

**Road Improvement Impact Fee Program  
Traffic Advisory Committee  
Village of Hoffman Estates Program Update  
November 2012**

**Public Hearing Information and Introduction**

The State statute for Road Improvement Impact Fees specifies a process for updating the program. An update is required every 5 years and no more often than every year. At the Advisory Committee meeting on March 22, 2012, the decision was made to set a Public Hearing date for consideration of updates to the program. Following consultation with the Committee Chairman, a date of November 12, 2012 at 5:00 p.m. was selected.

There are requirements for publishing notices of the hearing date. These must appear for three consecutive weeks and be not less than 30 or more than 60 days prior to the public hearing date. In compliance with the statute, notices were published in the Daily Herald on September 28, October 5, and October 12, 2012. These contained all the information as specified in the State statute for Road Improvement Impact Fees.

The purpose of the Public Hearing is to allow comment on the materials included in the update. These are the Comprehensive Road Improvement Plan, a general set of land use assumptions, service area boundaries, and a table with typical fees for various land uses. The role of the Advisory Committee is to review the impact fee program update materials and to make recommendations to the Village Board.

Following the Public Hearing, the Advisory Committee can make a recommendation to the Village Board for its consideration. This must be within 30 days after the public hearing was held. The Advisory Committee must make a recommendation to adopt, reject in whole or part, or modify the proposed land use assumptions, comprehensive road improvement plan, service area boundaries, and impact fees.

The Village Board then must hear and act on these recommendations no sooner than 30 days or more than 60 days following the action by the Advisory Committee. The Village Board can approve, disapprove, or modify the land use assumptions, comprehensive road improvement plan, service area boundaries, impact fees, and recommendations of the Advisory Committee.

**Advisory Committee Elements for Update**

There are several components of the impact fee program proposed for review in the current update. These are listed below with more detail in the following sections. The elements for review are:

- Comprehensive Road Improvement Plan by Service Area
- Service Area Boundaries

- Lane Mile Costs for Road Construction
- Motor Fuel Tax Credits (which reduce the fee amount per trip)
- Trip Rates (number of vehicles in the peak hour by land use type)
- Land Use Assumptions (general expectations regarding future development)
- Road Improvement Impact Fee Table

### *Comprehensive Road Improvement Plan*

Tables 1 and 2 and Figure 1 show the projects included in the ten year road improvement plan. The tables list the type of project, its physical limits, estimated cost in 2011 dollars, the agency with jurisdiction, and the estimated time frame for implementation. Only projects in the comprehensive road improvement plan are eligible for funding through impact fees. The total cost of the projects listed far exceeds the amount of impact fees that could be expected to be collected. The project costs have been updated and are used to proportion available funds among eligible State, County, and Village projects. In order to use impact fees to pay a portion of a project's costs, an allocation of funds must be approved by the Village Board prior to the expenditure. Generally, the impact fee funds serve to provide the local share of these projects with the objective of advancing them in other agencies' improvement plans. A large number of projects are listed in the plan to reflect the variety of future roadway needs identified during the update process.

Proposed modifications in the update to the Comprehensive Road Improvement Plan (CRIP) include changes to project costs and estimated implementation timeline.

Interagency agreements are required in order to spend impact fees on roads that belong to other jurisdictions. There are existing agreements with the State of Illinois and Cook County. The Illinois Tollway chose not to enter into an agreement during the previous updates. The Village, State of Illinois, and the Illinois Tollway did jointly sign a Letter of Intent that defines roles and responsibilities specifically related to the full interchange project on the Jane Addams Tollway at Barrington Road.

### *Service Area Boundaries*

The boundaries of the two Service Areas are generally divided by Barrington Road south of Higgins Road. A change is proposed to use the centerline of Barrington Road as a consistent dividing line between the Western and Central Service Areas (Figure 1). This adjustment is in compliance with the State statute and Village ordinance. The designation provides flexibility for the use of impact fee funds for eligible projects in the Comprehensive Road Improvement Plan. Properties annexed since the last update are also now shown.

