	AGENDA ITEM EXECUTIVE SUMMARY	Agenda Item Number: 4b
CITY OF ST. CHARLES ILLINOIS • 1834	**Title:**	Consideration of a request for City support to amend an Intergovernmental Agreement (IGA) with Kane County regarding Randall Road
	Presenter:	Russell Colby

Meeting: Planning & Development Committee **Date**: November 9, 2020

Proposed Cost: $	Budgeted Amount: $	Not Budgeted: ☐

Executive Summary (*if not budgeted please explain*)**:**

Background

Randall Road is a County Highway under the jurisdiction of the Kane County Department of Transportation (KDOT). Kane County/KDOT regulates and permits all access to the roadway, including streets and driveways.

In 2006, the City entered into an Intergovernmental Agreement (IGA) with Kane County regarding access and improvements to Randall Road between Main St./Rt. 64 and Dean Street. The IGA was entered into at the time KDOT was reconstructing and widening this portion of Randall Road.

The agreement identified the removal and/or consolidation of Randall Road driveway access points along the corridor. In lieu of direct access from properties to Randall Road, plans identified a network of private and public access drives to connect to a future signalized intersection with Woodward Drive. The western leg of this intersection is planned for construction in 2021 with the Audi Exchange project.

Subject Property- NW Corner of Randall & Main St.

Among the closed access points was a driveway that served the vacant property at the northwest corner of Randall and Main (previously a Long John Silver's restaurant). This property, which is owned in common with adjacent parcels totaling 1.8 acres, has remained vacant since the roadway widening in 2006. Potential developers have cited the lack of direct Randall Road access as a deterrent to development.

Per the IGA, the property is to have indirect access to Randall Road through the Mercedes and Audi developments to the north, to reach Woodward Drive. Cross access easements are in place.

The subject property is owned by Semersky Enterprises, developer of the Audi Exchange and owner of other adjacent development parcels to the north and west. Semersky is under contract with a developer of a Thornton's Gas Station that would like to construct a new facility at the site. Semersky has indicated that the project will not move forward without a direct access to Randall Road, preferably a right-in/right-out access. The City has made Semersky aware of the requirements of the IGA.

Traffic Study

Semersky provided a traffic study for the Thornton's Gas Station, including the requested Randall Road right-in/out access. The study concluded that this access should be provided "to ensure that adequate and flexible access is provided" for the development's "long-term viability." The City's traffic engineer, HLR, reviewed the study and concurred with the findings, but noted a "minor safety and operational concern" due to proximity to the Main St. intersection and conflict with the high traffic volume of the southbound right-turn lane.

KDOT staff disagreed with the traffic study's assertion that the proposed access is consistent with existing access drives in the area and suggested that given the access needs, the proposed land use may not be advisable for this location. City staff hosted a teleconference with KDOT staff to review the information. The conclusion of the teleconference was that the proposed access did not comply the County's highway access standards and past practice with similar situations, and therefore KDOT staff could not support the proposal.

Continued on next page

<u>Request for City Council support</u>
In order to allow the access, the IGA would need to be amended, requiring approval by both the City Council and Kane County Board. Semersky is seeking support from the City Council for amending the IGA to allow a Randall Road access point for the lot. City Council support would provide a basis for the developer to continue discussions with Kane County regarding the access.

City staff has no objection to the concept but recognizes that any access needs to be designed in a manner that will not negatively impact traffic safety nor conflict with circulation at the Randall/Main St. intersection.

Attachments (*please list*)**:**

- Information submitted in support of the Thornton's proposal
- KDOT review of Semersky Traffic Study, 8/14/2020
- Semersky Traffic Study, prepared by KLOA, 8/4/2020 (excluding appendices)
- Intergovernmental Agreement with Kane County (2006)

Recommendation/Suggested Action (*briefly explain*)**:**

Review and provide a recommendation regarding City support to amend an Intergovernmental Agreement (IGA) with Kane County regarding Randall Road. Subject to a positive recommendation, staff will present a resolution for City Council action.

July 6, 2020

The Honorable Mayor Raymond Rogina
& City Council Members of St. Charles
City of St. Charles
2 East Main Street
St. Charles, IL 60174

Re: Project Introduction to Proposed Thorntons Project to be located on +/- 1.79 Acre Site @ NWC of Randall & Main in St. Charles, IL

Dear Mayor Rogina and Council Members:

We are pleased to present to you an introduction to our proposed Thorntons gas station development project at the northwest corner of W. Main Street and N. Randall Road.

