Rd.	from Aptakistic Rd. to IL 22	0			1.03	1.08	0.10	0.55	0	0	0	0	100%		
Buffalo Grove Rd.	from Busch Rd. to Aptakistic Rd.	0			1.03	1.08	0.10	0.55	0	0	0	0	100%		
Buffalo Grove Rd.	from Cheater Dr. to IL 83	2	11,048	8,90	1.03	1.00	0.10	0.55	1,400	1,400	1,400	1,400	100%		
Buffalo Grove Rd.	from IL 83 to Busch Rd.	0			1.03	1.08	0.10	0.55	0	0	0	0	100%		
Buffalo Grove Rd.	from Lake Cook Rd. to Cheater Dr.	2	8,040	8,89	1.06	1.00	0.10	0.55	500	1,800	700	700	43%		
Busch Pkwy	from US 45 & IL 21 to Welland Rd.	1	16,500	8,89	1.06	1.00	0.10	0.64	1,100	700	700	700	100%		
Busch Rd.	from Buffalo Grove Rd to IL 83	1	10,880	8,89	1.06	1.00	0.10	0.64	700	700	700	700	100%		
Busch Rd.	from Welland Rd. to Buffalo Grove Rd	1	10,880	8,89	1.06	1.00	0.10	0.64	700	700	700	700	100%		
Butterfield Rd.	from Welland Rd. to Buffalo Grove Rd	1	7,429	7,89	1.06	1.02	0.10	0.55	500	700	700	700	100%		
Butterfield Rd.	from Armour Blvd. to IL 60	1	10,950	7,89	1.06	1.02	0.10	0.55	700	700	700	700	100%		
Butterfield Rd.	from US 45 to Armour Blvd.	1	18,728	7,90	1.03	1.02	0.10	0.64	1,300	900	900	900	400		
Deerfield Rd.	from Portwine Rd. to IL 21 & US 45	1	19,963	7,90	1.03	1.02	0.10	0.64	1,300	900	900	900	400		
Deerfield Rd.	from Saunders Rd. to Forest Glen Tr.	1	22,090	6,90	1.03	1.02	0.10	0.64	1,400	900	900	900	500		
Deerfield Rd.	from Riverwoods Rd. to St. Marys Rd.	1	6,700	7,88	1.03	1.00	0.10	0.64	400	900	900	900	200		
Everett Rd.	from Aptakistic Rd. to Riverwoods Rd.	2	33,374	7,88	1.09	1.02	0.10	0.55	2,000	1,800	1,800	1,800	78%		
IL 21	from IL 22 to US 45	2	30,059	6,88	1.09	1.00	0.10	0.55	1,700	1,800	1,800	1,800	100%		
IL 21	from Riverside Dr. to US 45	2	31,800	8,89	1.06	1.00	0.10	0.55	1,900	1,800	1,800	1,800	67%		
IL 21	from US 45 to IL 22	2	23,800	8,89	1.09	1.08	0.10	0.55	1,500	1,800	1,800	1,800	44%		
IL 21 & US 45	from Busch Pkwy to Aptakistic Rd.	2	33,720	7,88	1.09	1.02	0.10	0.55	2,100	1,800	1,800	1,800	67%		
IL 21 & US 45	from Deerfield Rd. to Busch Pkwy	2	39,800	8,89	1.06	1.00	0.10	0.55	2,300	1,800	1,800	1,800	44%		
IL 21 & US 45	from Lake Cook Rd. to Deerfield Rd.	2	36,860	8,89	1.06	1.00	0.10	0.55	2,100	1,800	1,800	1,800	67%		
IL 22	from Buffalo Grove Rd to IL 83	1	17,244	6,88	1.09	0.97	0.10	0.64	1,200	700	700	700	29%		
IL 22	from IL 21 to US 45	1	16,784	6,88	1.09	0.97	0.10	0.64	1,100	900	900	900	78%		
IL 22	from IL 21 to Prairie Rd.	1	16,531	6,88	1.09	0.97	0.10	0.64	1,100	900	900	900	67%		
IL 22	from Prairie Rd. to Buffalo Grove Rd	1	17,244	6,88	1.09	0.97	0.10	0.64	1,200	900	900	900	78%		
IL 22	from Riverwoods Rd. to US 45	1	30,950	6,88	1.09	0.97	0.10	0.64	1,200	900	900	900	67%		
IL 22	from Aspen Dr. to Lakeview Pkwy	2	28,600	8,89	1.09	1.08	0.10	0.64	2,000	1,800	1,800	1,800	33%		
IL 60	from Butterfield Rd. to Aspen Dr.	2	33,368	7,89	1.03	1.00	0.10	0.64	2,400	1,800	1,800	1,800	33%		
IL 60	from IL 21 to St. Marys Rd.	2	30,100	6,88	1.09	1.08	0.10	0.64	2,600	1,800	1,800	1,800	33%		
IL 60	from Lakeview Pkwy to IL 21	2	32,039	6,88	1.03	0.97	0.10	0.64	2,100	1,800	1,800	1,800	33%		
IL 60	from St. Marys Rd. to Riverwoods Rd.	2	29,192	7,88	1.03	0.97	0.10	0.64	1,900	1,800	1,800	1,800	33%		
IL 83	from Aptakistic Rd. to Oak Grove Dr.	1	23,510	8,89	1.06	1.00	0.10	0.55	1,400	900	900	900	65		
IL 83	from Arlington Hts Rd to IL 53	2	18,150	8,89	1.06	1.00	0.10	0.55	1,400	900	900	900	78%		
IL 83	from Buffalo Grove Rd to Busch Rd.	1	23,510	6,88	1.06	1.00	0.10	0.55	1,400	900	900	900	44%		
IL 83	from Busch Rd. to Arlington Hts Rd	1	22,515	6,88	1.09	0.97	0.10	0.55	1,400	900	900	900	22%		
IL 83	from Glimmer Rd. to Westmoreland Rd.	1	26,640	6,88	1.09	0.97	0.10	0.55	1,600	900	900	900	65		
IL 83	from IL 22 to Glimmer Rd.	1	29,745	7,89	1.06	1.02	0.10	0.55	1,900	900	900	900	65		
IL 83	from IL 53 to Aptakistic Rd.	1	13,850	8,89	1.06	1.00	0.10	0.55	1,800	900	900	900	65		
IL 83	from Lake Cook Rd. to Buffalo Grove Rd	1	26,755	6,88	1.09	0.97	0.10	0.55	1,700	900	900	900	11%		

Lake County Road Improvement Impact Fee Existing (1991) Deficiencies on Roadways in Lake County August 20, 1991

Impact Fee Service Area 14

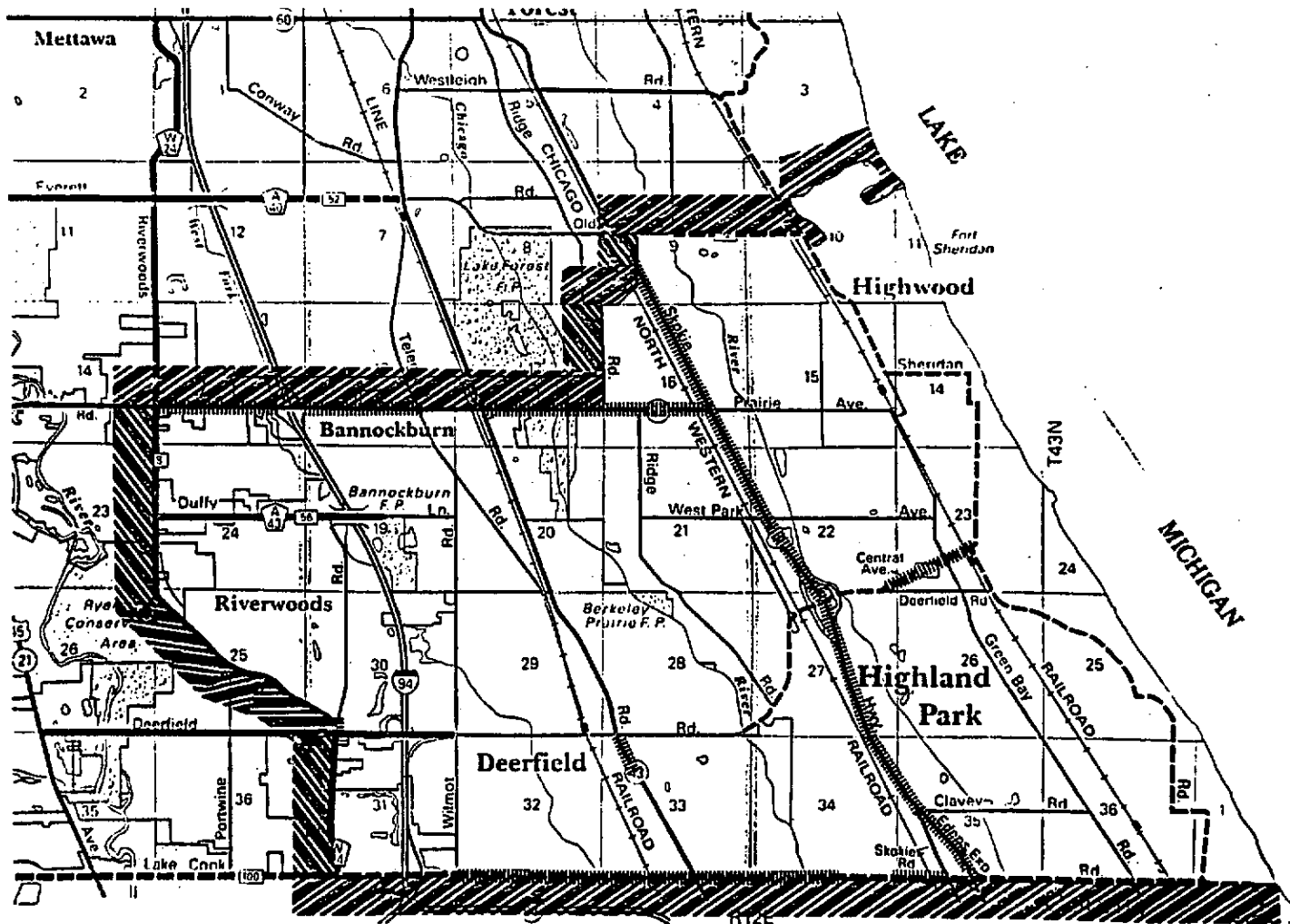
ROADWAY

ROADWAY	Existing Travel Lanes in each Direction	Two Way 24 Hour Count Volume (vph) No Yr	ADJUSTMENT FACTORS			One Way 1991 Avg Weekday PM Peak Volume (vph)	Existing Maximum Per Lane Volume at LOS D (vph)	Existing Deficiency (vph)	Added Lanes in Each Direction	Added Maximum Per Lane Volume at LOS D (vph)	Percent of Cost Eligible for Impact Fee
			Growth	Monthly Variation	Peak Hour						
IL 83 from Westmoreland Rd. to US 45	1	20,700	1.09	1.08	0.10	1,400	900	1	900	44%	
Lake Cook Rd. from Buffalo Grove Rd to Arlington Hts Rd	2	35,530	1.06	1.00	0.10	2,400	1,800				
Lake Cook Rd. from IL 21 & US 45 to Weiland Rd.	2	32,590	1.06	1.00	0.10	2,200	1,600				
Lake Cook Rd. from IL 83 to Buffalo Grove Rd	2	31,940	1.06	1.00	0.10	2,200	1,400				
Lake Cook Rd. from Saunders Rd. to IL 21	2	24,550	1.13	0.99	0.10	1,800	1,400	1	700	43%	
Lake Cook Rd. from Weiland Rd. to IL 83	2	39,750	1.06	1.00	0.10	2,700	1,400				
Prairie Rd. from Aptakistic Rd. to IL 22	1	4,433	1.09	1.02	0.10	300	700				
Riverwoods Rd. from Cambridge Ln. to Duffly Ln.	1	8,920	1.09	0.97	0.10	500	900				
Riverwoods Rd. from Duffly Ln. to Portwine Rd.	1	12,550	1.09	0.97	0.10	700	900				
Riverwoods Rd. from Everett Rd. to IL 22	1	7,713	1.03	1.00	0.10	500	700				
Riverwoods Rd. from Hiawatha Ln. to Saunders Rd.	1	8,205	1.09	0.97	0.10	500	700				
Riverwoods Rd. from IL 22 to Yorkshire Dr.	1	7,834	1.09	0.97	0.10	500	700				
Riverwoods Rd. from IL 60 to Yorkshire Dr.	1	3,230	1.03	1.00	0.10	200	700				
Riverwoods Rd. from Portwine Rd. to Hiawatha Ln.	1	11,293	1.09	0.97	0.10	700	900				
Riverwoods Rd. from Yorkshire Dr. to Cambridge Ln.	1	12,075	1.09	0.97	0.10	700	900				
Saunders Rd. from Deerfield Rd. to Lake Cook Rd.	2	17,960	1.03	0.97	0.10	1,000	1,400				
Saunders Rd. from Riverwoods Rd. to Deerfield Rd.	1	13,260	1.03	0.97	0.10	800	700				
St. Marys Rd. from Riverwoods Rd. to Everett Rd.	1	7,205	1.03	0.97	0.10	400	700				
US 45 from IL 21 to Butterfield Rd.	1	15,946	1.06	1.02	0.10	900	900	1	900	100%	
US 45 from IL 22 to IL 21	1	30,950	1.09	0.97	0.10	1,800	900				
Weiland Rd. from IL 83 to Butterfield Rd.	1	14,122	1.06	1.02	0.10	900	900	1	900	100%	
Weiland Rd. from Busch Rd. to Thompson Blvd.	1	4,758	1.06	1.00	0.10	300	900				
Weiland Rd. from Lake Cook Rd. to Busch Rd.	1	13,830	1.06	1.00	0.10	800	900				
Weiland Rd. from Thompson Blvd. to Aptakistic Rd.	1	7,890	1.09	1.02	0.10	500	900				

Note: A zero (0) in the count month signifies that the count is an Annual Average Daily Count from IDOT.

682051

LAKE COUNTY  
EXISTING ROADWAY DEFICIENCIES  
FOR IMPACT FEE SERVICE AREA #15  
AUGUST 1991



Lake County Road Improvement Impact Fee  
Existing (1991) Deficiencies on Roadways in Lake County  
August 20, 1991

Impact Fee Service Area 15

ROADWAY		Existing Travel Lanes in each Direction	Two Way Volume	Count Date	ADJUSTMENT FACTORS			1991 Avg Weekday PM Peak Volume (vph)	Existing Maximum Per Lane Volume at LOS D (vph)	Existing Deficiency (vph)	Added Lanes in Each Direction	Added Maximum Per Lane Volume at LOS D (vph)	Percent of Cost Eligible for Impact Fee
			(vph)	Mo Yr	Monthly Growth Variation	Peak Hour	Peak Direction						
Central Av.	from Sheridan Rd. to Deerfield Rd.	2	25,700	0 88	1.10	0.09	0.54	1,400	1,200		1	900	44%
Deerfield Rd.	from Central Av. to I 94 E. Ramp	2	31,707	7 90	1.03	0.09	0.54	1,400	1,800		1	900	70%
Deerfield Rd.	from I 94 E. Ramp to I 94 W. Ramp	2	25,700	0 88	1.10	0.09	0.54	1,400	1,400		1	900	44%
Deerfield Rd.	from I 94 W. Ramp to Oakhurst Ln.	2	32,110	7 90	1.03	0.09	0.54	1,400	1,800		1	900	100%
Deerfield Rd.	from Oakhurst Ln. to Saunders Rd.	2	26,816	6 90	1.03	0.09	0.54	1,300	1,800		1	900	67%
Deerfield Rd.	from US 41 to Heather Rd.	2	29,657	6 90	1.03	0.09	0.54	1,400	1,800		1	900	
Deerfield Rd.	from US 41 to Castlewood Ln.	2	27,000	0 88	1.10	0.09	0.54	1,500	1,800		1	900	
Duffy Ln.	from Saunders Rd. to Riverwoods Rd.	1	1,788	6 90	1.03	0.09	0.54	1,200	1,800		1	900	
IL 22	from I 94 E. Ramp to Telegraph Rd.	1	24,700	0 88	1.10	0.09	0.54	100	900	500	1	900	
IL 22	from I 94 E. Ramp to Ridge Rd.	1	24,700	0 88	1.10	0.09	0.54	1,400	900	200	1	900	
IL 22	from I 94 W. Ramp to I 94 E. Ramp	1	20,500	0 88	1.10	0.09	0.54	1,100	900	500	1	900	
IL 22	from Riverwoods Rd. to Telegraph Rd.	1	27,987	6 88	1.10	0.09	0.54	1,400	900	300	1	900	
IL 22	from Deerfield Rd. to Ridge Rd.	1	12,800	0 88	1.10	0.09	0.54	1,200	900	800	1	900	
IL 22	from Deerfield Rd. to West Park Av.	1	21,000	0 88	1.10	0.09	0.54	1,400	900	600	1	900	
IL 22	from Lake Cook Rd. to Osterman Av.	1	25,900	0 88	1.10	0.09	0.54	1,800	1,800		1	900	
IL 43	from West Park Av. to Deerfield Rd.	1	20,100	0 88	1.10	0.09	0.54	1,700	1,800		1	900	
Lake Cook Rd.	from Clavey Rd. to I 94 W. Ramp	1	35,700	0 88	1.10	0.09	0.54	2,000	1,800		1	900	
Lake Cook Rd.	from Green Bay Rd. to I 94 W. Ramp	1	35,700	0 88	1.10	0.09	0.54	2,000	1,800		1	900	
Lake Cook Rd.	from I 94 W. Ramp to I 94 E. Ramp	1	34,800	9 87	1.13	0.09	0.54	1,800	1,800		1	900	
Lake Cook Rd.	from Ridge Rd. to I 94 W. Ramp	1	36,100	0 88	1.10	0.09	0.54	2,000	1,800		1	900	
Lake Cook Rd.	from Red Oak Ln. to Green Bay Rd.	1	35,700	0 88	1.10	0.09	0.54	2,000	1,800		1	900	
Lake Cook Rd.	from Sheridan Rd. to Skokie Valley Rd	1	3,150	0 88	1.10	0.09	0.54	200	700		1	900	
Lake Cook Rd.	from Willow Av. to Yorkshire Ln.	1	9,900	0 88	1.10	0.09	0.54	600	1,400	200	1	900	
Riverwoods Rd.	from Cambridge Ln. to Deerfield Rd.	1	36,100	0 88	1.10	0.09	0.54	2,000	1,800		1	900	
Riverwoods Rd.	from Deerfield Rd. to Saunders Rd.	1	12,075	6 88	1.10	0.09	0.54	2,700	900	100	1	900	
Riverwoods Rd.	from Duffy Ln. to Portwine Rd.	1	13,260	8 90	1.03	0.10	0.54	800	700		1	900	
Riverwoods Rd.	from Miawatha Ln. to Duffy Ln.	1	8,920	6 88	1.10	0.09	0.54	500	700		1	900	
Riverwoods Rd.	from Saunders Rd. to Miawatha Ln.	1	12,550	6 88	1.10	0.09	0.54	700	900		1	900	
Riverwoods Rd.	from Yorkshire Ln. to I 94 W. Ramp	1	6,205	6 90	1.03	0.09	0.54	500	700		1	900	
Saunders Rd.	from Lake Cook Rd. to Deerfield Rd.	1	7,834	6 88	1.10	0.09	0.54	1,000	1,400		1	900	
Sheridan Rd.	from Central Av. to Clay Av.	2	17,990	6 90	1.03	0.09	0.54	200	900		1	900	
Sheridan Rd.	from Clay Av. to Old Elm Rd.	1	3,300	0 88	1.10	0.09	0.54	200	900		1	900	
Sheridan Rd.	from Lake Cook Rd. to Central Av.	1	8,500	0 88	1.10	0.09	0.54	400	900		1	900	
Skokie Valley Rd.	from Lake Cook Rd. to Deerfield Rd.	1	3,300	0 88	1.10	0.09	0.54	200	900		1	900	
S 41	from Deerfield Rd. to West Park Av.	2	18,900	0 88	1.10	0.09	0.54	1,200	1,800	1,700	1	900	
S 41	from Deerfield Rd. to Old Elm Rd.	2	53,600	0 88	1.10	0.09	0.54	3,500	1,800	1,700	1	900	
S 41	from Lake Cook Rd. to Clavey Rd.	2	44,600	0 88	1.10	0.09	0.54	2,900	1,800	1,400	1	900	
S 41	from I 94 W. Ramp to I 94 E. Ramp	3	47,200	0 88	1.10	0.09	0.54	3,100	2,700	1,600	1	900	
S 41	from West Park Av. to I 94 W. Ramp	2	53,600	0 88	1.10	0.09	0.54	3,500	1,800	1,700	1	900	