### *Lane Mile Costs*

The cost of creating additional road capacity consists of pavement construction, right of way, traffic signal costs, etc. The *Engineering News Record* is one recognized source for tracking construction cost information. Reference was also made to data in the National Highway Construction Cost Index prepared for the Federal Highway Administration. Data from local street reconstruction projects and reference from data in *Better Roads* and other trade publications were researched as well. Overall these different measures

averaged an increase of about 2.6% per year over the last five to eight years. During this time certain material prices have varied widely, both up and down. The recession's effects on the economy and competition among contractors for available work impacted bid prices for transportation projects over this time. It is impossible to predict precisely how construction costs will change in the future. As done with past updates, historical trends are proposed to be used to adjust construction costs as a part of this update. Right of way cost is another component of the average lane mile cost. Similar to construction costs, historical data over the last five years was used to estimate average land costs for the Central and Western Service Areas. The differential between total lane mile costs in the Central and Western Service areas has decreased due to a higher appreciation in estimated land values in the Western Area relative to the Central Area. The proposed values per mile for road construction costs used in the impact fee program are \$1,878,000 and \$1,683,000 in the Central and Western Service Areas, respectively.

#### *Motor Fuel Tax Credit*

There is a credit given for a portion of the motor fuel taxes paid by drivers which were used for, or expected to be used for, roadway capacity improvements. For this update, there is no change proposed in the amount of the credit. Recent IDOT funded work in the Village has been primarily maintenance oriented such as resurfacing sections of Barrington, Golf, and Higgins Roads. Other work has been funded through federal safety programs not for the purpose of increasing capacity.

#### *Trip Rates*

The amount of new traffic generated by a development is estimated through the use of trip rates for different land uses. A trip is defined as a vehicle movement either entering or exiting the site where the development is located. The source of this data is the Institute of Transportation Engineer's *Trip Generation Report*. The 8<sup>th</sup> edition of this document was released since the last update of the impact fee program. ITE reports include adjustments for pass-by trips. Pass-by trips are not a new trip demand added to the road system, but rather are trips attracted from the traffic that would be passing by the site anyway. Data on trip generation and pass-by trips from current references are reflected in the impact fee table.

#### *Land Use Assumptions*

With each update of the impact fee program, there is a requirement to review land use assumptions in the service areas. Exhibit A (attached) is the update for land use assumptions which characterizes general trends in land use. The Village Comprehensive Plan is also referenced in this assessment.

#### *Fee Table*

Table 3 is the proposed Road Improvement Impact Fee table for this update. It lists selected land uses as examples of the fee amounts for different types of developments. The net fee is based on the lane mile costs, trip lengths, road capacity, the number of new trips, and the Motor Fuel Tax credit. For uses not listed in the table, data from ITE and other published sources may be consulted to determine the fee.

## **Recommendations**

Village staff recommends the following actions by the Advisory Committee.

1. Recommend to the Village Board approval of land use assumptions as presented.
2. Recommend to the Village Board approval of the comprehensive road improvement plan as presented.
3. Recommend to the Village Board approval of the service area boundaries as presented.
4. Recommend to the Village Board approval of the road improvement impact fee table as presented.

## **Next Steps**

The recommendations of the Advisory Committee will be advanced to the Village Board for its review and consideration. The Village Board can act no sooner than 30 days and no later than 60 days from the date of recommended actions of the Advisory Committee. The Village Board can approve, disapprove, or modify the land use assumptions, comprehensive road improvement plan, service area boundaries, and impact fees, and recommendations of the Advisory Committee.

Following Village Board action, the Advisory Committee will be notified of the Village Board decision.

**Table 2 - Ten Year Comprehensive Road Improvement Plan  
WESTERN SERVICE AREA SUMMARY TABLE**

Road / Intersection		From / To	Length	Improvement	Cost <sup>(5)</sup>		Other Service Area	Jurisdiction	Estimated Commence Date
					Segment	Intersection			
W1	Beverly Road	Shoe Factory Road to I-90	0.25 miles	Widen to 6 lanes <sup>(4)</sup>	\$840,000	--	--	Village	2012 - 2014
W2	Rohrssen Road and Shoe Factory Road	--	--	Install traffic signal <sup>(1) (3) (4)</sup>	--	\$275,000	--	County / Village	2012 - 2014
W3	Shoe Factory Road	Beverly Road to west of Essex Drive	0.6 miles	Widen from 2 to 4 lanes <sup>(4)</sup>	\$2,020,000	--	--	County	2012 - 2014
W4	Beverly Road	I-90 to IL 72	0.9 miles	Add lane	\$3,030,000	--	--	Village	2014 - 2016
W5	Golf (IL 58) and Rohrssen Road	West / East of intersection in service area	0.5 miles	Widen from 2 to 4 lanes plus turn lanes	\$1,680,000	--	--	State	2020
W6	Beverly Road Interchange Ramps	Entrance and exit ramps to and from the west	--	New Ramps	\$2,400,000	--	--	Tollway	2020
W7	Sutton Road <sup>(6)</sup> (IL 59)	Shoe Factory Road to Columbine	0.6 miles	Widen from 4 to 6 lanes, intersection improvements	\$7,500,000	--	--	State	2020
W8	Golf Road (IL 58)	IL 59 to Barrington Road	1.75 miles	Widen from 2 to 4 lanes	\$5,890,000	--	--	State	2020