As you may be aware, our company is the contract purchaser of the above-captioned property on behalf of Thorntons. GMX will purchase the site from Mr. Semersky and oversee the development of the Thorntons gas station and convenience store. We will enter into a long-term lease with Thornton's to operate the facility. GMX is a commercial development firm that has been in business for sixteen (16) years and we are currently working on and have closed several deals with Thorntons in the Chicagoland metropolitan area.

The enclosed preliminary site plan illustrates that Thorntons will occupy the entire 1.79 acre site. The site plan includes ten (10) gas pumps and a +/- 4,400 square-foot convenience store with safe internal circulation between the gas pumps and convenience store. There are an ample twenty-seven (27) parking stalls on the site plan for customer parking. Direct access to the site is proposed through a right-in/right-out curb cut to be located along N. Randall Road at the north end of the site and utilization of the existing right-in/right-out and left-in along Main Street. The Main Street access would be consistent with the current curb cut configuration and shared with the AT&T property at 2300 W. Main Street. The development is also accessed via the to-be-extended Woodward Drive by a cross-access easement west of the Audi Exchange and Mercedes Benz dealerships. Key to the Thorntons development proceeding is direct access to and from N. Randall Road and maintaining the existing three-quarter access on Main Street.

GMX Real Estate Group, LLC
3000 Dundee Road * Suite 408 * Northbrook, Illinois 60062
W: 847.680.8600 * F: 847.480.0033

The St. Charles project has received Thorntons' executive committee approval to proceed, provided the proposed access is granted. Our goal would is to break ground in Spring, 2021 and open this project in Spring, 2022 , subject to receipt of all of the required governmental approvals and permits.

Here is some preliminary background information regarding Thorntons and its operations, including:

- Privately-held company with headquarters in Louisville, Kentucky;
- Long-standing history in the gas and oil industry built over 47 years;
- Brand leader with high quality image and product offerings;
- Recently purchased by a venture between ArcLight Capital Partners and BP;
- New venture gives Thorntons access to an even stronger balance sheet;
- Prides itself and dedicated to "Excellent Customer Service";
- Convenience store with wide array of quality offerings and products;
- Successful "Refreshing Rewards" program for loyal customers;
- Strong history of retail team members having long and meaningful careers;
- Currently located in six U.S. states;
- Over 200 retail outlets located around the country;
- Over 70 retail outlets located throughout Chicagoland;
- Long-standing history of successful Chicagoland gas units with no store closings;
- Eco fuel variety leader utilizing sophisticated tank monitoring;
- Annual company revenues exceed $2.3BB;
- The St. Charles store's estimated sales are projected at +/- $15 million per year, including approximately the sale of 4,560,000 gallons of fuel per year
- There is an ability to increase these sales if diesel fuel is sold;
- Estimated 25 full-time employees per location;
- Estimated 375 construction workers for this project;
- Safe and well-lit 24-hour operation;
- Daylight harvesting and LED lighting;
- No truck parking allowed during overnight hours of operation;
- Architecturally-handsome building design (see examples below);
- Attractive landscaped site and well-manicured lawns;
- Well maintained stores and fuel centers with around-the-clock store managers;

- Self-contained trash corrals with regularly scheduled trash pick-ups;
- Work closely with neighborhood police and fire departments;
- *Often first to open after natural disasters and provide emergency supplies;*
- *Mindful and respectful of local community needs and ordinances; and,*
- *Good community neighbor involved in local fund raising/charity efforts.*

We believe the development of this long vacant and non-productive site will be an important addition to the St. Charles community in terms of services delivered, employment and significant sales tax, fuel tax and property tax contributions to the City of St. Charles and to Kane County.

GMX has developed over 4.0 million square feet of successfully commercial projects throughout the country. Our company has deep tenant relationships in the retail, restaurant and gas sectors. Please find the enclosed company brochure for more information on the company, which can also be viewed at www.gmxre.com.

We look forward to becoming a contributing member of the St. Charles community. Thank you for your consideration regarding our project. We look forward to working with you, your colleagues and your staff.