Note: A zero (0) in the count month signifies that the count is an Annual Average Daily Count from IDOT

**COST TO CURE EXISTING DEFICIENCIES:**

05/05/92

SERVICE AREA #1

<u>Roadway</u>	<u>Limits</u>	<u>State Cost</u>	<u>County Cost</u>	<u>Cost to Cure Existing Deficiency</u>	<u>State Cost to Cure Existing Deficiency</u>	<u>County Cost to Cure Existing Deficiency</u>
IL Rte. 63	IL Rte. 173 to Grass Lake Rd.	4,375,000	0	0	0	0
<b>Total</b>		<b>4,375,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

SERVICE AREA #2

<u>Roadway</u>	<u>Limits</u>	<u>State Cost</u>	<u>County Cost</u>	<u>Cost to Cure Existing Deficiency</u>	<u>State Cost to Cure Existing Deficiency</u>	<u>County Cost to Cure Existing Deficiency</u>
York House Rd. (6)	McCarthy Rd. to I94	0	500,000	0	0	0
Delany Rd.	York Hse Rd. to Wadsworth Rd	0	1,995,000	658,350	0	658,350
IL Rte. 173	I94 to IL Rte. 131	11,250,000	0	112,500	112,500	0
Wadsworth Rd.	Downtown Wadsworth	0	665,000	0	0	0
IL Rte. 131	Kenosha Rd. to York Hse. Rd	5,625,000	0	1,968,750	1,968,750	0
<b>Total</b>		<b>20,035,000</b>	<b>3,160,000</b>	<b>2,739,600</b>	<b>2,081,250</b>	<b>658,350</b>

SERVICE AREA #4

<u>Roadway</u>	<u>Limits</u>	<u>State Cost</u>	<u>County Cost</u>	<u>Cost to Cure Existing Deficiency</u>	<u>State Cost to Cure Existing Deficiency</u>	<u>County Cost to Cure Existing Deficiency</u>
IL Rte. 120	IL Rte. 60 to Wilson Rd.	4,375,000	0	0	0	0
IL Rte. 59	U.S. Rte. 12 to Wilson Rd.	5,625,000	0	0	0	0
IL Rte. 59 (5)	Wilson Rd. to Grass Lake Rd.	5,000,000	0	0	0	0
<b>Total</b>		<b>15,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

682083

SERVICE AREA #5

<u>Roadway</u>	<u>Limits</u>	<u>State Cost</u>	<u>County Cost</u>	<u>Cost to Cure Existing Deficiency</u>	<u>State Cost to Cure Existing Deficiency</u>	<u>County Cost to Cure Existing Deficiency</u>
IL Rte. 83	Rollins Rd. to IL Rte. 132	6,250,000	0	0	0	0
U.S. Rte. 45 (6)	IL Rte. 132 to Rollins Rd.	312,500	0	103,125	103,125	0
IL Rte. 83	Petite Lk. Rd. to Gr. Lake Rd.	3,125,000	0	0	0	0
IL Rte. 59 (4)	Wilson Rd. to Grass Lake Rd.	5,000,000	0	0	0	0
U.S. Rte. 45	Millburn Bypass	437,500	0	0	0	0
Rollins Rd. (7)	IL Rte. 83 to U.S. Rte. 45	3,241,875	3,241,875	162,094	0	162,094
	<b>Total</b>	<b>18,366,875</b>	<b>3,241,875</b>	<b>265,219</b>	<b>103,125</b>	<b>162,094</b>

SERVICE AREA #6

<u>Roadway</u>	<u>Limits</u>	<u>State Cost</u>	<u>County Cost</u>	<u>Cost to Cure Existing Deficiency</u>	<u>State Cost to Cure Existing Deficiency</u>	<u>County Cost to Cure Existing Deficiency</u>
IL Rte. 131	Sunset Ave. to York House Rd.	3,125,000	0	1,750,000	1,750,000	0
Washington St.	U.S. Rte. 45 to IL Rte. 21	7,980,000	7,980,000	638,400	0	638,400
U.S. Rte. 45 (5,7)	IL Rte. 132 to IL Rte. 120	4,375,000	0	2,406,250	2,406,250	0
Delany Rd.	Sunset Ave. to York House Rd.	2,992,500	2,992,500	1,675,800	0	1,675,800
IL Rte. 21	IL Rte. 120 to I94	1,250,000	0	550,000	550,000	0
Hunt Club Rd.	IL Rte. 120 to IL Rte. 132	5,985,000	5,985,000	0	0	0
Almond Rd.	IL Rte. 132 to Washington St.	1,500,000	1,500,000	0	0	0
York House Rd. (2)	McCarthy Rd. to I94	500,000	500,000	0	0	0
Almond Rd.	IL Rte. 120 to Gages Lake Rd.	750,000	750,000	0	0	0
IL Rte. 132	U.S. Rte. 45 to Hunt Club Rd.	8,000,000	0	0	0	0
	<b>Total</b>	<b>36,457,500</b>	<b>19,707,500</b>	<b>7,020,450</b>	<b>4,706,250</b>	<b>2,314,200</b>



SERVICE AREA #7

Roadway	Limits	Cost	State Cost	County Cost	Cost to Cure Existing Deficiency	State Cost to Cure Existing Deficiency	County Cost to Cure Existing Deficiency
U.S. Rte. 45 (6,8)	Rollins Rd. to Peterson Rd.	6,562,500	6,562,500	0	2,559,375	2,559,375	0
Cedar Lake Rd.	Rollins Rd. to Park Rd.	1,995,000	0	1,995,000	59,850	0	59,850
IL Rte. 83	Rollins Rd. to Peterson Rd.	15,000,000	15,000,000	0	300,000	300,000	0
Midlothian Rd.	IL Rte. 137 to Peterson Rd.	1,000,000	0	1,000,000	0	0	0
Rollins Rd. (5)	IL Rte. 83 to U.S. Rte. 45	3,241,875	0	3,241,875	0	0	0
Washington St.	IL Rte. 83 to Clge. Lake Co.	1,995,000	0	1,995,000	0	0	0
Peterson Rd. (10)	IL Rte. 60 to U.S. Rte. 45	1,875,000	0	1,875,000	0	0	0
IL Rte. 60 (9)	Fairfield Rd. to Peterson Rd.	2,500,000	2,500,000	0	0	0	0
IL Rte. 120	Wilson Rd. to Cedar Lake Rd.	3,750,000	3,750,000	0	0	0	0
Total		37,919,375	27,812,500	10,106,875	2,919,225	2,859,375	59,850

SERVICE AREA #8

Roadway	Limits	Cost	State Cost	County Cost	Cost to Cure Existing Deficiency	State Cost to Cure Existing Deficiency	County Cost to Cure Existing Deficiency
22nd St.	IL Rte. 43 to U.S. Rte. 41	1,496,250	0	1,496,250	0	0	0
U.S. Rte. 45 (7)	IL Rte. 120 to Peterson	2,500,000	2,500,000	0	375,000	375,000	0
Butterfield Rd. (10)	IL Rte. 137 to IL Rte. 60	4,738,125	0	4,738,125	1,800,488	0	1,800,488
IL Rte. 21	IL Rte. 120 to IL Rte. 137	7,500,000	7,500,000	0	3,075,000	3,075,000	0
Bradley Rd.	IL Rte. 176 to IL Rte. 43	1,250,000	0	1,250,000	0	0	0
Pulaski Dr.	IL Rte. 43 to U.S. Rte. 41	997,500	0	997,500	139,650	0	139,650
Peterson Rd. (10)	U.S. Rte. 45 to IL Rte. 137	498,750	0	498,750	0	0	0
IL Rte. 137	Peterson Rd. to U.S. Rte. 45	2,500,000	2,500,000	0	0	0	0
Buf. Grove Rd.	Allanson Rd. to N. of IL Rte 60	492,000	0	492,000	0	0	0
Pulaski Dr.	O'Plaine Rd. to IL Rte. 43	2,460,000	0	2,460,000	0	0	0
IL Rte. 176	194 to Bradley Rd.	625,000	625,000	0	356,250	356,250	0
IL Rte. 176 (11)	Bradley Rd. to E&E Railroad	937,500	937,500	0	665,625	665,625	0
IL Rte. 60 (14)	Des Plaines Av. to Btrfld Rd.	3,200,000	3,200,000	0	2,144,000	2,144,000	0
IL Rte. 21	IL Rte. 60 to Golf Rd.	8,000,000	8,000,000	0	0	0	0
Allanson Rd.	IL Rte. 21 to Butterfield Rd.	1,500,000	0	1,500,000	0	0	0
Total		38,695,125	25,262,500	13,432,625	8,556,013	6,615,875	1,940,138

SERVICE AREA #9

Roadway	Limit	State Cost	County Cost	Cost to Cure Existing Deficiency	State Cost to Cure Existing Deficiency	County Cost to Cure Existing Deficiency
IL Rte. 120	Fisher Rd. to IL Rte. 120/60	3,125,000	0	0	0	0
Gilmer Rd.	Fish Lake Rd. to Gossell Rd.	300,000	300,000	0	0	0
IL Rte. 60 (7)	Fairfield Rd. to Peterson Rd.	2,500,000	0	0	0	0
Bonner Rd.	U.S. Rte. 12 to Darrell Rd.	1,250,000	1,250,000	0	0	0
	Total	7,175,000	1,550,000	0	0	0

SERVICE AREA #10

Roadway	Limit	State Cost	County Cost	Cost to Cure Existing Deficiency	State Cost to Cure Existing Deficiency	County Cost to Cure Existing Deficiency
IL Rte. 83 (14)	U.S. Rte. 45 to Gilmer Rd.	2,500,000	0	1,525,000	1,525,000	0
U.S. Rte. 45	Peterson Rd. to Dunbar Rd.	3,750,000	0	825,000	825,000	0
Birfield Rd. (8,14)	IL Rte. 137 to U.S. Rte. 45	5,486,250	5,486,250	1,755,600	0	1,755,600
U.S. Rte. 45 (14)	Butterfield Rd. to IL Rte. 83	1,250,000	0	0	0	0
Peterson Rd. (7)	IL Rte. 60 to U.S. Rte. 45	1,875,000	1,875,000	0	0	0
Peterson Rd. (8)	U.S. Rte. 45 to IL Rte. 137	498,750	498,750	2,340,000	2,340,000	0
IL Rte. 60	U.S. Rte. 45 to Btrfield Rd.	3,000,000	0	0	0	0
	Total	18,360,000	7,860,000	6,445,600	4,690,000	1,755,600

SERVICE AREA #11

Roadway	Limit	State Cost	County Cost	Cost to Cure Existing Deficiency	State Cost to Cure Existing Deficiency	County Cost to Cure Existing Deficiency
IL Rte. 22 (15)	Riverwoods Rd. to Ridge Rd.	3,750,000	0	1,237,500	1,237,500	0
IL Rte. 176 (8)	Bradley Rd. to EJE Railroad	937,500	0	937,500	937,500	0
IL Rte. 176	EJE Railroad to U.S. Rte. 41	2,500,000	0	1,950,000	1,950,000	0
	Total	7,187,500	0	4,125,000	4,125,000	0

SERVICE AREA #12

<u>Roadway</u>	<u>Limits</u>	<u>Cost</u>	<u>State Cost</u>	<u>County Cost</u>	<u>Cost to Cure Existing Deficiency</u>	<u>State Cost to Cure Existing Deficiency</u>	<u>County Cost to Cure Existing Deficiency</u>
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None

SERVICE AREA #13

<u>Roadway</u>	<u>Limits</u>	<u>Cost</u>	<u>State Cost</u>	<u>County Cost</u>	<u>Cost to Cure Existing Deficiency</u>	<u>State Cost to Cure Existing Deficiency</u>	<u>County Cost to Cure Existing Deficiency</u>
IL Rte. 83 (14)	Gilmer Rd. to IL Rte. 53	2,812,500	2,812,500	0	2,587,500	2,587,500	0
IL Rte. 83 (14)	IL Rte. 53 to Arlington Hgts Rd	312,500	312,500	0	312,500	312,500	0
IL Rte. 22	U.S. Rte. 12 to IL Rte. 83	15,625,000	15,625,000	0	1,406,250	1,406,250	0
Quantin Rd.	U.S. Rte. 12 to Old McHenry Rd.	7,481,250	0	7,481,250	299,250	0	299,250
Old McHenry Rd.	Fairfield Rd. to Quantin Rd.	997,500	0	997,500	0	0	0
<b>Total</b>		<b>27,228,750</b>	<b>18,750,000</b>	<b>8,478,750</b>	<b>4,605,500</b>	<b>4,306,250</b>	<b>299,250</b>

SERVICE AREA #14

Roadway	Limits	Cost	State Cost	County Cost	Cost to Cure Existing Deficiency	State Cost to Cure Existing Deficiency	County Cost to Cure Existing Deficiency
Aptakisic Rd.	Buf. Grv. Rd. to U.S. 45/IL 21	3,990,000	0	3,990,000	0	0	0
IL Rte. 83 (10,13)	U.S. Rte. 45 to IL Rte. 53	5,312,500	5,312,500	0	4,250,000	4,250,000	0
IL Rte. 83 (13)	IL Rte. 53 to Arlington Hgts Rd	312,500	312,500	0	0	0	0
IL Rte. 83	Arln. Hgts Rd. to Bf. Grv. Rd	3,750,000	3,750,000	0	1,462,500	1,462,500	0
Butterfield Rd. (10)	IL Rte. 60 to U.S. Rte. 45	748,125	0	748,125	0	0	0
Busch Rd.	IL Rte. 83 to WI Cen. RR	2,992,500	0	2,992,500	568,575	568,575	568,575
Busch Rd.	WI Cen. RR to IL Rte. 21	3,075,000	0	3,075,000	861,000	861,000	861,000
U.S. Rte. 45	Butterfield Rd. to IL Rte. 21	7,500,000	7,500,000	0	0	0	0
IL Rte. 22	Butterfield Rd. to Riverwoods Rd.	10,625,000	10,625,000	0	5,312,500	5,312,500	0
Buffalo Grove Rd.	IL Rte. 83 to IL Rte. 60	9,975,000	0	9,975,000	0	0	0
Prairie Rd.	Weiland Rd. to Prairie Rd.	1,845,000	0	1,845,000	0	0	0
U.S. Rte. 45 (10)	IL Rte. 83 to Butterfield Rd.	1,250,000	1,250,000	0	0	0	0
IL Rte. 60 (8)	Des Plaines Rv. to Btrfld Rd.	3,200,000	3,200,000	0	1,664,000	1,664,000	0
IL Rte. 21	IL Rte. 60 to Lake-Cook Rd.	25,000,000	25,000,000	0	5,500,000	5,500,000	0
Aptakisic Rd.	IL Rte. 83 to Buffalo Gr. Rd.	2,493,750	0	2,493,750	0	0	0
Lake-Cook Rd.	IL Rte. 21 to Saunders Rd.	6,000,000	0	6,000,000	3,420,000	3,420,000	3,420,000
Total		88,069,375	56,950,000	31,119,375	23,038,575	18,189,000	4,849,575

SERVICE AREA #15

Roadway	Limits	Cost	State Cost	County Cost	Cost to Cure Existing Deficiency	State Cost to Cure Existing Deficiency	County Cost to Cure Existing Deficiency
Deerfield Rd	194 to Wilmont Rd.	997,500	0	997,500	0	0	0
IL Rte. 22	Ridge Rd. to U.S. Rte. 41	1,875,000	1,875,000	0	618,750	618,750	0
IL Rte. 22 (11)	Riverwoods Rd. to Ridge Rd.	3,750,000	3,750,000	0	1,237,500	1,237,500	0
Lake-Cook Rd.	Saunders Rd. to 194	2,000,000	0	2,000,000	0	0	0
Total		8,622,500	5,625,000	2,997,500	1,856,250	1,856,250	0

\* - Estimated

Summary: All Service Areas

<u>Cost</u>	<u>State Cost</u>	<u>County Cost</u>	<u>Cost to Cure Existing Deficiency</u>	<u>State Cost to Cure Existing Deficiency</u>	<u>County Cost to Cure Existing Deficiency</u>
Total 327,492,000	225,837,500	101,654,500	61,571,431	49,532,375	12,039,056

**RESOLUTION**

**INTENT TO CURE EXISTING ROADWAY  
CAPACITY DEFICIENCIES WHERE PRACTICABLE**

WHEREAS, Chapter 121, Section 5-910 of the Illinois Revised Statutes, as amended, requires that local governments imposing road improvement impact fees must make a commitment to cure existing deficiencies where practicable relating to roads, streets, and highways;

NOW, THEREFORE, BE IT RESOLVED, by the Lake County Board as follows:

It is the intention of the County Board to cure current roadway capacity deficiencies, where practicable, by the year 2005, as determined in the 1990-1991 study of existing roadway capacity deficiencies as contained in this Appendix C.

**LAKE COUNTY TAX FUNDING SOURCES**

<u>Name</u>	<u>Use</u>	<u>Max.<sup>1,4</sup> Limit</u>	<u>1990 Rate</u>	<u>1990 Levy (Collection)</u>	<u>1990<sup>4</sup> Max. Levy</u>
County Highway Tax	Operations and Maintenance (Could be used for improvements)	.10%	.069%	\$ 5,200,000	\$ 7,400,000
Matching Tax	Maintenance and Improvements	.05%	.037%	\$ 2,700,000	\$ 3,700,000
County Bridge Tax	Maintenance and Improvements	.05%	.010%	\$ 720,000	\$ 3,700,000
Motor Fuel Tax (share of State tax)	Maintenance and Improvements	-----	-----	<u>\$ 5,600,000<sup>2,3</sup></u>	<u>\$ 5,600,000<sup>2,3</sup></u>
			<b>Total</b>	\$ 14,220,000 <sup>1</sup>	\$ 20,400,000
			<b>Total for Construction</b>	\$ 9,020,000	\$ 15,200,000

**Notes:**

1. Rate per \$100 of equalized assessed valuation.
2. Includes high growth County assistance of \$300,000 per year for 5 years
3. These County levies for highway purposes on a representative tax bill are about 1.3% of the total real estate tax bill. On a \$2,600 tax bill that would be about \$35.00.
4. 1/27/92: These limits are now subject to the "Property Tax Cap" legislation enacted by the Illinois General Assembly.
5. 1/27/92: This amount has been temporarily reduced by the "budget agreement" enacted by the Illinois General Assembly.