**NOTES:**

- (1) Construction only; doesn't include right of way (ROW) acquisition
- (2) Doesn't include bridge structure
- (3) Village has \$12,500 previously committed
- (4) Funding subject to terms of annexation / development agreement for the Lauffenberger Farm
- (5) Allocation subject to revisions based on projected construction costs, alternative funding sources, and funds from other government agencies
- (6) Include two new lanes for bridge across I-90

**Table 1 - Ten Year Comprehensive Road Improvement Plan  
CENTRAL SERVICE AREA SUMMARY TABLE**

Project Road / Intersection		From / To	Length	Improvement	Cost <sup>(4)</sup>		Other Service Area	Jurisdiction	Estimated Commence Date
					Segment	Intersection			
C1	Barrington Road and I-90	--	--	New Bridge Structure <sup>(2)</sup>	\$2,100,000	--	Western	State	2015 - 2017
C2	Barrington Road Interchange Ramp <sup>(3)</sup>	Eastbound exit ramp from I-90	--	New Ramp	\$1,200,000	--	Western	Tollway	2015 - 2017
C3	Barrington Road <sup>(1)</sup> and Bode Road	--	--	Widen Bode approaches & traffic signal modification	--	\$900,000	Western	County / State	2019-2020
C4	Barrington Road	Bode Road to south of IL 72	1.9 miles	Widen from 4 to 6 lanes	\$7,100,000	--	Western	State	2019 - 2020
C5	Golf Road (IL 58) and Barrington Road <sup>(1)</sup>	--	--	Widen IL 58 approaches & traffic signal modification	--	\$1,300,000	Western	State	2018 - 2020
C6	Golf Road (IL 58)	Barrington Road to Knollwood Drive	0.4 miles	Widen from 4 to 6 lanes	\$1,500,000	--	--	State	2018 - 2020
C7	Higgins Road (IL 72)	Huntington Blvd to East of Barrington	1.6 miles	Widen from 4 to 6 lanes	\$6,000,000	--	--	State	2018 - 2020

NOTES:

(1) Construction only; doesn't include right of way (ROW) acquisition

(2) Northbound lane only eligible

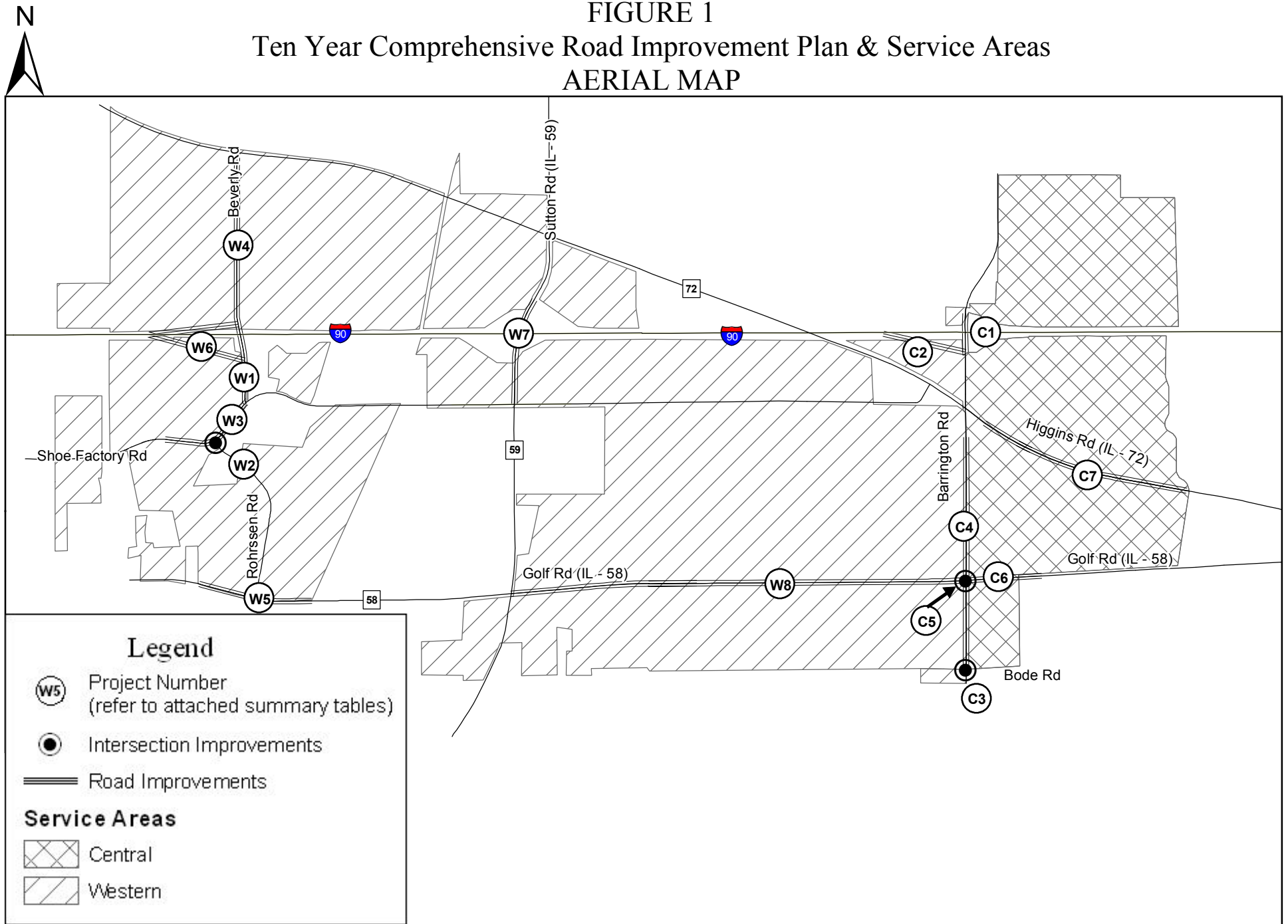
(3) Allocation of funds to the Tollway account will begin when the intergovernmental agreement with the Tollway is complete

(4) Allocation subject to revisions based on projected construction costs, alternative funding sources, and funds from other government agencies

Transportation and Planning Divisions  
Village of Hoffman Estates

FIGURE 1

Ten Year Comprehensive Road Improvement Plan & Service Areas  
AERIAL MAP



Transportation and Planning Divisions  
Village of Hoffman Estates  
December 2010