Best Regards,

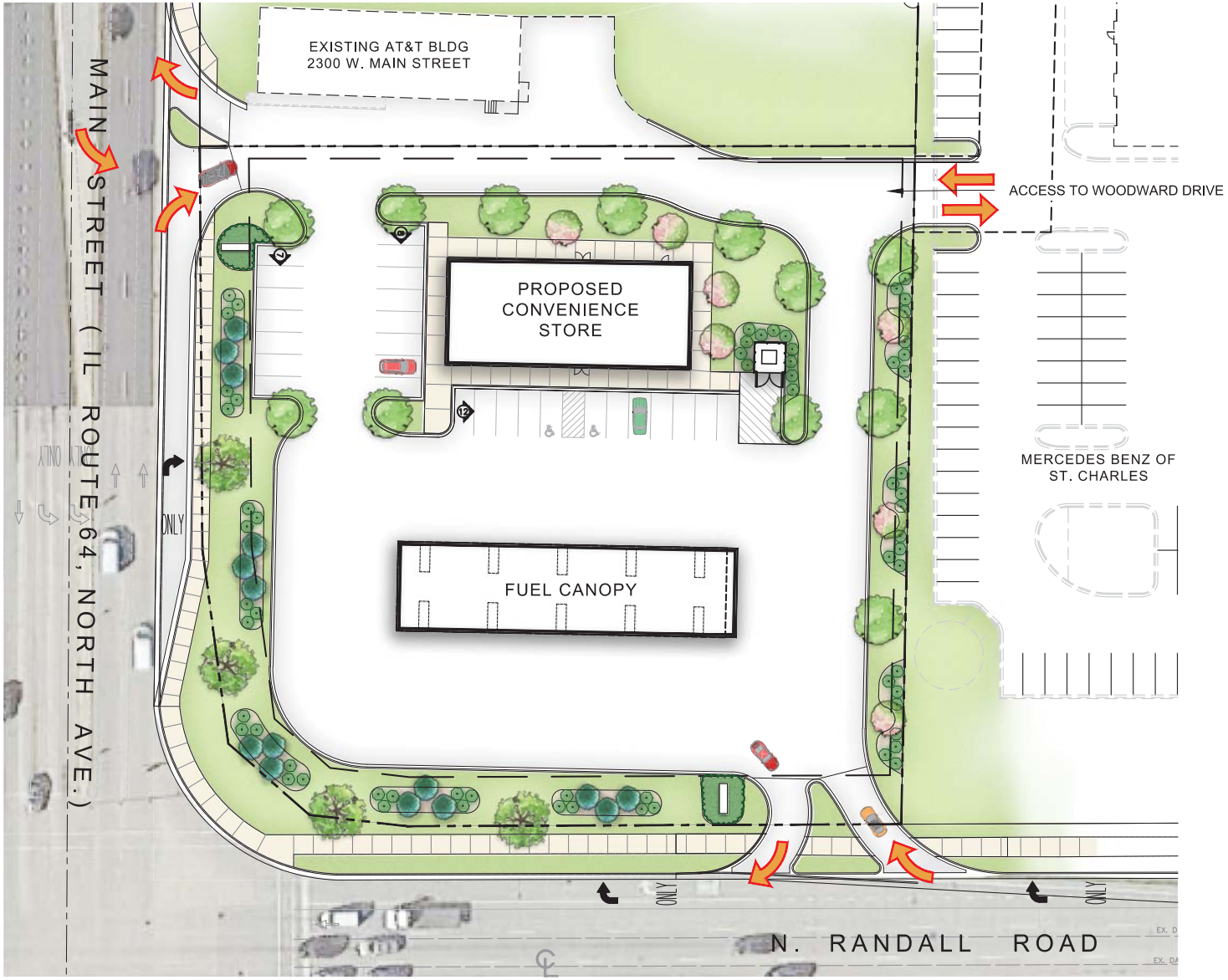
_____

Andrew S. Goodman
Co-Manager, GMX Real Estate Group, LLC

Enclosures

- Preliminary Site Plan
- Overall Development Plan
- Sample Pictures of Completed Thorntons Project
- GMX Real Estate Group Brochure

cc: Mike Krasucki, Thorntons
Dennis Somers, Thorntons
Paul Wilson, Thorntons
Jack Frigo, Frigo & Company
Austin Vanderstappen, Colliers
Kevin Mottlowitz, GMXRE
Paul Takacs, GMXRE