The Counties of DuPage, Kane and McHenry are authorized to levy up to 4¢ per gallon of Motor Fuel Tax for roads and waterways by County Board action as part of the last State gas tax increases. Lake and Will Counties were not included in the final bill even though the Lake County Board supported it as part of their legislative package. Cook County can levy an unlimited Motor Fuel Tax for general revenue purposes under its home rule powers.

A 4¢ Lake County option Motor Fuel Tax would generate approximately \$9.6 million per year.

682092

**THE OFFICIALLY PUBLISHED COPY OF THE  
LAKE COUNTY FAIR SHARE ROAD IMPROVEMENT IMPACT FEE ORDINANCE**

**As Adopted by the  
LAKE COUNTY BOARD  
JUNE 8, 1992**

**Lake County Division of Transportation  
600 W. Winchester Road  
Libertyville, Illinois 60048**



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**Lake County Fair Share Road  
Improvement Impact Fee Ordinance**

AN ORDINANCE ADOPTING A FAIR SHARE ROAD IMPROVEMENT IMPACT FEE FOR THE COUNTY OF LAKE; PROVIDING FOR A TITLE; SETTING FORTH A PURPOSE; PROVIDING OPERATIONAL DEFINITIONS; PROVIDING FOR AUTHORITY OF THE PUBLIC SERVICE COMMITTEE; PROVIDING FOR AUTHORITY OF COUNTY ENGINEER; PROVIDING FOR INTERPRETATION OF ORDINANCE AND FEE SCHEDULE; PROVIDING THAT ALL DEVELOPERS OF NEW DEVELOPMENT PAY A FAIR SHARE FEE; PROVIDING FOR ASSESSMENT OF FEE; PROVIDING FOR TIMING OF PAYMENT OF FEE; PROVIDING FOR FAIR SHARE FEE AGREEMENTS; PROVIDING FOR INTERGOVERNMENTAL AGREEMENTS; PROVIDING A FAIR SHARE ROAD IMPROVEMENT IMPACT FEE SCHEDULE; PROVIDING FOR INDIVIDUAL ASSESSMENT OF IMPACTS; PROVIDING FOR IMPROVEMENT CREDIT AGREEMENTS; PROVIDING FOR THE ESTABLISHMENT OF SERVICE AREAS; PROVIDING FOR USE OF FUNDS COLLECTED; PROVIDING FOR REFUNDS; PROVIDING FOR EXEMPTIONS; PROVIDING FOR AN ADVISORY COMMITTEE; PROVIDING FOR REVIEW OF LAND USE ASSUMPTIONS AND UPDATE OF COMPREHENSIVE ROAD IMPROVEMENT PLAN; PROVIDING FOR REVIEW OF ORDINANCE; PROVIDING FOR APPEALS; PROVIDING FOR AN EFFECTIVE DATE; PROVIDING FOR PENALTIES; PROVIDING FOR DISTRIBUTION; AND PROVIDING FOR SEVERABILITY.

**WHEREAS**, the County Board of Lake County supports responsible new development within the County;

**WHEREAS**, additional road improvements are needed to serve new development;

**WHEREAS, Lake County does not have sufficient revenue to ensure that adequate road improvements will be in place when needed by new development;**

**WHEREAS, the County Board of Lake County has determined that the fair share road improvement impact fees shall be expended on those road improvements within the service area or areas as specified in the comprehensive road improvement plan, as updated from time to time;**

**WHEREAS, the County Board of Lake County has determined that fair share road improvement impact fees are an equitable and financially responsible approach to ensuring that adequate road, streets and highways will be available when needed to serve new development;**

**WHEREAS, the County has the authority to adopt a fair share road improvement impact fee ordinance pursuant to statutory authority and other applicable law;**

**WHEREAS, the County Board of Lake County has committed itself to developing and implementing a fair share road improvement impact fee program to mitigate the adverse traffic impacts of new development;**

**WHEREAS, this Road Improvement Impact Fee Ordinance is intended to comply in all respects with the Illinois Road Improvement Impact Fee Law, Ill. Rev. Stat. ch. 121, sec. 5-901 et seq.; and**

682098

**WHEREAS, in full compliance with statutory requirements, the County has previously adopted land use assumptions and has approved a Comprehensive Road Improvement Plan as background data for implementing this Ordinance; and**

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

**Section One. Title.**

**This Ordinance shall be known and may be referred to as the "Lake County Fair Share Road Improvement Impact Fee Ordinance".**

**Section Two. Purpose.**

1. The County Board of Lake County recognizes that development in the County will require that the capacity of the road, street and highway systems in the County be expanded and that without a funded program for roadway improvements, new development will have an adverse impact on the health, safety and welfare of the citizens of the County.
  
2. The purpose of this Ordinance is to ensure that new development that is approved for construction in the County pays a fair share of the costs of road improvements expended to serve new development. To that end, the imposition of such road improvement impact fees is designed to supplement other funding sources so that the burden of paying for road improvements is allocated in a fair and equitable manner and orderly growth is promoted throughout the County.



**Section Three. Definitions.**

1. **"Advisory Committee"** means the persons selected from the public and private sectors in accordance with the provisions of Section Nineteen hereof to advise in the development and implementation of the Comprehensive Road Improvement Plan and the periodic update of the plan.
2. **"Affordable housing"** means those housing units certified by the Lake County Affordable Housing Commission as affordable housing pursuant to authority granted by the Lake County Board.
3. **"Assisted financing"** means the financing of residential development by the Illinois Housing Development Authority and includes loans to developers for multi-unit residential development and loans to purchasers of single family residences, including condominiums and townhouses.
4. **"Average trip rate for peak hour of adjacent street traffic"** means the weighted average trip rate during the hour of the highest volume of traffic passing the site on adjacent streets between 4:00 p.m. and 6:00 p.m.

5. **"Certificate of occupancy"** means a permit issued by either the County or a municipality as a condition of occupancy, and includes any temporary occupancy permit as well as any permanent approval.
6. **"Comprehensive Road Improvement Plan"** means the plan for road improvements prepared and adopted by the County in consultation with the Advisory Committee.
7. **"County"** means the County of Lake, Illinois.
8. **"County Board"** means the County Board of Lake County, Illinois.
9. **"County Engineer"** means the County of Lake's County Engineer.
10. **"County Motor Fuel Tax"** means a county-wide tax on the sale of motor fuel at retail for the operation of motor vehicles enacted by the Lake County Board pursuant to statutory authority.
11. **"Developer"** means a person, corporation, organization, or other legal entity undertaking new development.

12. **"Dwelling"** means any building or portion thereof which is designated or used for residential purposes.
13. **"Dwelling, attached"** means a dwelling containing two (2) or more adjoining dwelling units, each of which is separated from the others by one (1) or more unpierced walls from floor to roof.
14. **"Dwelling, multiple family"** means a building designed for or containing two (2) or more dwelling units, sharing access from a common hall, stair or balcony.
15. **"Dwelling, single family"** means a dwelling containing one (1) dwelling unit.
16. **"Encumbered"** means legally obligated or otherwise committed to use under contract or purchase order.
17. **"Engineer"** means an engineer registered as such and licensed to practice in the State of Illinois.
18. **"Existing deficiency"** means existing roads, streets, or highways operating at a level of service below Level of Service D for the year of adoption of this Ordinance.

19. **"Fee payer"** means a person, or his or her successors in interest, undertaking new development who pays a fair share road improvement impact fee in accordance with the terms of this Ordinance.
20. **"First-in-first-out (FIFO)"** means a method of allocating monies between monies on hand and monies spent on the assumption that money is used in the order in which it is received.
21. **"Hospital"** means any institution where medical or surgical care is given to non-ambulatory and ambulatory patients, and overnight accommodations are provided. This does not include medical clinics (facilities that provide diagnoses and outpatient care only) or to nursing homes (facilities devoted to the care of persons unable to care for themselves).
22. **"Hotel"** means a building designed for transient occupancy containing rooms or suites accessible from a common hall or entrance, providing living, sleeping and toilet facilities; a general kitchen and a dining room may be provided.
23. **"Land use assumptions"** means a description of the service area or areas and the roads, streets or highways incorporated therein, and includes projections relating to changes in land uses, densities and population growth rates which affect the level of traffic within the service area or areas for a ten (10) year period of time.

24. **"Level of service"** is a measure of roadway sufficiency of traffic flow, in which tolerable operating speeds are assessed, and in which changes in operating conditions, fluctuations in volume, and temporary restrictions to flow are evaluated.
25. **"Level of service D,"** as defined in the 1985 Highway Capacity Manual Special Report, 209, p. 11-4, as published by the Transportation Research Board.
26. **"Necessary appurtenances"** includes, but is not limited to, bridges, tollway ramps, traffic control, and drainage improvements.
27. **"New development"** means any construction, reconstruction, redevelopment, structural alteration, relocation or enlargement of residential, commercial, industrial or other building(s) or structure(s), or any changes in the use of any such building(s) or structure(s) or land use that will generate additional traffic in terms of trip rate for peak hour of adjacent street traffic within the service area or areas of the County.
28. **"Non-commencement"** means the cancellation of construction activity making a material change in a structure, or the cancellation of any other new development activity making a material change in the use or appearance of land.

29. **"Non-residential development"** means new development not involving dwelling units.
30. **"Person"** means an individual, corporation, governmental agency, business trust, estate, trust, partnership, association, two (2) or more persons having joint or common interest, or any other legal entity.
31. **"Procedures manual"** means a document developed by the County Engineer and available from the Division of Transportation which sets forth the procedures, processes, and forms to be used in the administration of this Ordinance.
32. **"Public Service Committee"** means the Public Service Committee of the Lake County Board or its successor committee.
33. **"Residential development"** means the new development of dwelling units.

AMENDED See Attachment "A"

- ~~34. "Restaurant" means eating establishments with varying turnover rates, as described in Trip Generation (5th ed. Institute of Transportation Engineers).~~

- 35. **"Road capacity"** means the maximum number of vehicles which have a reasonable expectation of passing over a given section of a lane or a roadway in one direction, or in both directions for a two-lane, three-lane, or four-lane road, street or highway, during a given time period under prevailing traffic conditions at an identified level of service.
  
- 36. **"Road improvements"** means the improvement, expansion, enlargement or construction of County roads, streets or highways, including bridges and traffic control improvements, and drainage improvements related thereto and the improvement, expansion, enlargement or construction of roads, ramps, streets, highways or tollway ramps under the jurisdiction of the State of Illinois, and drainage improvements related thereto but not including tollways.
  
- 37. **"Road improvement capital costs"** include, but are not limited to, capital costs associated with the construction of new or expanded road improvements, the need for which is generated by new development, and the land acquisition, land improvement, planning, design, and engineering related thereto. Such construction costs of new or expanded road improvements do not include routine and periodic maintenance expenditures, resurfacing or rehabilitation of existing pavement structures, or personnel, training, or other operating costs, but do include the costs of financing such road improvements and reasonable administrative costs for administering the impact fee program.

38. **"Road improvement impact fee"** means the fair share impact fee imposed upon new development by this Ordinance as a condition to the issuance of a building permit or a certificate of occupancy.
39. **"Roads, streets or highways"** means any road, street or highway which has been designated for improvement in the Comprehensive Road Improvement Plan, together with all necessary appurtenances thereto.
40. **"Service area"** means the land within the boundaries shown on Exhibit B to this Ordinance, and which are designated in the Comprehensive Road Improvement Plan.
41. **"Site specific development approval"** means an approval of a plan submitted by a developer that constitutes a final exercise of discretion by a municipality, as determined by the affected municipality, and/or the approval by the County of a special or conditional use permit, a final plat, and a final development plan that also constitutes its final exercise of discretion.
42. **"Specifically and uniquely attributable"** shall have the same meaning as that term is used in Ill. Rev. Stat. ch. 121, par. 5-901, et seq.
43. **"Superintendent of Highways"**....see definition for County Engineer.



44. "State road improvement" means those marked or unmarked state roads, and the intersections or approaches thereto.
45. "Use, light industrial" means a use which is primarily involved in commercial manufacture of products. Industrial uses may include any function primarily involved in assembling, cleaning, compounding, fabricating, packaging, processing or production which results in material output storing or testing of a product.
46. "Use, office" means a building or portion thereof where services, clerical work, professional duties and related activities are carried out. Services offered are on an individual-to-individual basis as opposed to services performed on objects or personal property. Office uses include, but are not limited to, barber and beauty shops, brokerage offices, insurance offices, professional offices (ie. - accountants, lawyers, etc.), medical and dental offices or clinics, real estate offices, ticket offices and travel agencies.
47. "Use, commercial retail" means a use of land devoted to business operations involved in the retail sale of goods and material commodities to the ultimate consumer and may include the servicing of objects and/or goods so sold, either at the same location or at a location where such servicing is the primary use. Retail sales and/or service uses include, but are not limited to camera shops,

clothing stores, department stores, discount stores, drug stores, furniture stores, funeral homes, garden centers, grocery stores and supermarkets, gasoline service stations, hardware stores, home appliance stores, jewelry stores, kennels, veterinary clinics, lawnmower repair shops, laundries and dry cleaners, liquor stores, pawnshops, retail bakeries, shopping centers, taverns and lounges, toy stores, tobacco stores, upholstery shops and vehicle sales, supplies and services.

48. "Working day" means any day on which the offices of the County are officially open, not including Saturdays, Sundays and other holidays designated by the County Board.

**Section Four. Responsibilities of the Public Service Committee.**

In addition to the authority granted the Public Service Committee by other applicable rules and regulations, the Public Service Committee shall have the following powers and responsibilities under the provisions of this Ordinance:

1. To consider such appeals from the decisions of the County Engineer which may be filed pursuant to the provisions of Section Twenty-Two and make recommendations thereon to the County Board;
2. To consider the bi-annual report of the County Engineer pursuant to the provisions of Section Twenty-One and make such recommendations to the County Board as it deems appropriate regarding the amendment of this Ordinance; and
3. To consider such amendments to this Ordinance as may be recommended or requested from time to time and make such recommendations to the County Board as it deems appropriate.

**Section Five. Responsibilities of the County Engineer.**

In addition to the authority granted the County Engineer under other applicable rules and regulations, the County Engineer shall have the following powers and responsibilities in the Administration of this Ordinance:

1. To interpret the provisions of the Ordinance;
2. To review, approve and disapprove the calculation of such fees as may be required under the provisions of this Ordinance;
3. To review, approve and disapprove the independent assessment calculations submitted under the provision of Section Thirteen;
4. To review, approve and disapprove fair share fee agreements under the provisions of Section Ten;
5. To review, approve or disapprove the improvement credit agreements submitted under the provision of Section Fourteen;
6. To review, approve or disapprove an application for a refund under the provisions of Section Seventeen;

7. To act as the Secretary to the Public Service Committee to process appeals under the provisions of Section Twenty-Two;
8. To review the provisions of this Ordinance bi-annually and recommend appropriate amendments to the Public Service Committee;
9. To review proposed amendments to the Ordinance and make recommendations thereon to the Public Service Committee;
10. To institute any appropriate action to enforce the provision of this Ordinance as set out in Section Twenty-Four;
11. To coordinate the requirements of this Ordinance with the governmental authority having land-use regulatory authority over a development which is required to pay a fee under the provisions of this Ordinance; and
12. To perform such other duties as may be required to properly administer the provisions of this Ordinance.

**Section Six.      Interpretation of Ordinance and Fee Schedule.**

Interpretation of the provisions of this Ordinance, the fee schedule and individual assessments shall be made by the County Engineer of Lake County. Whenever necessary, the County Engineer may use Trip Generation (5th ed. Institute of Transportation Engineers) or the Highway Capacity Manual (Special Report 209, Transportation Research Board), as may be amended from time to time, or locally obtained empirical data, in making such interpretations. The County Engineer shall establish a Procedures Manual identifying the procedures the Division of Transportation will utilize in administering this Ordinance.

**Section Seven. All Developers of New Development to Pay Fair Share Fee.**

Unless otherwise expressly exempted under Section Eighteen, all developers of new development within a designated road improvement service area shall pay a fair share road improvement impact fee to the County in accordance with the terms and conditions of this Ordinance.

**Section Eight. Assessment of Impact Fees.**

Impact fees shall be assessed by the County at the time of final plat approval. If the plat is subsequently vacated, then a new assessment shall be made by the County at the time of approval of a new final plat. If no plat approval is necessary, the fees shall be assessed at the time the building permit is issued by either the County or a municipality. If the building permit subsequently expires, then a new assessment shall be made at the time a new building permit is issued.



**Section Nine. Timing of Payment of Fees.**

1. Except as may be provided by fee agreement pursuant to Section Ten, fair share road improvement impact fees for development consisting of one (1) single family dwelling imposed pursuant to this Ordinance shall be collected in full prior to the issuance of a building permit by either a municipality or the County.
2. Except as may be provided by fee agreement pursuant to Section Ten, fair share road improvement impact fees for all other development imposed pursuant to this Ordinance shall be collected in full prior to the issuance of a certificate of occupancy by either a municipality or the County, provided that the developer and the County have entered into an agreement which provides that the developer must notify the County when a building permit or certificate of occupancy has been issued. If there is no agreement regarding such notice, then the Fee Payer shall pay the fee as a condition to the issuance of a building permit.
3. Municipalities are not responsible for collecting impact fees for the County under the Ordinance, but shall not issue building permits to a developer until the developer gives the municipality proof of either payment of the impact fee or of possession of a fully executed Fair Share Fee Agreement. The County and municipalities may enter into intergovernmental agreements that provide for the cooperative collection of the fees.

4. **Municipalities shall provide the County with a notice of issuance of building permits in accordance with the provision of Ill. Rev. Stat. ch. 24, par. 11-39-1, and shall submit a copy of the developer's receipt of payment of the impact fee or executed fair share fee agreement along with such notice.**

**Section Ten. Fair Share Fee Agreements.**

1. At any time prior to the assessment of an impact fee, at the option of the County, the Fee Payer may enter into a fair share fee agreement with the County providing for payment of the impact fee imposed by this Ordinance, in accordance with application requirements specified by the County Engineer. Such Fee Agreement may provide for the reduction of the fee through transportation systems management strategies, construction credits, credit and security arrangements and other matters relating to the fee.
  
2. The fair share fee agreement may also provide for the installment payment of the fee at the option of the County at a rate of interest which is the greater of nine percent (9%) per annum or seventy percent (70%) of the prime commercial rate in effect at the time that the fee is imposed, for a period of up to six (6) years after the fee is due, provided that the County receives adequate security ensuring such later payment of the fee. Security provided for the payment of any fee due under the provisions of this Ordinance may be in the form of a promissory note, cash bond, security bond, an irrevocable letter of credit, or a lien or mortgage on the lands to be covered by the building permit. The Fee Agreement may provide that such security may be partially releasable upon receipt of partial payments of

the fee. Fee Payers shall be charged a rate of interest which is the greater of nine percent (9%) per annum or seventy percent (70%) of the prime commercial rate in effect at the time that the fee is imposed, on any monies deferred.