**Village of Hoffman Estates**

**Fair Share Road improvement Impact Fee Ordinance**

**DRAFT**

**TABLE 3: 2010 IMPACT FEE SCHEDULE FOR SELECTED USES**

December 10, 2011

Land Use (ITE Code)	Weekday 4-6 PM Peak Hour Trip Rate	Percent Pass-by	Adjusted Trip Rate	Trip Rate Units	Central Service Area			Western Service Area		
					Central Area fee w/o MFT credit	Central Area MFT credit	Central Area Net Fee per trip rate unit	Western Area fee w/o MFT credit	Western MFT credit	Western Area Net Fee per trip rate unit
<b>Residential</b>										
Single Family (210)	1.01		1.01	per dwelling unit	\$1,264.52	\$36.24	\$1,228.28	\$1,487.35	\$84.76	\$1,402.59
Condo / Townhouse (230)	0.52		0.52	per dwelling unit	\$651.04	\$18.66	\$632.38	\$765.77	\$43.64	\$722.13
Apartment (220)	0.62		0.62	per dwelling unit	\$776.24	\$22.25	\$753.99	\$913.03	\$52.03	\$861.00
<b>Hotel (310)</b>										
	0.70		0.7	per occupied room	\$876.40	\$25.12	\$851.28	\$1,030.84	\$58.74	\$972.09
<b>Industrial</b>										
General Light Industrial (110)	0.97		0.97	per 1000 sf gross floor area	\$1,214.44	\$24.79	\$1,189.65	\$1,428.45	\$57.99	\$1,370.46
<b>General Office (710)</b>										
	1.49		1.49	per 1000 sf gross floor area	\$1,865.48	\$38.08	\$1,827.40	\$2,194.21	\$89.07	\$2,105.14
<b>Restaurant</b>										
Quality (931)	7.49		7.49	per 1000 sf gross floor area	\$9,377.48	\$268.74	\$9,108.74	\$11,029.96	\$628.56	\$10,401.40
High Turnover (Sit down) (932)	11.15		11.15	per 1000 sf gross floor area	\$13,959.80	\$400.06	\$13,559.74	\$16,419.77	\$935.71	\$15,484.06
Fast Food with Drive-thru (934)	33.84	45	18.61	per 1000 sf gross floor area	\$23,299.72	\$667.73	\$22,631.99	\$27,405.55	\$1,561.75	\$25,843.80
<b>Shopping Center (820)</b>										
50,000	8.00	45	4.4	per 1000 sf gross leasable area	\$5,508.80	\$157.87	\$5,350.93	\$6,479.55	\$369.25	\$6,110.30
100,000	6.36	40	3.82	per 1000 sf gross leasable area	\$4,782.64	\$137.06	\$4,645.58	\$5,625.43	\$320.57	\$5,304.85
200,000	5.06	35	3.29	per 1000 sf gross leasable area	\$4,119.08	\$118.05	\$4,001.03	\$4,844.94	\$276.10	\$4,568.84
300,000	4.43	30	3.1	per 1000 sf gross leasable area	\$3,881.20	\$111.23	\$3,769.97	\$4,565.14	\$260.15	\$4,304.99
400,000	4.03	25	3.02	per 1000 sf gross leasable area	\$3,781.04	\$108.36	\$3,672.68	\$4,447.33	\$253.44	\$4,193.89

**Notes**

1. Land Use categories and Pass-by trips are as defined in the 8th Edition of "Trip Generation", or current edition or update, published by the Institute of Transportation Engineers.
2. Pass-by trips are variable and additional data may be required to fully define this factor. Pass-by trip data in the table is for illustration only.
3. Does not include credits or taxes to be paid for future road improvements.
4. MFT credits assume 5 days per week for office and industrial uses and 7 days per week for all other uses.
5. Credits may be adjusted to individual site operation characteristics.
6. For uses not listed above, the fee will be determined based on the methodology set forth in the Fair Share Road Improvement Impact Fee ordinance.
7. For any individual land use, the ITE "Trip Generation" report will be used to determine which of the methodologies available for trip estimates will be used.
8. The above land uses are shown for illustration; the ITE Trip Generation report contains other land use categories that may provide a better match than a specific use listed above.



## EXHIBIT A

### COMPREHENSIVE ROAD IMPROVEMENT PLAN LAND USE ASSUMPTIONS

#### UPDATE

The Village ordinance governing the Road Improvement Impact Fee Program requires periodic updating in the land use assumptions. This document outlines the general trends in land use that has occurred since the last update in 2005.

Development in the Central Service Area has been focused on medical and office/warehouse development. St. Alexius has continued to expand and improve their services through building expansion and other site improvements. A portion of the AT&T property along Central Road has been purchased and developed with office/warehouse facilities for companies (Mori Seiki, BIG Kaiser, and NSK) that moved their headquarters to the Village. Two developments are under way at the intersection of Barrington and Hassell Roads.

In the Western Service area there continues to be a mix of residential, office, and commercial development. The residential development approved south of the Jane Addams Tollway includes Devonshire Woods subdivision, Beacon Pointe subdivision, Autumn Woods subdivision, and Airdrie Estates subdivision. A mixed use development including some residential was approved at the northwest corner of IL Route 59 and IL Route 72.

The commercial development in the Western Service Area included numerous restaurants and retail uses in the Poplar Creek Crossing shopping center as well as the Prairie Stone Crossing shopping center. Both of these are located along Route 59 between Higgins Road and Hoffman Boulevard. A large commercial development (Cabela's) was built within Prairie Stone Business Park. Prairie Stone Business Park also saw numerous large office and office/research developments including Liberty Mutual, JCL Bioassay, AMCOL, Tate & Lyle, and Prairie Stone Corporate Center.

Overall, the land use is consistent with the overall type of land use anticipated for the Village as outlined in the Village's Comprehensive Plan. Over the next 20-25 years, it is expected that the Village will be fully built out, with essentially all of the current vacant land occupied.