ILLUSTRATIVE CONCEPT SITE PLAN

THORNTON'S GAS STATION AND CONVENIENCE STORE

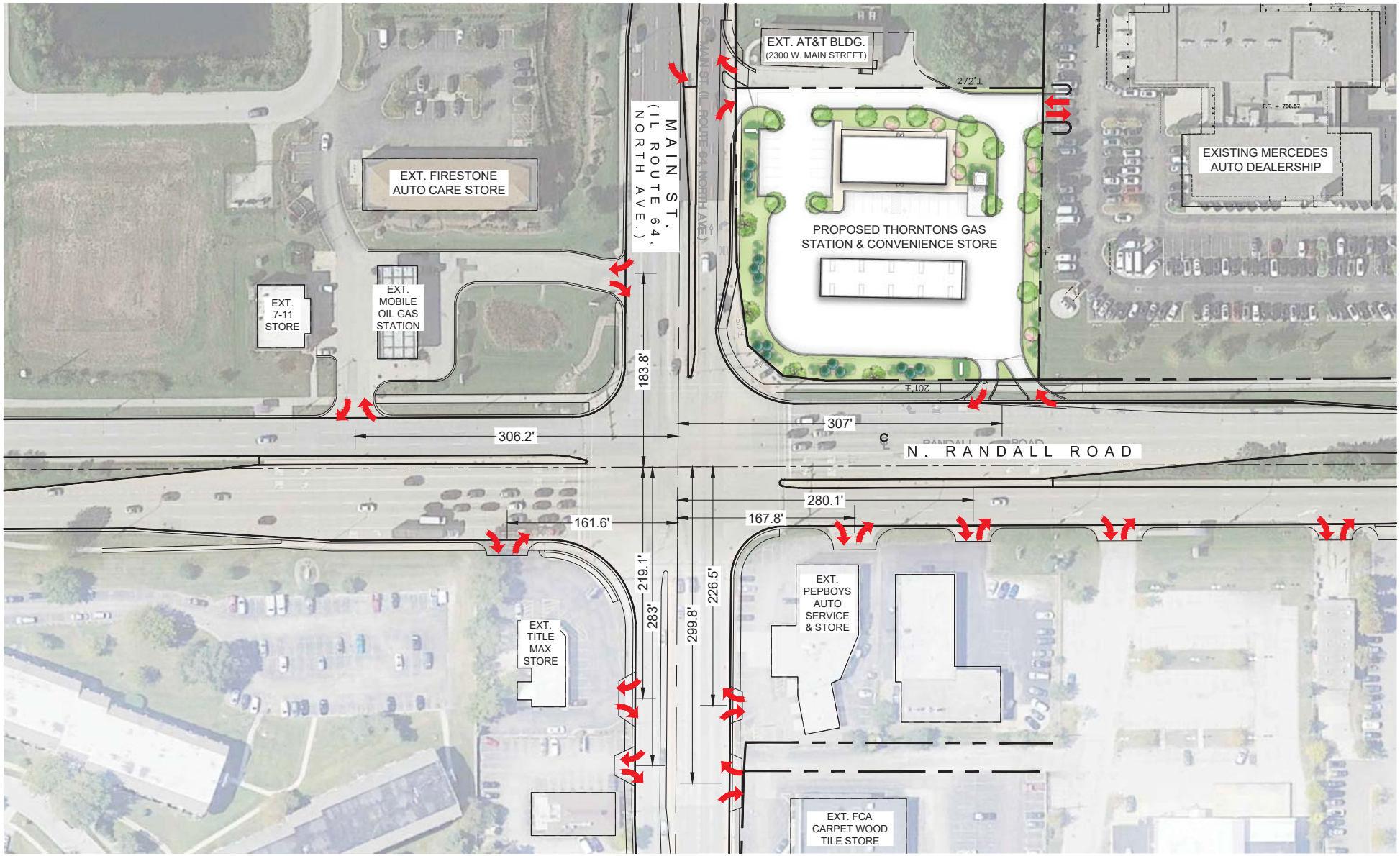
St. Charles, Illinois

10' 0' 20' 40'

N

October 29, 2020

teska
627 Grove Street, Evanston, Illinois 60201
Tel 847.869.2015 Fax 847.869.2059