3. Developers of new residential developments who receive assisted financing, or who have received a commitment for assisted financing and whose financing has been provided within six (6) months of the issuance of a certificate of occupancy, at their option may enter into a fair share fee agreement with the County whereby the impact fee may be paid in installments over a ten (10) year period of time at a rate of interest which is the greater of nine percent (9%) per annum or seventy percent (70%) of the prime commercial rate in effect at the time that the fee is imposed.
4. Fair share fee agreements may also include an improvement credit agreement as provided for in section Fourteen of this Ordinance.
5. At any time prior to submitting an application for a fee agreement, the Fee Payer may request a meeting with the County Engineer to discuss the fee agreement. The County Engineer shall review and approve, approve with conditions or deny the application within twenty-five (25) working days of receipt. The County Engineer and the Fee Payer may agree to an extension of this time period. The

**County Engineer shall not approve such fee agreement unless the County Engineer determines that it is in compliance with the provisions of this Ordinance.**

- 6. Any Fee Payer may appeal the County Engineer's decision on the fee agreement he or she submits by filing a petition in accordance with the provisions of Section Twenty-Two hereof.**

**Section Eleven. Intergovernmental Agreements.**

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

**Section Twelve. Fair Share Road Improvement Impact Fee Schedule.**

1. Any person who initiates any development, except those persons preparing an Individual Assessment pursuant to Section Thirteen of this Ordinance and with those activities exempted from the fee by the provisions of Section Eighteen hereof, shall pay a fair share impact fee as set forth on Exhibit A to this Ordinance in the column labeled Net Fee.
2. In order to encourage the use of the fee schedule set forth on Exhibit A; if an applicant chooses to pay any applicable fee in accordance with such schedule, the fee which would otherwise be due and owing shall be discounted by ten percent (10%) as set forth on Exhibit A in the column labeled discounted fee. Developers who choose to conduct an Individual Assessment in accordance with the provisions of Section Thirteen shall forfeit the ten percent (10%) discount.
3. Where the land use in a particular development is not listed on the fee schedule, the County Engineer may determine the land use classification which most closely identifies the development and which shall apply for purposes of determining the applicable fee under this Section, or the County Engineer may require the developer to prepare an individual assessment under the provisions of Section

Thirteen of this Ordinance. If the County Engineer requires the developer to prepare an individual assessment, the fee which is calculated as a result of the assessment shall be reduced by ten percent (10%).

4. In the event that the development proposed is a change in use, the amount of the fee shall be based on the additional trips to be generated by the new use and the formula set out in Section Thirteen shall be used to calculate the fee. The fee which would be otherwise due and owing shall be reduced by ten percent (10%).
  
5. Any developer may pay the impact fee under protest if the developer has initiated an appeal of a decision of the County Engineer and wants to obtain a building permit or certificate of occupancy permit pending the appeal. The County or a municipality may issue a building permit or certificate of occupancy permit for the development, provided that the developer has paid one hundred percent (100%) of the applicable fee in cash to the County. The fee shall be held by the County in a separate protest fund pending the resolution of the appeal. No developer shall be required by this subsection to pay the fee as a precondition of appealing a decision to the County Engineer.



**Section Thirteen. Individual Assessment of Impact.**

1. Any person who initiates development may choose to provide an Individual Assessment of the impacts of the proposed development upon the road, street and highway systems in the County. The Individual Assessment may be used to determine whether a fair share of the road improvements' capital costs necessitated by the proposed development should be less than the fee set forth in Exhibit A of this Ordinance or the appropriate fee for a particular use or combination of uses not identified in Exhibit A. The Individual Assessment shall be calculated according to the following formula:

$$\text{FEE} = \{[(\text{PHAST}/2) \times (\text{TRIP LGTHS})/\text{LANE MILE CAPACITY}] \times (\text{LANE MILE COSTS})\} \times 0.80 - (\text{TAX CREDITS})$$

PHAST =	Average vehicle trip generation rate by land use type for peak hour of adjacent street traffic.
TRIP LENGTHS =	Average length of trips from point of origination to destinations within the County or to the County line for inter-County trips.
LANE MILE CAPACITY =	Capacity of a lane mile of road at level of service "D".

682126

**LANE MILE COST =** Adjusted cost of construction of a lane mile of road based on a typical cross section.

**TAX CREDIT =** The present value of that portion of the bridge, matching and motor fuel taxes which are devoted to capital expenditures for roadway improvements.

2. The Individual Assessment shall include the following information:
  - a. The proposed trip generation rates for the proposed development, on an average daily and on a peak design hour basis. The trip generation rates shall be based on local empirical surveys for the same or similar land use types; and
  - b. The proposed average trip length generated from the proposed development onto the County's road system. Trip length information shall be based upon local empirical surveys of similar land use types.
3. The Individual Assessment shall be prepared by professionals in the field of transportation planning and engineering and impact analysis.

682177

4. At any time prior to submitting an application for an individual assessment, the Fee Payer may request a meeting with the County Engineer to discuss the individual assessment. The County Engineer shall review and approve, approve with conditions or deny the application within twenty-five (25) working days of receipt. The County Engineer and the Fee Payer may agree to an extension of this time period.
5. The County Engineer shall approve the proposed fee if the County Engineer determines that the traffic information, traffic factors and the methodology used to determine the proposed impact fee are professionally acceptable and are in accordance with the formula set out in Subsection 1 of this Section. If the County Engineer determines that the traffic information, traffic factors, or the methodology are unreasonable, the proposed fee shall be denied, and the developer shall pay the fair share impact fee according to the schedule set forth in Exhibit A of this Ordinance or as set by the County Engineer, if the use had not previously been identified in the fee schedule.
6. Any person may appeal the County Engineers' decision on an Individual Assessment he or she submits by filing a petition in accordance with the provisions of Section Twenty-Two.

**Section Fourteen. Improvement Credit Agreements.**

1. Any person who initiates development including those who have undertaken an individual assessment may apply for an improvement credit against the fair share impact fee imposed by this Ordinance for any contribution, payment or construction designated on the Comprehensive Road Improvement Plan and necessary appurtenances thereto in accordance with the provisions of this Section.
2. No improvement credit shall be given for bikepaths, street lighting, landscaping, sidewalks, emergency vehicle pre-emption systems or for any land dedications or improvements that are required under an applicable County ordinance and State access regulations. However, credit may be given for land dedications or improvements that exceed the requirements of these ordinances and regulations.
3. An applicant shall be entitled to an improvement credit equal to the dollar value of the cost of improvements designated on the Comprehensive Road Improvement Plan or necessary appurtenances thereto which the applicant or his or her predecessor in interest has contributed, paid for or committed to construction with the County's approval of the development, provided that the improvement is located within the same service area as the development and that credit has not previously been given for the improvement. If the cost of such improvements which are eligible for a credit exceed the amount of the fee to be imposed, the

682179

applicant for the credit may apply for an additional credit for another development within the same service area within five (5) years of the County's approval of the development for which the first credit was sought. Such unused credits are not otherwise transferable and may not be used in another service area.

4. The cost of improvements eligible for a credit shall be based on the following criteria:
  - a. The actual cost, or estimated cost of improvements based on a valid contract proposal or bid tabulations for work performed in Lake County. The estimate of cost shall be prepared by a duly qualified and licensed Illinois engineer and be based on unit prices for individual work items. Work items shall conform to the pay terms established by the Illinois Department of Transportation and as used by the Lake County Division of Transportation as contained in the Standard Specification and Coded Pay Item books; and
  - b. A qualified appraisal of the fair market value at the time of dedication of any land or any interest therein which is part of the improvement for which a credit is being sought, provided such dedication exceeds the requirements of any applicable County ordinance and State access requirements.

682130

5. The property owner shall initiate such determination of entitlement to credit by submitting a proposed Improvement Credit Agreement to the County Engineer. The Credit Agreement shall include the following information:
  - a. A proposed plan of specific road improvements, prepared and certified by a duly qualified and licensed Illinois engineer; and
  - b. The projected costs for the suggested roadway improvements, which shall be based on local information for similar roadway improvements constructed by the County or the State, along with the construction timetable for the completion of such improvements. Such estimated costs shall include the cost of all labor and materials, the appraised value or cost of all lands, property, rights, easements and franchises acquired, financing charges, interest prior to and during construction and for one (1) year after completion of construction, cost of plans and specifications, surveys of estimated costs and of revenues, costs of engineer and legal services and all other expenses necessary or incidental to determining the feasibility or practicability of such construction or reconstruction.
6. Any time prior to submitting an application for an improvement credit agreement, the Fee Payer may request a meeting with the County Engineer. The County

Engineer shall review and approve, approve with conditions, or deny the proposed agreement within twenty-five (25) working days of receipt. The County Engineer and the Fee Payer may agree to an extension of this time period.

7. The County Engineer shall approve the proposed Agreement if it is determined that the proposed improvement is a road improvement that complies with the provisions of this Section, and the proposed costs for the suggested improvement are professionally acceptable and fairly assess its cost and the highway authority having jurisdiction of the road to be improved is in agreement. If the County Engineer determines that either the suggested improvement is not such an improvement or appurtenance or that the proposed costs are not acceptable, the County Engineer may propose an alternative improvement consistent with the provision of this Ordinance.
8. If the improvement credit agreement is approved by the County Engineer and the credit agreement is accepted by the applicant, an improvement credit agreement shall be executed by both parties and shall be binding on subsequent purchasers of the property. The credit agreement shall specifically include the capital roadway improvements that will be constructed by the applicant, the time by which it shall be completed, the dollar credit the applicant shall receive for construction of the capital roadway improvement, and security arrangements such as surety or cash bond or letter of credit acceptable to the County Engineer.

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9. Any fee payer may appeal the County Engineer's decision on any improvement credit agreement he or she submits by filing a petition in accordance with the provisions of Section Twenty-Two.



682133

**Section Fifteen. Establishment of Service Areas.**

There are hereby established service areas for the County in accordance with the boundaries set forth on Exhibit B to this Ordinance. The funds collected pursuant to this Ordinance shall be expended within the service area from which they were collected, in accordance with the provisions of Section Sixteen of this Ordinance.

**Section Sixteen. Use of Funds Collected.**

1. The funds collected pursuant to this Ordinance shall be used in the same manner and for the same purposes as motor fuel tax money allotted to the County under the provisions of Ill. Rev. Stat. ch. 121, sec. 5-701 et seq., solely for road improvement capital costs (see definition) that are specifically and uniquely attributable to the development charged the fee within the service area or areas from which they were collected. In no event shall funds be expended to alleviate existing deficiencies in the County's or State's road, street or highway systems. The funds shall be expended on road improvements, as designated in the Comprehensive Road Improvement Plan, and on necessary appurtenances thereto.
2. In the event that a service area boundary is the center line of a State or County road or intersection, the County may use the funds to complete the road improvements to the opposite side of the road or right-of-way.
3. Co-mingling of funds with regular highway tax funds on projects is permissible to the extent that regular tax funds are used to pay for at least the cost of alleviating the existing deficiencies. The County Engineer shall prepare a written justification of the allocation of impact fee funds whenever such funds are allocated to projects that will remedy existing deficiencies, demonstrating that the impact fee funds are not used for such deficiencies.

4. The County shall enter into intergovernmental agreements with the State identifying both the County's and the State's level of financial participation for projects that utilize impact fee revenues applied by the County to projects on State roads. The County Engineer shall prepare a written justification of the allocation of impact fee funds when such funds are allocated to projects that will remedy existing deficiencies, demonstrating that the impact fee funds are not used for such deficiencies.
5. The impact fees collected by the County pursuant to this Ordinance shall be kept separate from other funds of the County.
6. A "Road Improvement Impact Fee Fund" shall be established for each service area established in Section Fifteen of this Ordinance to insure that the fees collected are appropriately earmarked and spent for road improvement capital costs in accordance with the provisions of this Ordinance. Separate impact fee funds shall also be established to separate County and State monies. Impact fees collected due to impacts upon State roads shall be allocated for expenditure for improvements to State roads. The allocation shall be based on the proportion of the miles of State to County roads to be improved within the service area as contained in the Comprehensive Road Improvement Plan.

6821.76

7. Road improvement impact fees collected shall be accrued to the fund established for the service area in which the new development is proposed.
8. Any funds on deposit not immediately necessary for expenditure shall be invested in interest bearing accounts designated solely for such funds for each service area. All interest derived from these investments shall be retained in the appropriate fund and used for road improvements authorized in this Ordinance.
9. The County Engineer shall provide that an accounting be made annually for any account containing impact fee proceeds and interest earned. Such accounting shall include, but shall not be limited to, the total funds collected, the source of the funds collected, the total amount of interest accruing on such funds, the amount of funds expended on road improvements, and a list of the credits given. The County Engineer shall publish the results of the accounting in a newspaper of general circulation within the County at least three (3) times. The notice shall also state that a copy of the accounting report shall be made available to the public for inspection at reasonable times. A copy of the report shall be given to the Advisory Committee.

**Section Seventeen. Refunds.**

1. Any impact fee collected may be returned to the Fee Payer if the approved new development is canceled due to non-commencement of construction before the funds have been spent or encumbered by contract. Refunds may be made in accordance with this Section, provided that the Fee Payer or his or her successor in interest files a petition for a refund within one (1) year of the date that the fees were required to be encumbered by contract.
2. Impact fees collected shall be spent or encumbered for the construction of roadway facilities within five (5) years of the date of collection. In determining whether the funds have been spent or encumbered, the funds shall be accounted for on a first-in-first-out (FIFO) basis.
3. In the absence of a fair share fee agreement and in the event that impact fees are not spent or encumbered within five (5) years from the date of collection, the County shall refund the amount of the fee along with accrued interest at a rate as specified in the Ill. Rev. Stat. Ch 121, Par 5-916, as amended, less three percent (3%) of the total fee to defray the costs of administration, to the Fee Payer or to that person's successor in interest.

4. The fees collected pursuant to this Ordinance shall be returned to the Fee Payer through submission of a Refund Application within one (1) year of the date that the fees were required to be spent or encumbered. The Refund Application shall include the following information:
  - a. A notarized sworn statement that the Fee Payer paid the impact fee for the property and the amount paid;
  - b. A copy of the dated receipt issued by the County for payment of the fee;
  - c. A certified copy of the latest recorded deed for the property; and
  - d. A copy of the most recent ad valorem tax bill.
5. At any time prior to submitting an application for a refund, the Fee Payer may request a meeting with the County Engineer to discuss the refund application. The County Engineer shall review and approve, approve with conditions or deny a refund application within twenty-five (25) working days of receipt. The County Engineer and the Fee Payer may agree to an extension of this time period.

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6. The County Engineer shall approve the proposed refund if the County Engineer determines the Fee Payer has paid an impact fee which the County has not spent or encumbered within five (5) years from the date the fees were paid.
7. Any Fee Payer may appeal the County Engineer's decision on a refund application he or she submits by filing a petition in accordance with the provision of Section Twenty-Two.

**Section Eighteen. Exemptions.**

1. The following development shall be exempted from payment of the fair share road improvement impact fee imposed by this Ordinance:
  - a. The alteration or expansion of an existing dwelling unit where no additional units are created and the use is not changed;
  - b. The alteration or expansion of a nonresidential structure where no additional useable square feet of space are added and the structure contains the same category of use, and where the construction or expansion of square footage will not result in the generation of any additional traffic, or where the alteration is required by the County's or a municipality's building code;
  - c. The construction of accessory buildings or structures which are not dwelling units and which do not constitute an increase in intensity of use or increases in the number of trips which will be generated from the parcel;
  - d. The replacement of a destroyed or partially destroyed building or structure, with a new building or structure of the same size and use;



- e. Publicly owned and operated governmental buildings that are not intended to be privately leased; and
  
- f. Any development where the developer is exempted from payment of impact fees for some or all of the building permits or certificates of occupancy required for a project by virtue of the fact that:
  - 1) The developer has received site specific development approval from the County or a municipality within eighteen (18) months before April 23, 1990; and has filed for building permits or certificates of occupancy within eighteen (18) months of the date of approval of the site specific development plan; or
  
  - 2) The developer has filed for a building permit within 30 days after the effective date of this Ordinance and receives a building permit within 90 days after the effective date of this Ordinance.
  
- g. Any development where the developer is a party to an agreement with the County which was executed prior to the effective date of this Ordinance, which provides, among other things, funding by the developer toward off-site road improvements for the development.

682142

- h. Housing developments, or parts thereof, designated by the Lake County Affordable Housing Commission, as established by the Lake County Board, as affordable housing pursuant to authority granted by the Lake County Board and certified in writing by said Commission to the County Engineer.**

682143

**Section Nineteen. Advisory Committee.**

1. An Advisory Committee has previously been established by the County in compliance with the requirements of the impact fee statute to assist the County in the recommendation of land use assumptions and the development of the Comprehensive Road Improvement Plan. After the effective date of this Ordinance, the Advisory Committee shall continue to have the following duties:
  - a. Report to the County on all matters relating to the imposition of impact fees;
  - b. Monitor and evaluate the implementation of the Comprehensive Road Improvement Plan and the assessment of impact fees;
  - c. Report annually to the County with respect to the progress of the implementation of the Comprehensive Road Improvement Plan; and
  - d. Advise the County of the need to update or revise the land use assumptions, Comprehensive Road Improvement Plan, or impact fees.

682144

2. **The County shall adopt procedural rules to be used by the Advisory Committee in carrying out the duties imposed by this Section. The County shall cooperate with the Advisory Committee and shall make available all professional reports relating to the development and implementation of the land use assumptions, the Comprehensive Road Improvement Plan, and the periodic up-dates of the plan.**

682145

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

The Advisory Committee shall periodically review the land use assumptions and the Comprehensive Road Improvement Plan and shall advise the County of the need to update these documents. The Comprehensive Road Improvement Plan shall be updated by the County every five (5) years. The five (5) year period shall commence on the date of the original adoption of the Comprehensive Road Improvement Plan, and shall be conducted in accordance with statutory requirements.

**Section Twenty-One. Review of Ordinance.**

1. The County Engineer shall annually solicit input from the Advisory Committee regarding the effectiveness of the program.
2. Every two (2) years the County Engineer shall review the factors used to calculate the impact fee schedule in Exhibit A and the factors used for an individual assessment provided for in Section Thirteen, and shall submit a report to the Public Service Committee. The County Engineer's report shall contain data and supporting documentation to justify his or her requested change in each element of the fee schedule.
3. The Public Service Committee may recommend to the County Board that the fee schedule be revised to accurately reflect current factors in the County at the time of the review. The review shall not affect the applicability of the impact fee schedule in Exhibit A or the factors in Section Thirteen until a revision to the schedule or the factors is approved by the County Board.
4. No increase to the fees as set forth on Exhibit A to this Ordinance effective after the adoption of this Ordinance, shall exceed an amount which is the lesser of the computed amount using the following methods:

682147

- a) Fees calculated using the factors that were used to calculate the impact fee schedule as set forth in Exhibit A upon the adoption of this Ordinance except that the value of lane mile cost shall be the updated value.
  
- b) Fees calculated using a factor of five percent (5%) increase per year to the fee schedule as set forth on Exhibit A upon the adoption of this Ordinance for each subsequent calendar year.

**Section Twenty-Two. Appeals.**

1. Any decision by the County Engineer with respect to the land use assumptions, the development and implementation of the Comprehensive Road Improvement Plan, the imposition of impact fees, the periodic updating of the plan, the refund of impact fees, and all other matters relating to impact fees may be appealed to the County Board through the Public Service Committee. Any appeal shall be made by written petition within fourteen (14) calendar days of notice of a decision by the County Engineer.
  
2. Upon receipt of a petition for appeal of a decision of the County Engineer, the Public Service Committee shall consider such appeal for its next regularly scheduled meeting provided the appeal is filed at least five (5) working days prior to the meeting date. The Fee Payer shall be notified by regular mail of the date of such meeting and shall consider such written or oral testimony which the Fee Payer may present in conjunction with the decision and recommendation of the County Engineer. The Committee shall make a recommendation to the County Board to affirm, reverse, or modify the County Engineer's decision at the scheduled meeting.



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3. The County Board shall schedule consideration of such appeal and recommendation at its next regularly scheduled meeting. The County Board shall render a decision within sixty (60) days of said County Board meeting.
  
4. A Fee Payer may seek any subsequent relief in a de novo proceeding in a circuit court of competent jurisdiction.

682150

**Section Twenty-Three.**

**Effective Date of Ordinance.**

This Ordinance shall become effective immediately following the date of approval by the Lake County Board of the enactment of a county-wide tax on the sale of motor fuel at retail for the operation of motor vehicles, pursuant to statutory authority that may in the future be granted by the Illinois General Assembly and signed into law.

**Section Twenty-Four. Penalties.**

1. The County Engineer may request the State's Attorney to initiate proceedings to remedy or correct any violation of this Ordinance. Violations of this Ordinance may be corrected by the issuance of a mandatory or prohibitory injunction or order of abatement, and any other appropriate action, proceeding, or remedy to prevent unlawful development without payment of the fee required by this Ordinance. Such remedies shall include, but not be limited to, collection of a fine not to exceed \$500.00 for each violation of this Ordinance. Each day that a violation continues shall be deemed a separate offense.
  
2. Unless a Fee Payer is currently appealing a fee, in addition to other remedies provided by other applicable laws, when an impact fee required by this Ordinance has not been paid, the County or County Engineer shall not issue to the violator any subsequent approvals or permits for any other development within the same service area as the nonpayment and shall suspend review of any pending application or petitions of the violator within the same service area as the nonpayment until the impact fee has been paid.

682152

**Section Twenty-Five. Distribution.**

**Certified copies of this Ordinance shall be sent to each of the municipalities having territory within Lake County and the Illinois Department of Transportation through the Lake County Division of Transportation.**

**Section Twenty-Six.**

**Severability.**

**682153**

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

**PASSED BY THE COUNTY BOARD OF LAKE COUNTY, ILLINOIS,**

this \_\_\_\_\_ day of \_\_\_\_\_, 19\_\_.

**ATTEST:**

\_\_\_\_\_  
**Chairman, County Board**

\_\_\_\_\_  
**County Clerk**

**EXHIBIT A**

**682154**

**IMPACT FEE SCHEDULES**

**Fair Share Road Improvement Impact Fee Schedule**

**Exhibit A**

Land Use Fee	Fee Unit	Net Fee	Discounted
<b>Residential</b>			
Single Family Detached	Dwelling Unit	\$ 228	\$ 205
Condominium/Townhouse	Dwelling Unit	\$ 456	\$ 410
Apartment	Dwelling Unit	\$ 274	\$ 247
<b>Retail/Commercial</b>			
Up to 50,000 sq.ft.	1,000 sq ft (1)	\$ 612	\$ 551
50,001 to 300,000 sq.ft.	1,000 sq ft (1)	\$ 543	\$ 489
300,001 to 1,000,000 sq.ft.	1,000 sq ft (1)	\$ 544	\$ 490
Over 1,000,000 sq.ft.	1,000 sq ft (1)	\$ 769	\$ 692
<b>Office, General</b>	1,000 sq ft (2)	\$ 570	\$ 513
<b>Light Industrial</b>	1,000 sq ft (2)	\$ 142	\$ 128
<b>Hospital</b>	1,000 sq ft (2)	\$ 427	\$ 384
<b>Hotel</b>	Room (3)	\$ 198	\$ 178
<b>AMENDED</b> See Attachment "A" <del>Restaurant</del>	1,000-sq-ft (2)	\$ 153	\$ 138

- (1) Gross Leasable Area
- (2) Gross Floor Area
- (3) Occupied Room

6821.55

**EXHIBIT B**

**682156**

**SERVICE AREAS**

The land area of the County in which road improvement impact fees are to be imposed is divided into fourteen (14) Service Areas. A boundary description and map of each Service Area is contained in Exhibit B.



**SERVICE AREA #1**

**682157**

**At a point beginning at the intersection of the center of right-of-way of Grass Lake Road (County Highway 18) and the Lake County/McHenry County Line.**

**Thence east along the center of right-of-way of Grass Lake Road (County Highway 18) to the intersection of the center of right-of-way of Grass Lake Road (County Highway 18) and Savage Road.**

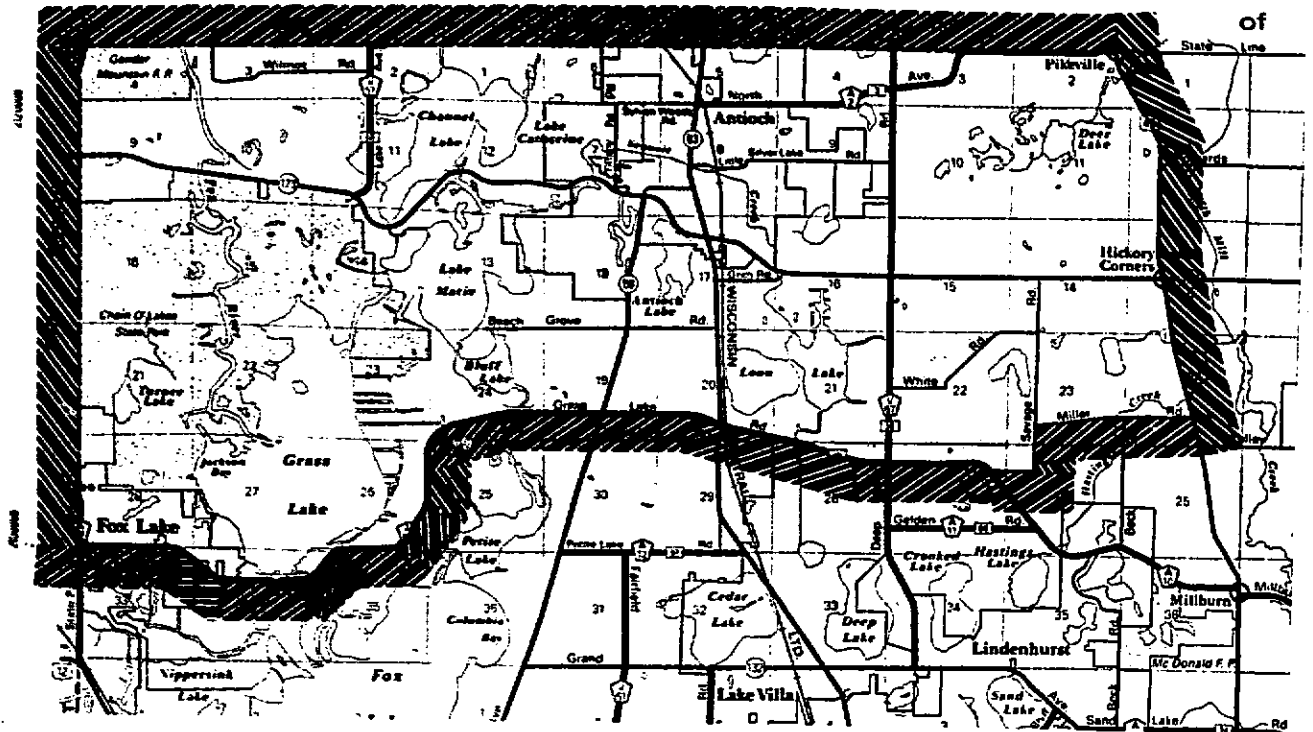
**Thence east and north along center of right-of-way of Savage Road to the intersection of the center of right-of-way of Savage Road and Miller Road.**

**Thence east along the center of right-of-way of Miller Road to the intersection of the center of right-of-way of Miller Road and U.S. Route 45.**

**Thence north along the center of right-of-way of U.S. Route 45 to the Illinois/Wisconsin State Line.**

SERVICE AREA #1

682158



**SERVICE AREA #2**

**682159**

**At a point beginning at the intersection of the center of right-of-way of U.S. Route 45 and the Illinois/Wisconsin State Line.**

**Thence south along the center of right-of-way of U.S. Route 45 to the intersection of the center of right-of-way of U.S. Route 45 and Millburn Road (County Highway 14).**

**Thence east along the center of right-of-way of Millburn Road (County Highway 14) to the intersection of the center of right-of-way of Millburn Road (County Highway 14) and Hunt Club Road (County Highway 29).**

**Thence south along the center of right-of-way of Hunt Club Road (County Highway 29) to the intersection of the center of right-of-way of Hunt Club Road (County Highway 29) and the southern border of Newport Township.**

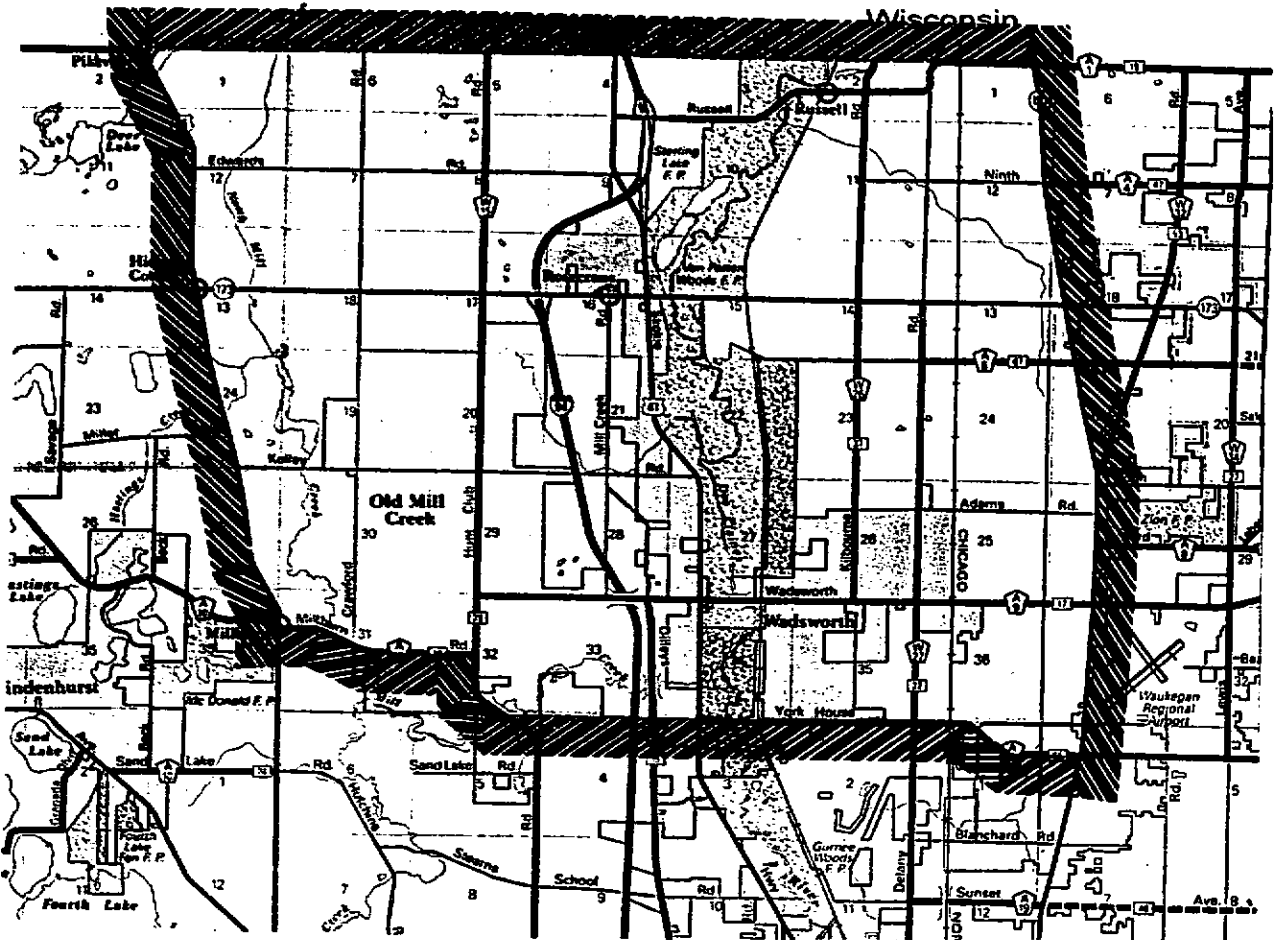
**Thence east along the southern border of Newport Township to the center of right-of-way of the western most point of Yorkhouse Road (County Highway 65).**

**Thence east along the center of right-of-way of Yorkhouse Road (County Highway 65) to the intersection of the center of right-of-way of Yorkhouse Road (County Highway 65) and the eastern edge of right-of-way of Green Bay Road (Illinois Route 131).**

**Thence north along the eastern edge of right-of-way of Green Bay Road (Illinois Route 131) to the Illinois/Wisconsin State Line.**

SERVICE AREA #2

682160



**SERVICE AREA #4**

**682161**

**At a point beginning at the intersection of the center of right-of-way of Grass Lake Road (County Highway 18) and the Lake County/McHenry County line.**

**Thence east along the center of right-of-way of Grass Lake Road (County Highway 18) to the intersection of the center of right-of-way of Grass Lake Road (County Highway 18) and Illinois Route 59.**

**Thence south along the center of right-of-way of Illinois Route 59 to the intersection of the center of right-of-way of Illinois Route 59 and Wilson Road (County Highway 7).**

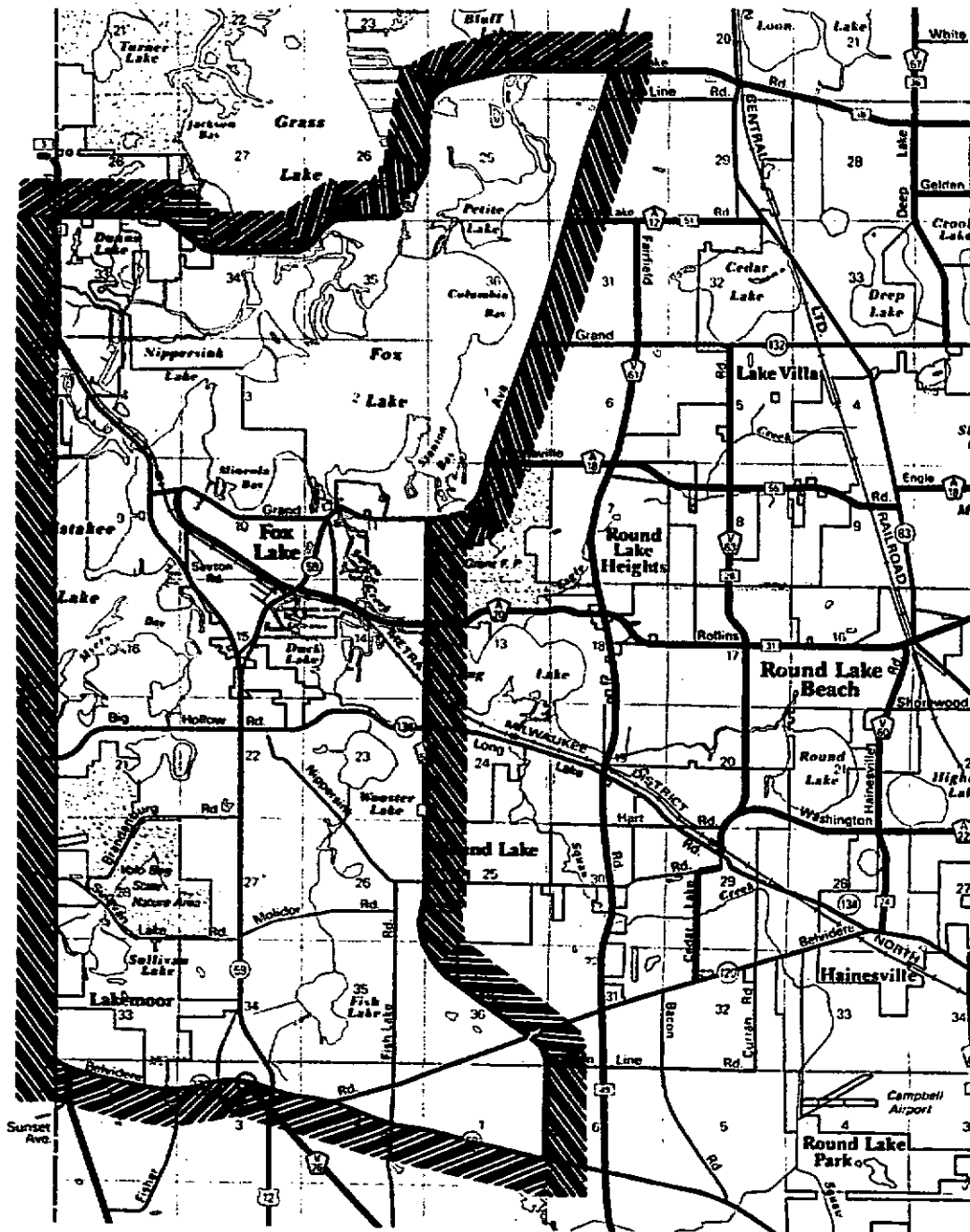
**Thence South along the center of right-of-way of Wilson Road (County Highway 7) to the intersection of the center of right-of-way of Wilson Road (County Highway 7) and Illinois Route 60.**

**Thence west along the center of right-of-way of Illinois Route 60 to the intersection of the center of right-of-way of Illinois Route 60 and Illinois Route 120.**

**Thence west along the center of right-of-way of Illinois Route 120 to the Lake County/McHenry County line.**

SERVICE AREA #4

682162



**SERVICE AREA #5**

**682163**

At a point beginning at the intersection of the center of right-of-way of Grass Lake Road (County Highway 18) and Illinois Route 59.

Thence east along the center of right-of-way of Grass Lake Road (County Highway 18) to the intersection of the center of right-of-way of Grass Lake Road (County Highway 18) and Savage Road.

Thence east and north along the center of right-of-way of Savage Road to the intersection of the center of right-of-way of Savage Road and Miller Road.

Thence east along the center of right-of-way of Miller Road to the intersection of the center of right-of-way of Miller Road and U.S. Route 45.

Thence south along the center of right-of-way of U.S. Route 45 to the intersection of the center of right-of-way of U.S. Route 45 and Rollins Road (County Highway 31).

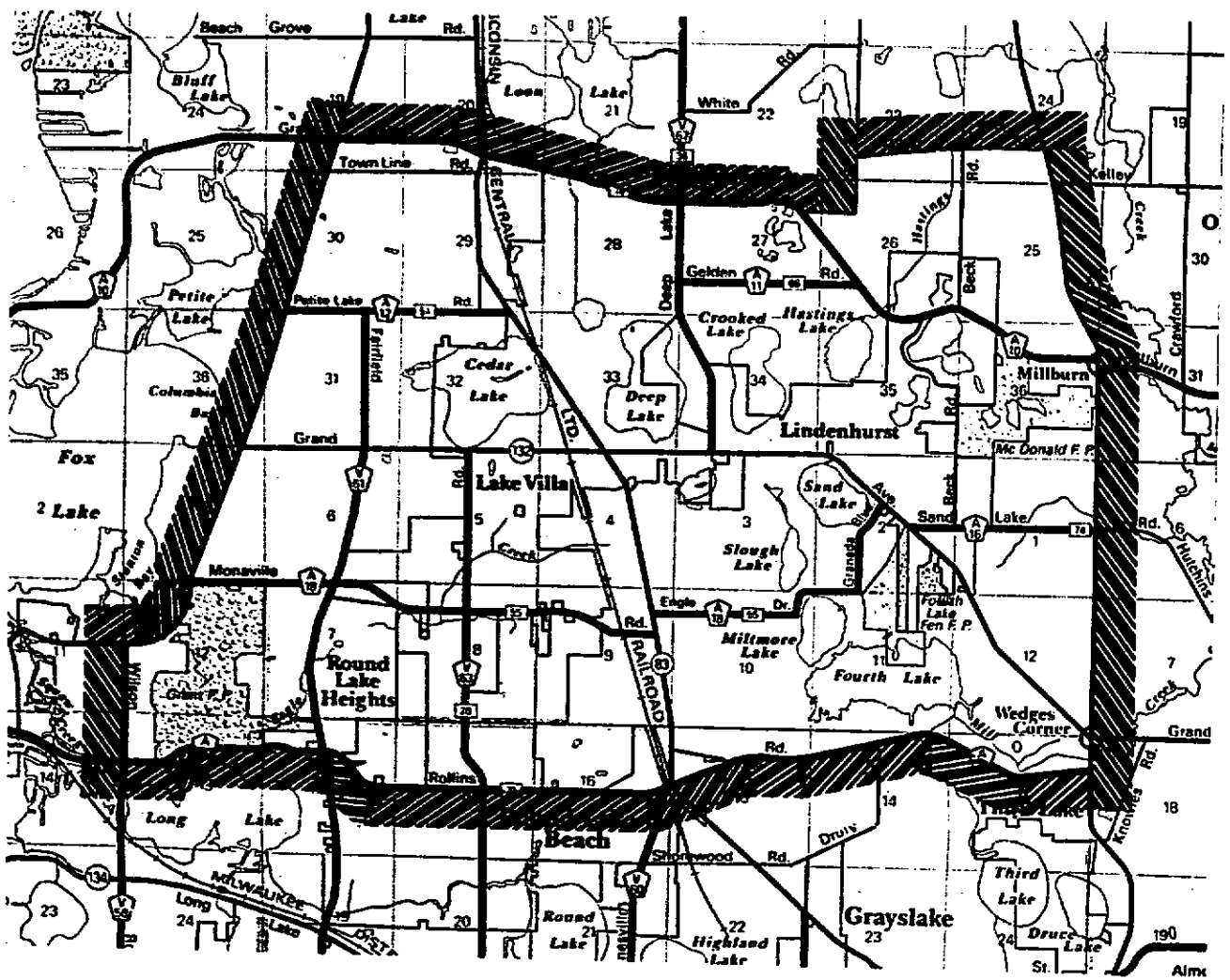
Thence west along the center of right-of-way of Rollins Road (County Highway 31) to the intersection of the center of right-of-way of Rollins Road (County Highway 31) and Wilson Road (County Highway 7).

Thence north along the center of right-of-way of Wilson Road (County Highway 7) to the intersection of the center of right-of-way of Wilson Road (County Highway 7) and Illinois Route 59.

Thence north along the center of right-of-way of Illinois Route 59 to the intersection of the center of Illinois Route 59 to the intersection of the center of right-o-way of Illinois Route 59 and Grass Lake Road (County Highway 18).

SERVICE AREA #5

682164





**SERVICE AREA #6**

**682165**

At a point beginning at the intersection of the center of right-of-way of Millburn Road (County Highway 14) and U.S. Route 45.

Thence east along the center of right-of-way of Millburn Road (County Highway 14) to the intersection of the center of right-of-way of Millburn Road (County Highway 14) and Hunt Club Road (County Highway 29).

Thence south along the center of right-of-way of Hunt Club Road (County Highway 29) to the intersection of the center of right-of-way of Hunt Club Road (County Highway 29) and the northern border of Warren Township.

Thence east along the northern border of Warren Township to the western most point of the center of right-of-way of Yorkhouse Road (County Highway 65).

Thence east along the center of right-of-way of Yorkhouse Road to the intersection of the center of right-of-way of Yorkhouse Road (County Highway 65) and the eastern edge of right-of-way of Green Bay Road (Illinois Route 131).

Thence south along the eastern edge of right-of-way of Green Bay Road (Illinois Route 131) to the intersection of the eastern edge of right-of-way of Green Bay Road (Illinois Route 131) and the southern edge of right-of-way of Illinois Route 120.

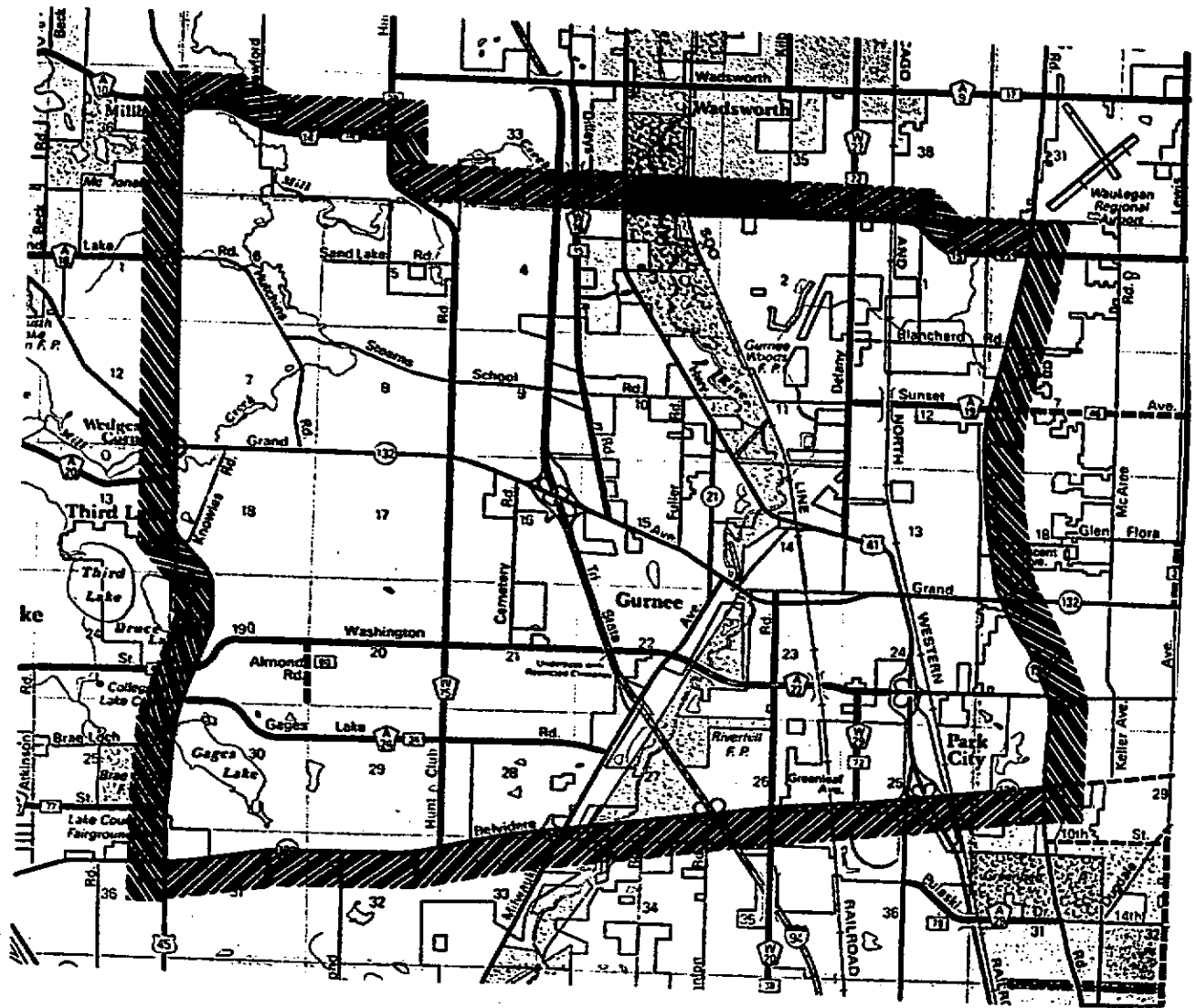
Thence west along the southern edge of right-of-way of Illinois Route 120 to the intersection of the southern edge of right-of-way of Illinois Route 120 and the eastern edge of right-of-way of the Chicago and Northwestern Railroad track.

Thence west along the center of right-of-way of Illinois Route 120 to the intersection of the center of right-of-way of Illinois Route 120 and U.S. Route 45.

Thence north along the center of right-of-way of U.S. Route 45 to the intersection of the center of right-of-way of U.S. Route 45 and Millburn Road (County Highway 14).

SERVICE AREA #6

582166



SERVICE AREA #7

682167

At a point beginning at the intersection of the center of right-of-way of Wilson Road (County Highway 7) and Rollins Road (County Highway 31).

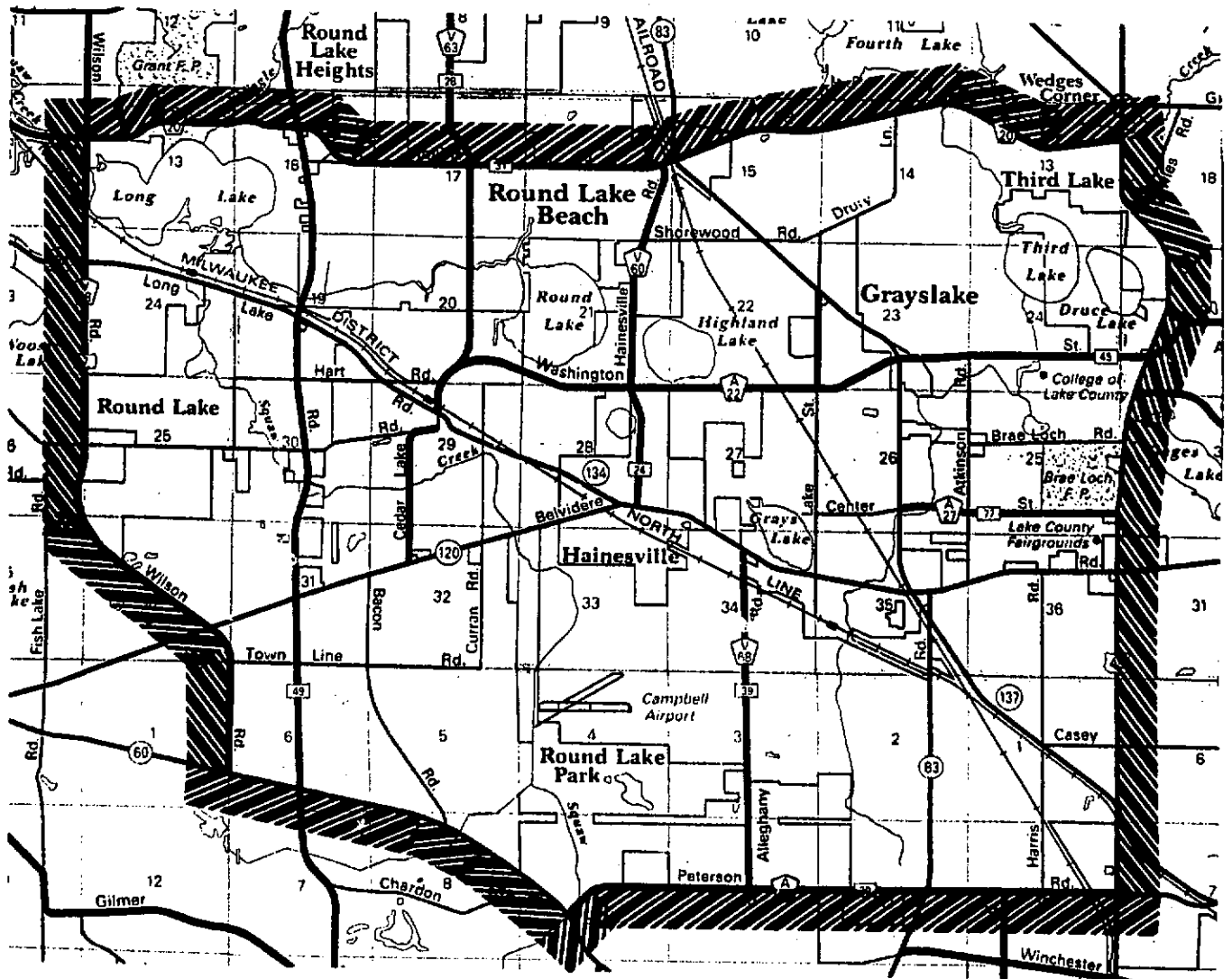
Thence east along center of right-of-way of Rollins Road (County Highway 31) to the intersection of the center of right-of-way of Rollins Road (County Highway 31) and U.S. Route 45.

Thence south along the center of right-of-way of U.S. Route 45 to the intersection of the center of right-of-way of U.S. Route 45 and Peterson Road (County Highway 20).

Thence west along the center of right-of-way of Peterson Road (County Highway 20) to the intersection of the center of right-of-way of Peterson Road (County Highway 20) and Illinois Route 60.

Thence west along the center of right-of-way of Illinois Route 60 to the intersection of the center of right-of-way of Illinois Route 60 and Wilson Road (County Highway 7).

Thence north along the center of right-of-way of Wilson Road (County Highway 7) to the intersection of the center of right-of-way of Wilson Road (County Highway 7) and Rollins Road (County Highway 31).



**SERVICE AREA #8**

**882169**

At a point beginning at the intersection of the center of right-of-way of U.S. Route 45 and Illinois Route 120.

Thence east along the center of right-of-way of Illinois Route 120 to the intersection of the center of right-of-way of Illinois Route 120 and the eastern edge of right-of-way of the Chicago and Northwestern Railroad track.

Thence south along the eastern edge of right-of-way of the Chicago and Northwestern Railroad track to the intersection of the eastern edge of right-of-way of the Chicago and Northwestern Railroad track and the eastern edge of right-of-way of the Elgin, Joliet and Eastern Railroad track.

Thence west along the eastern edge of right-of-way of the Elgin, Joliet and Eastern Railroad track to the intersection of the eastern edge of right-of-way of the Elgin, Joliet and Eastern Railroad track and U.S. Route 41.

Thence south along eastern edge of right-of-way of U.S. Route 41 to the intersection of the eastern edge of right-of-way of U.S. Route 41 and the center of right-of-way of Illinois Route 60.

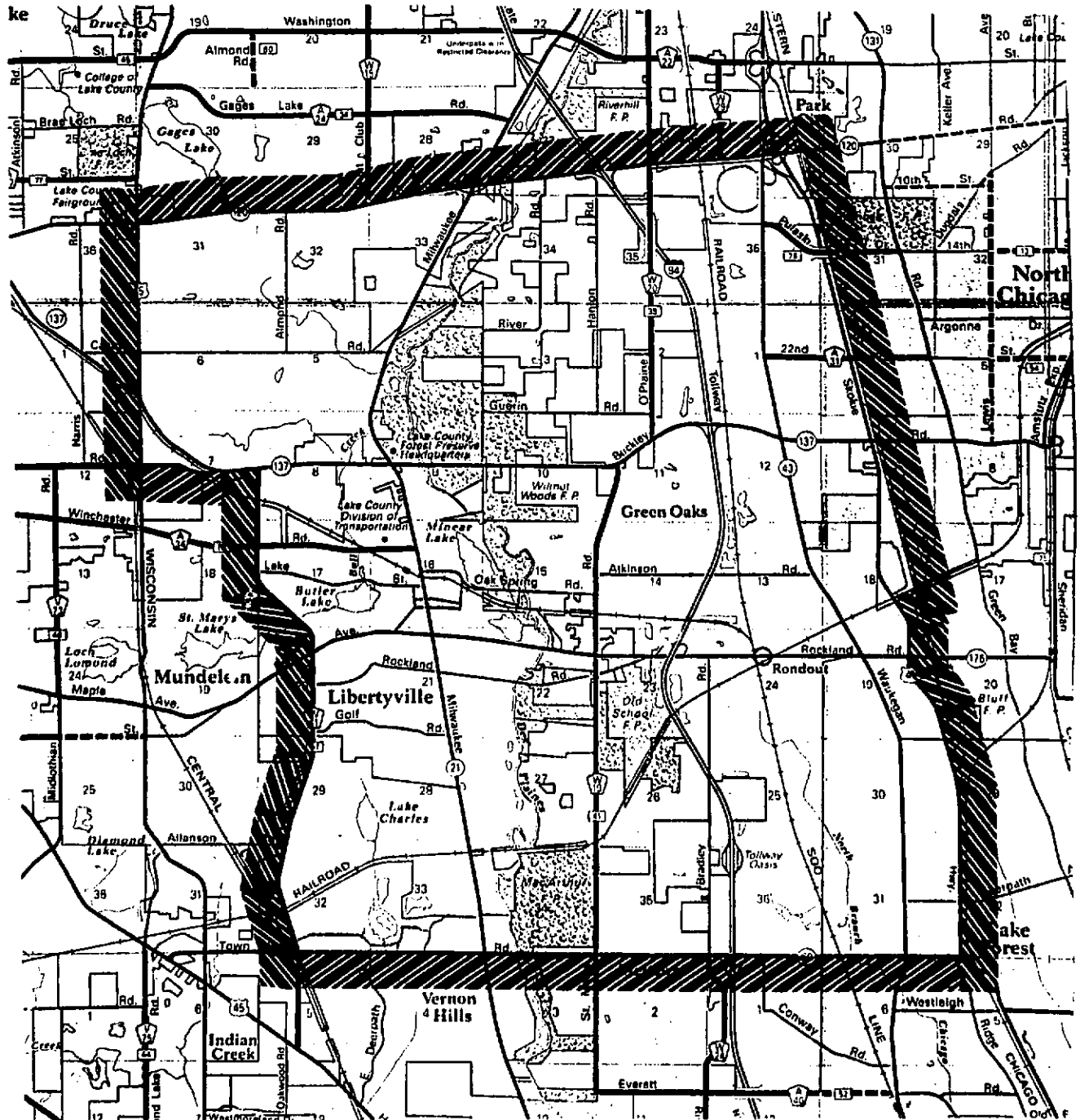
Thence west along the center of right-of-way of Illinois Route 60 to the intersection of the center of right-of-way of Illinois Route 60 and Butterfield Road (County Highway 57).

Thence north along the center of right-of-way of Butterfield Road (County Highway 57) to the intersection of the center of right-of-way of Butterfield Road (County Highway 57) and Illinois Route 137.

Thence west along the center of right-of-way of Illinois Route 137 to the intersection of the center of right-of-way of Illinois Route 137 and Peterson Road (State Highway FAU 1232).

Thence west along the center of right-of-way of Peterson Road (State Highway FAU 1232) to the intersection of the center of right-of-way of Peterson Road (State Highway FAU 1232) and U.S. Route 45.

Thence north along the center of right-of-way of U.S. Route 45 to the intersection of the center of right-of-way of U.S. Route 45 and Illinois Route 120.



**SERVICE AREA #9**

**682171**

At a point beginning at the intersection of the center of right-of-way of Illinois Route 120 and the Lake County/McHenry County Line.

Thence east along the center of right-of-way of Illinois Route 120 to the intersection of the center of right-of-way of Illinois Route 120 and Illinois Route 60.

Thence east along the center of right-of-way of Illinois Route 60 to the intersection of the center of right-of-way of Illinois Route 60 and Fremont Center Road (County Highway 62).

Thence south along the center of right-of-way of Fremont Center Road (County Highway 62) to the intersection of the center of right-of-way of Fremont Center Road (County Highway 62) and Illinois Route 176.

Thence west along the center of right-of-way of Illinois Route 176 to the intersection of the center of right-of-way of Illinois Route 176 and Gilmer Road (County Highway 26).

Thence south along the center of right-of-way of Gilmer Road (County Highway 26) to the intersection of the center of right-of-way of Gilmer Road (County Highway 26) and Schwerman Road.

Thence west along the center of right-of-way of Schwerman Road to the intersection of the center of right-of-way of Schwerman Road and Milton Road.

Thence west along the center of right-of-way of Milton Road to the intersection of the center of right-of-way of Milton Road and Fairfield Road (County Highway 49).

Thence north along the center of right-of-way of Fairfield Road (County Highway 49) to the intersection of the center of right-of-way of Fairfield Road (County Highway 49) and Milton Road (west section).

Thence west along the center of right-of-way of Milton Road to the intersection of the center of right-of-way of Milton Road and Old McHenry Road (County Highway 32).

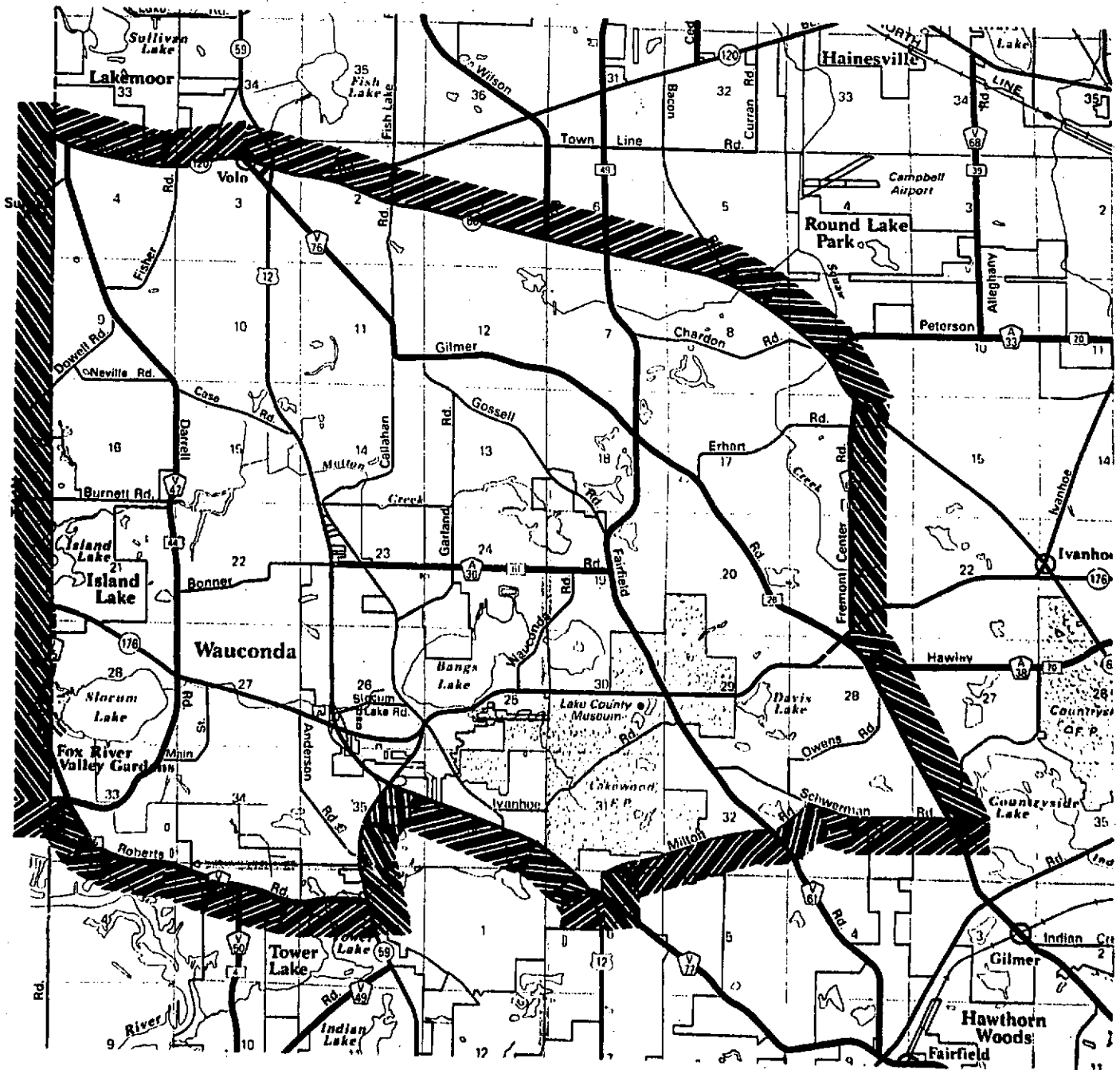
Thence west along the center of right-of-way of Old McHenry Road (County Highway 32) to the intersection of the center of right-of-way of Old McHenry Road and U.S. Route 12.

Thence north along the center of right-of-way of U.S. Route 12 to the intersection of the center of right-of-way of U.S. Route 12 and Illinois Route 59.

Thence south along the center of right-of-way of Illinois Route 59 to the intersection of the center of right-of-way of Illinois Route 59 and Roberts Road (County Highway 35).

Thence west along the center of right-of-way of Roberts Road (County Highway 35) to the intersection of the center of right-of-way of Roberts Road (County Highway 35) and Darrell Road (County Highway 44).

Thence west along the center of right-of-way of Darrell Road (County Highway 44) to the intersection of the center of right-of-way of Darrell Road (County Highway 44) and the Lake County/McHenry County line.





**SERVICE AREA #10**

**682173**

At a point beginning at the intersection of the center of right-of-way of Illinois Route 60 and Peterson Road (County Highway 20).

Thence east along the center of right-of-way of Peterson Road (County Highway 20) to the intersection of the center of right-of-way of Peterson Road (County Highway 20) and U.S. Route 45.

Thence east along the center of right-of-way of Peterson Road (State Highway FAU 1232) to the intersection of the center of right-of-way of Peterson Road (State Highway FAU 1232) and Illinois Route 137.

Thence east along the center of right-of-way of Illinois Route 137 to the intersection of the center of right-of-way of Illinois Route 137 and Butterfield Road (County Highway 57).

Thence south along the center of right-of-way of Butterfield Road (County Highway 57) to the intersection of the center of right-of-way of Butterfield Road (County Highway 57) and U.S. Route 45.

Thence north along the center of right-of-way of U.S. Route 45 to the intersection of the center of right-of-way of U.S. Route 45 and Illinois Route 83.

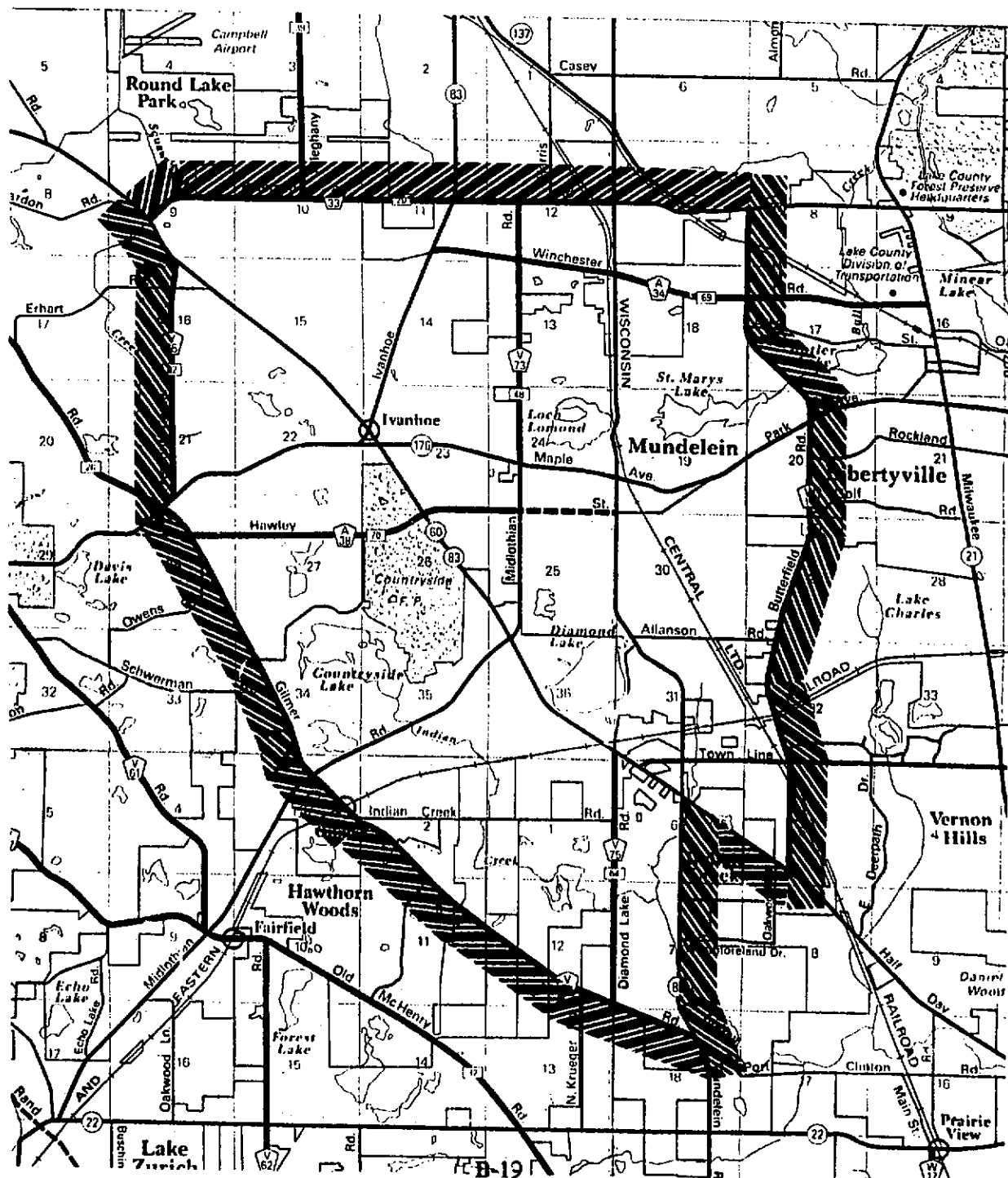
Thence south along the center of right-of-way of Illinois Route 83 to the intersection of the center of right-of-way of Illinois Route 83 and Gilmer Road (County Highway 26).

Thence north along the center of right-of-way of Gilmer Road (County Highway 26) to the intersection of the center of right-of-way of Gilmer Road (County Highway 26) and Illinois Route 176.

Thence east along the center of right-of-way of Illinois Route 176 to the intersection of the center of right-of-way of Illinois Route 176 and Fremont Center Road (County Highway 62).

Thence north along the center of right-of-way of Fremont Center Road (County Highway 62) to the intersection of the center of right-of-way of Fremont Center Road (County Highway 62) and Illinois Route 60.

Thence north along the center of right-of-way of Illinois Route 60 to the intersection of the center of right-of-way of Illinois Route 60 and Peterson Road (County Highway 20).



**SERVICE AREA #11**

**682175**

Beginning at the eastern most point of the boundary line between the municipalities of North Chicago and Lake Bluff.

Thence west along the northern boundary line of the municipality of Lake Bluff to the intersection of the northern boundary line of the municipality of Lake Bluff and the eastern edge of right-of-way of Sheridan Road.

Thence north along the eastern edge of right-of-way of Sheridan Road to the intersection of the eastern edge of right-of-way of Sheridan Road and the northern edge of right-of-way of Illinois Route 137.

Thence west along the northern edge of right-of-way of Illinois Route 137 to the intersection of the northern edge of right-of-way of Illinois Route 137 and the western edge of right-of-way of the Elgin, Joliet and Eastern Railroad track.

Thence south along the western edge of right-of-way of the Elgin, Joliet and Eastern Railroad track to the intersection of the western edge of right-of-way of the Elgin, Joliet and Eastern Railroad track and the eastern edge of right-of-way of the Chicago and Northwestern Railroad track.

Thence west along the center of right-of-way of the Elgin, Joliet and Eastern Railroad track to the intersection of the center of right-of-way of the Elgin, Joliet and Eastern Railroad track and Illinois Route 176.

Thence west along the center of right-of-way of Illinois Route 176 to the intersection of the center of right-of-way of Illinois Route 176 and Bradley Road.

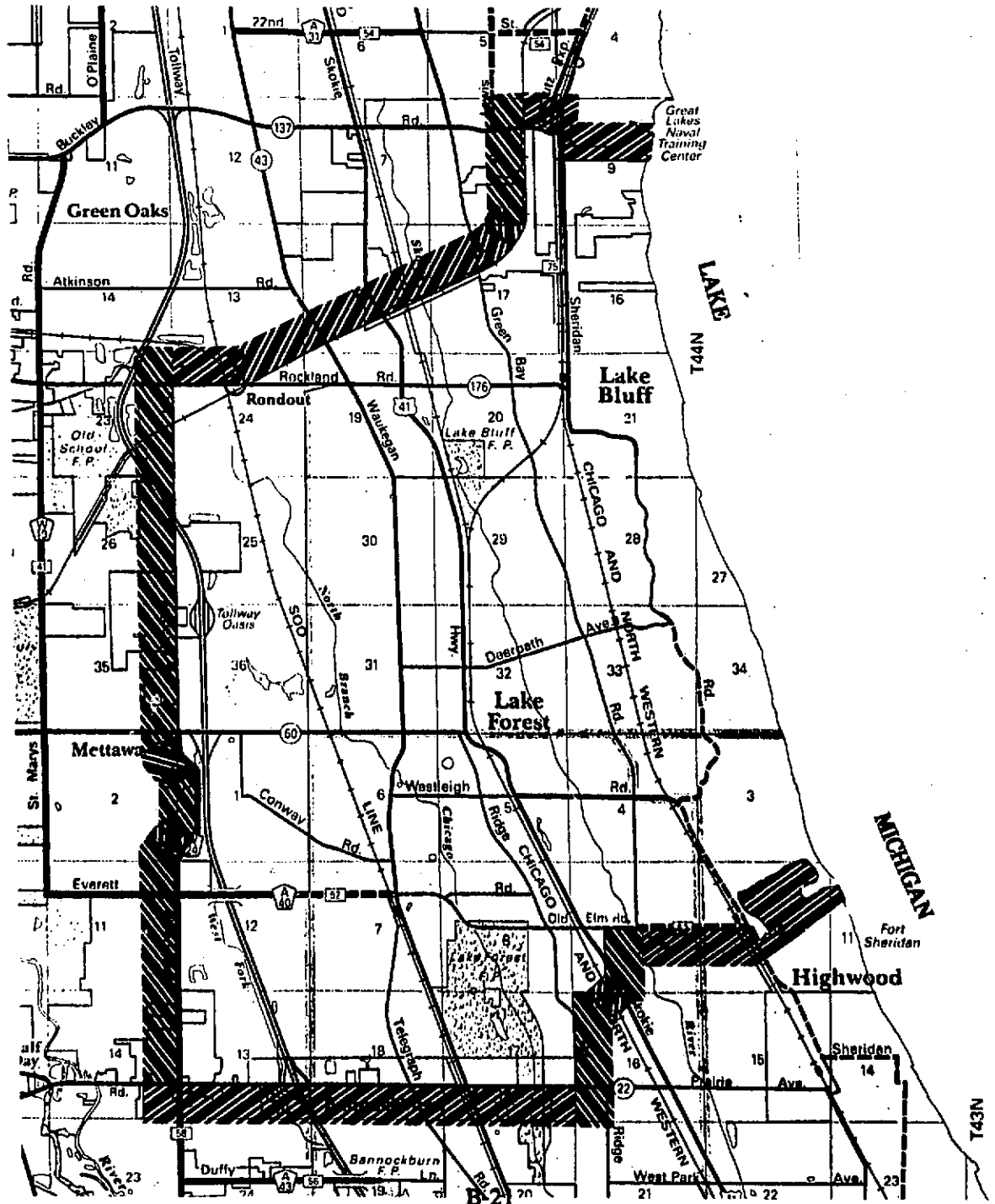
Thence south along the center of right-of-way of Bradley Road to the intersection of the center of right-of-way of Bradley Road and Illinois Route 60.

Thence south along the center of right-of-way of Riverwoods Road (County Highway 58) to the intersection of the center of right-of-way of Riverwoods Road (County Highway 58) and Illinois Route 22.

Thence east along the center of right-of-way of Illinois Route 22 to the intersection of the center of right-of-way of Illinois Route 22 and Ridge Road.

Thence north along the center of right-of-way of Ridge Road to the intersection of the center of right-of-way of Ridge Road and the southern boundary line of the municipality of Lake Forest.

Thence east along the southern boundary line of the municipality of Lake Forest to the eastern most point of this southern boundary line.



**SERVICE AREA #12**

**682177**

At a point beginning at the intersection of the center of right-of-way of Darrell Road (County Highway 44) and the Lake County/McHenry County line.

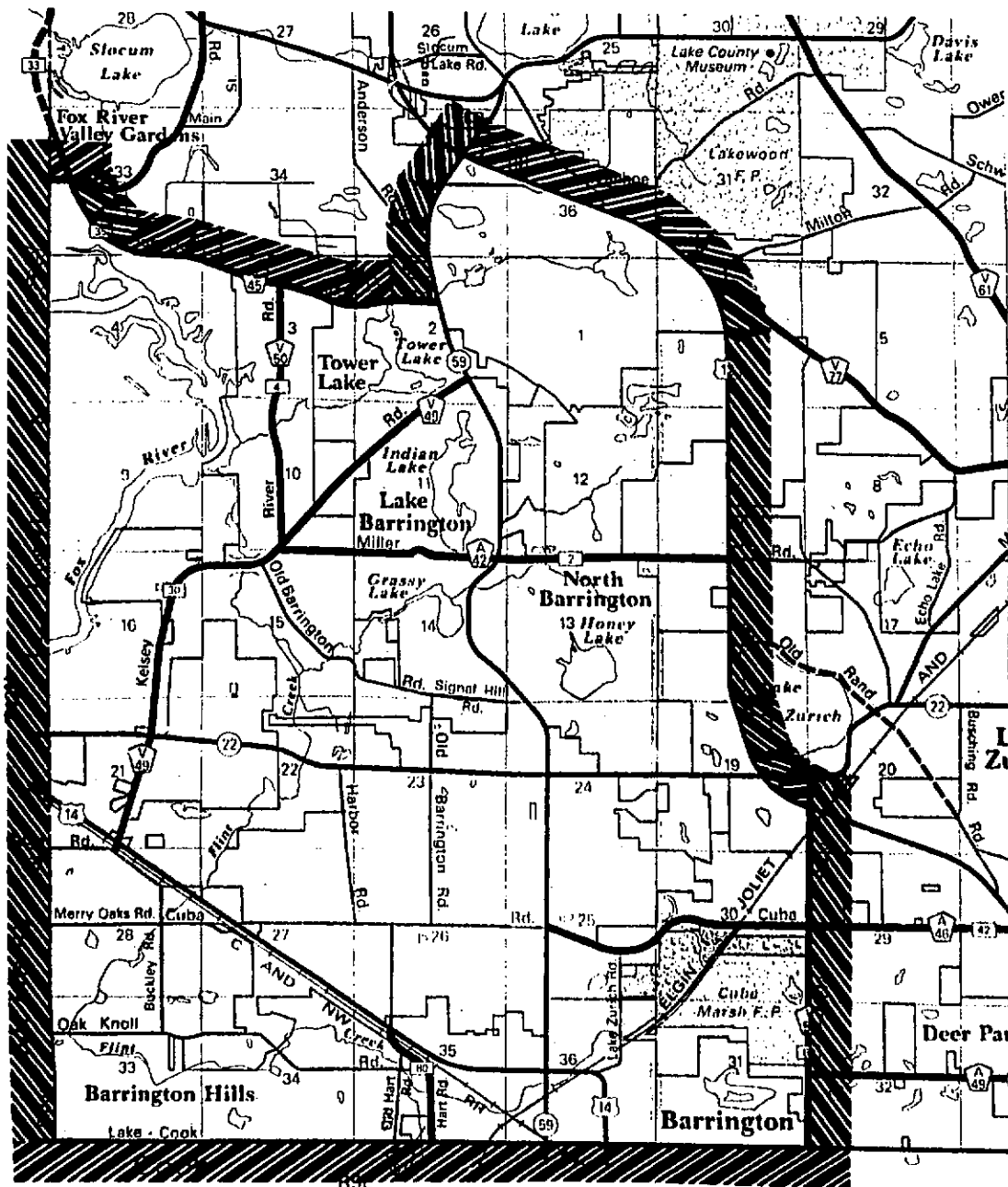
Thence east along the center of right-of-way of Darrell Road (County Highway 44) to the intersection of the center of right-of-way of Darrell Road (County Highway 44) and Roberts Road (County Highway 35).

Thence east along the center of right-of-way of Roberts Road (County Highway 35) to the intersection of the center of right-of-way of Roberts Road (County Highway 35) and Illinois Route 59.

Thence north along the center of right-of-way of Illinois Route 59 to the intersection of the center of right-of-way of Illinois Route 59 and U.S. Route 12.

Thence south along the center of right-of-way of U.S. Route 12 to the intersection of the center of right-of-way of U.S. Route 12 and Ela Road (County Highway 60).

Thence south along the center of right-of-way of Ela Road (County Highway 60) to the Lake County/Cook County line.



SERVICE AREA #13

682179

At a point beginning at the intersection of the center of right-of-way of Ela Road (County Highway 60) and the Lake County/Cook County line.

Thence north along the center of right-of-way of Ela Road (County Highway 60) to the intersection of the center of right-of-way of Ela Road (County Highway 60) and U.S. Route 12.

Thence north along the center of right-of-way of U.S. Route 12 to the intersection of the center of right-of-way of U.S. Route 12 and Old McHenry Road (County Highway 32).

Thence east along the center of right-of-way of Old McHenry Road (County Highway 32) to the intersection of the center of right-of-way of Old McHenry Road (County Highway 32) and Milton Road.

Thence east along the center of right-of-way of Milton Road to the intersection of the center of right-of-way of Milton Road and Fairfield Road (County Highway 49).

Thence south along the center of right-of-way of Fairfield Road (County Highway 49) to the intersection of the center of right-of-way of Fairfield Road (County Highway 49) and Milton Road (east section).

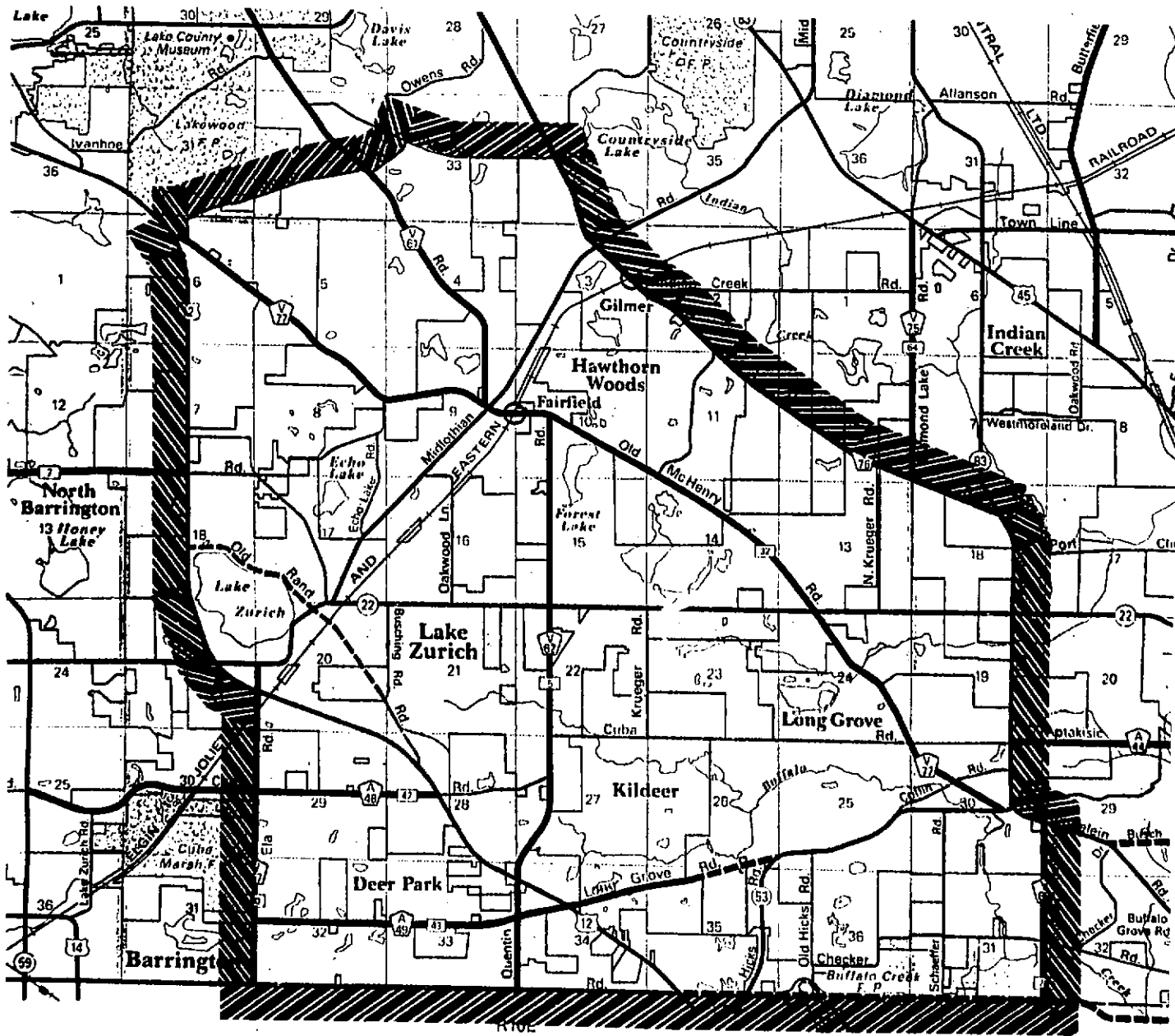
Thence east along the center of right-of-way of Milton Road to the intersection of the center of right-of-way of Milton Road and Schwerman Road.

Thence east along the center of right-of-way of Schwerman Road to the intersection of the center of right-of-way of Schwerman Road and Gilmer Road (County Highway 26).

Thence south along the center of right-of-way of Gilmer Road (County Highway 26) to the intersection of the center of right-of-way of Gilmer Road (County Highway 26) and Illinois Route 83.

Thence south along the center of right-of-way of Illinois Route 83 to the intersection of the center of right-of-way of Illinois Route 83 and Arlington Heights Road (County Highway 79).

Thence south along the center of right-of-way of Arlington Heights Road (County Highway 79) to the Lake County/Cook County line.





**SERVICE AREA #14**

**682181**

At a point beginning at the intersection of the center of right-of-way of Arlington Heights Road (County Highway 79) and the Lake County/Cook County line.

Thence north along the center of right-of-way of Arlington Heights Road (County Highway 79) to the intersection of the center of right-of-way of Arlington Heights Road (County Highway 79) and Illinois Route 83.

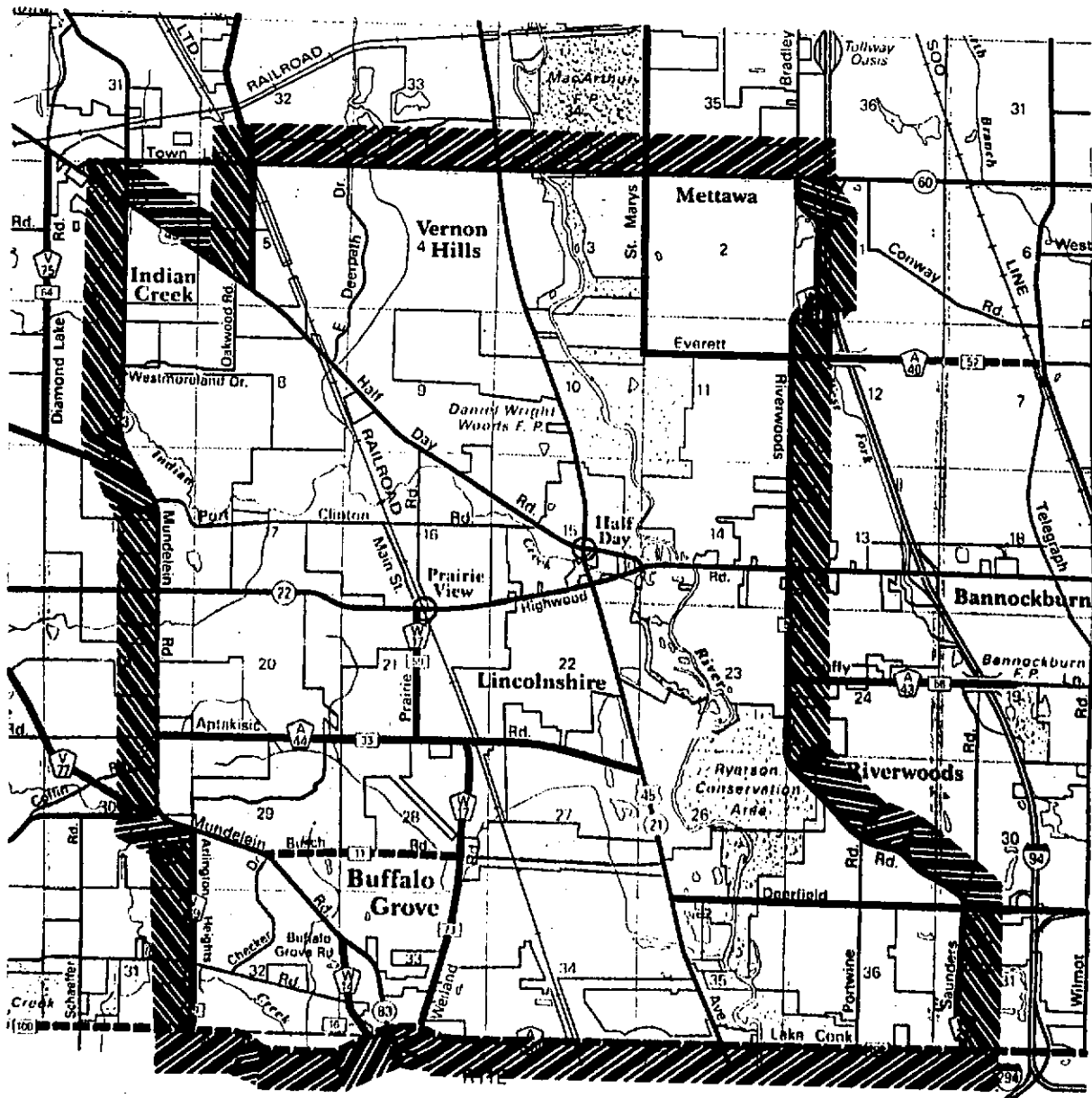
Thence north along the center of right-of-way of Illinois Route 83 to the intersection of the center of right-of-way of Illinois Route 83 and U.S. Route 45.

Thence south along the center of right-of-way of U.S. Route 45 to the intersection of the center of right-of-way of U.S. Route 45 and Butterfield Road (County Highway 57).

Thence north along the center of right-of-way of Butterfield Road (County Highway 57) to the intersection of the center of right-of-way of Butterfield Road (County Highway 57) and Illinois Route 60.

Thence east along the center of right-of-way of Illinois Route 60 to the intersection of the center of right-of-way of Illinois Route 60 and Riverwoods Road (County Highway 58).

Thence south along the center of right-of-way of Riverwoods Road (County Highway 58) to the intersection of the center of right-of-way of Riverwoods Road (County Highway 58) and the Lake County/Cook County line.



**SERVICE AREA #15**

**682183**

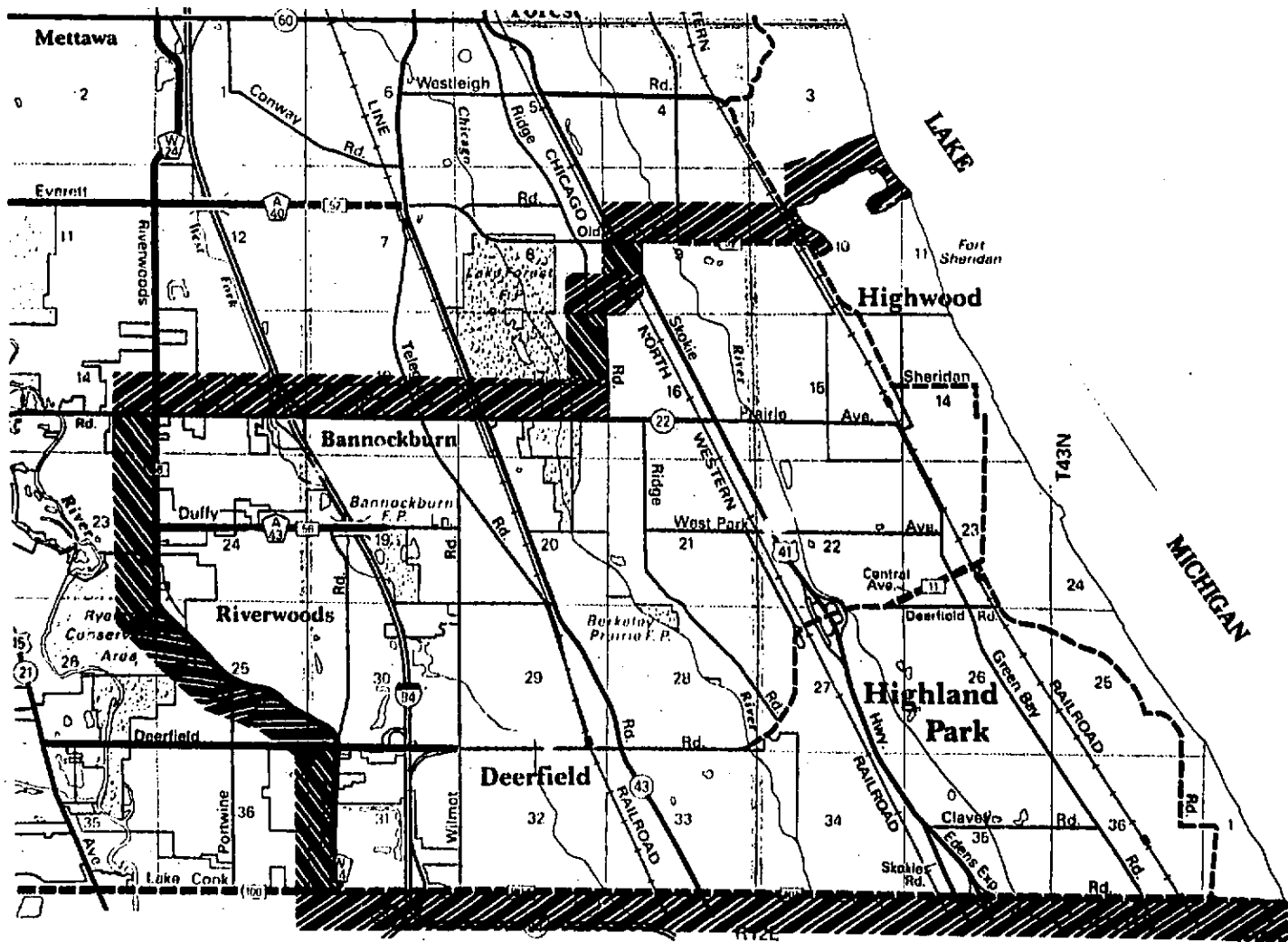
At a point beginning at the intersection of the center of right-of-way of Saunders Road (County Highway 58) and the Lake County/Cook County line.

Thence north along the center of right-of-way of Saunders Road (County Highway 58) to the intersection of the center of right-of-way of Saunders Road (County Highway 58), and Riverwoods Road (County Highway 58).

Thence north along the center of right-of-way of Riverwoods Road (County Highway 58) to the center of right-of-way of Riverwoods Road (County Highway 58) and Illinois Route 60.

Thence east along the center of right-of-way of Illinois Route 60 to the intersection of the center of right-of-way of Illinois Route 60 and the eastern edge of right-of-way of U.S. Route 41.

Thence south along the eastern edge of right-of-way of U.S. Route 41 to the Lake County/Cook County line.



## NON-SERVICE AREA

682185

Begin at the intersection of the Illinois/Wisconsin State line and the eastern edge of right-of-way of Green Bay Road (Illinois Route 131).

Thence south along the eastern edge of right-of-way of Green Bay Road (Illinois Route 131) to the intersection of the eastern edge of right-of-way of Green Bay Road (Illinois Route 131) and the southern edge of right-of-way of Illinois Route 120.

Thence west along the southern edge of right-of-way of Illinois Route 120 to the intersection of the southern edge of right-of-way of Illinois Route 120 and the eastern edge of right-of-way of the Chicago and Northwestern Railroad track.

Thence south along the eastern edge of right-of-way of the Chicago and Northwestern Railroad track to the intersection of the eastern edge of right-of-way of the Chicago and Northwestern Railroad track and the western edge of right-of-way of the Elgin, Joliet and Eastern Railroad track.

Thence east along the western edge of right-of-way of the Elgin, Joliet and Eastern Railroad track to the intersection of the western edge of right-of-way of the Elgin, Joliet and Eastern Railroad track and the northern edge of right-of-way of Illinois Route 137.

Thence east along the northern edge of right-of-way of Illinois Route 137 to the intersection of the northern edge of right-of-way of Illinois Route 137 and the eastern edge of right-of-way of Sheridan Road.

Thence south along the eastern edge of right-of-way of Sheridan Road to the intersection of the eastern edge of right-of-way of Sheridan Road and the northern boundary line of the municipality of Lake Bluff.

Thence east along the northern boundary line of the municipality of Lake Bluff to the eastern most point of this boundary line.

NON-SERVICE AREA

682186