INTERSECTION EXHIBIT

THORNTON'S GAS STATION AND CONVENIENCE STORE

St. Charles, Illinois

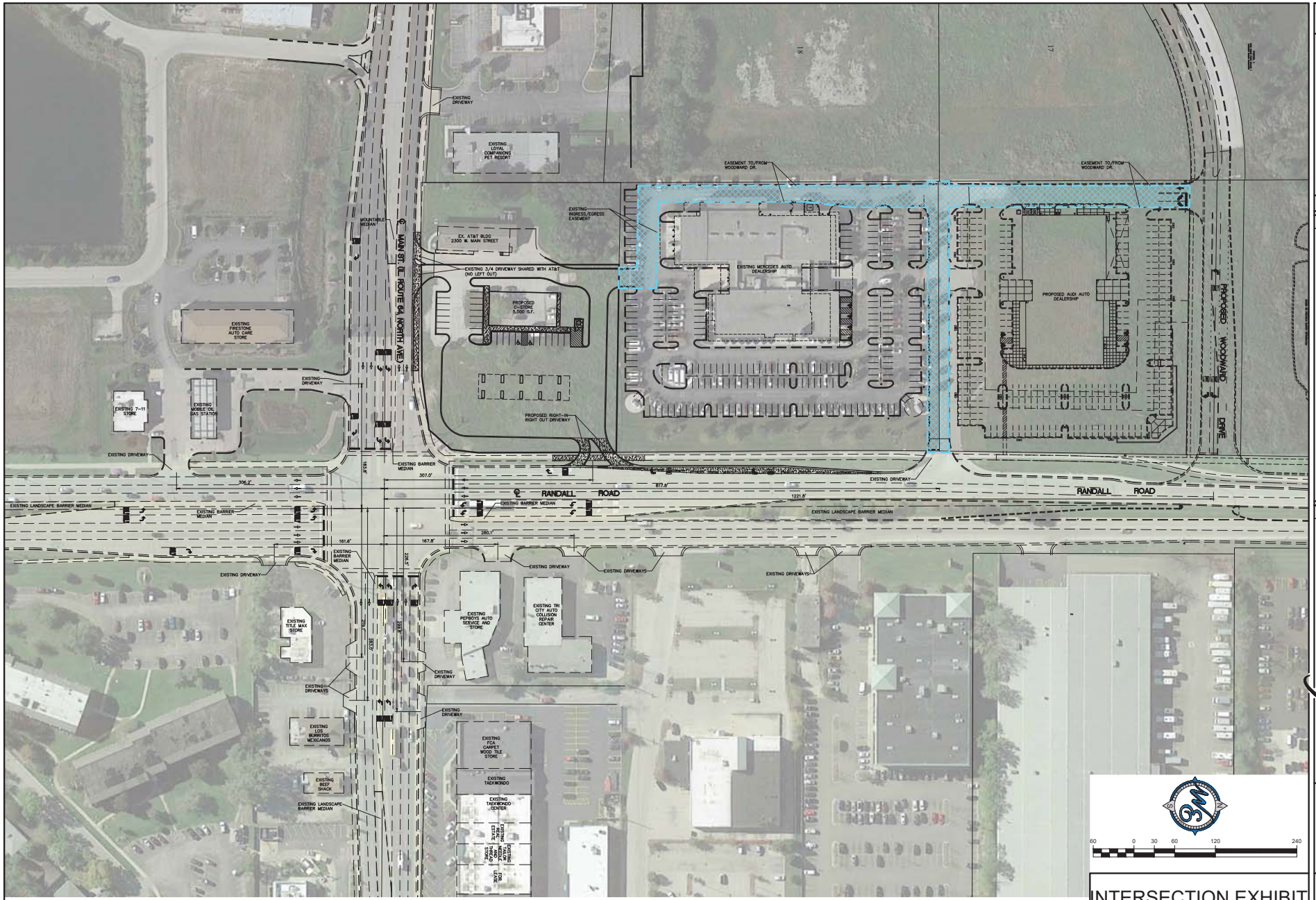
20' 0' 40' 80'

N

October 29, 2020

teska

627 Grove Street, Evanston, Illinois 60201
Tel 847.869.2015 Fax 847.869.2059



INTERSECTION EXHIBIT

NO.	REVISIONS	DATE

Prepared For:

SEMERSKY ENTERPRISES, INC.
St. Charles, IL

FUEL CENTER DEVELOPMENT
Northwest Corner of Main Street and Randall Road
St. Charles, Illinois

Prepared By:

WaterMark Engineering Resources

watermark-engineering.com | 2631 Ginger Woods Pkwy | Aurora, IL 60502 | (630) 375-1800

CHECKED BY: J. MILLER
DESIGN BY: J. MILLER
DRAWN BY: K. SACK
DATE: JUNE 29, 2020
SCALE: 1" = 60'
PROJECT NO.: 15-048

2 of 2

INTERSECTION EXHIBIT

J:\dwgs\15jobs\15048\2020-06-29_15048_Intersection Exhibit.dwg, 15048

TO: Jack Frigo, Frigo & Company
FROM: Lee Brown, FAICP, President, Teska Associates, Inc.
Carol Brobeck, Associate, Teska Associates, Inc.
DATE: August 19, 2020
RE: Projected Sales Tax Revenue for 2202-2222 W. Main St in St. Charles, IL

In response to your request for estimated impact of proposed development in St. Charles, this memo summarizes our evaluation regarding the subject site, located at 2202-2222 W. Main Street, across five parcels, which would be redeveloped as a Thorntons gas station and convenience store.

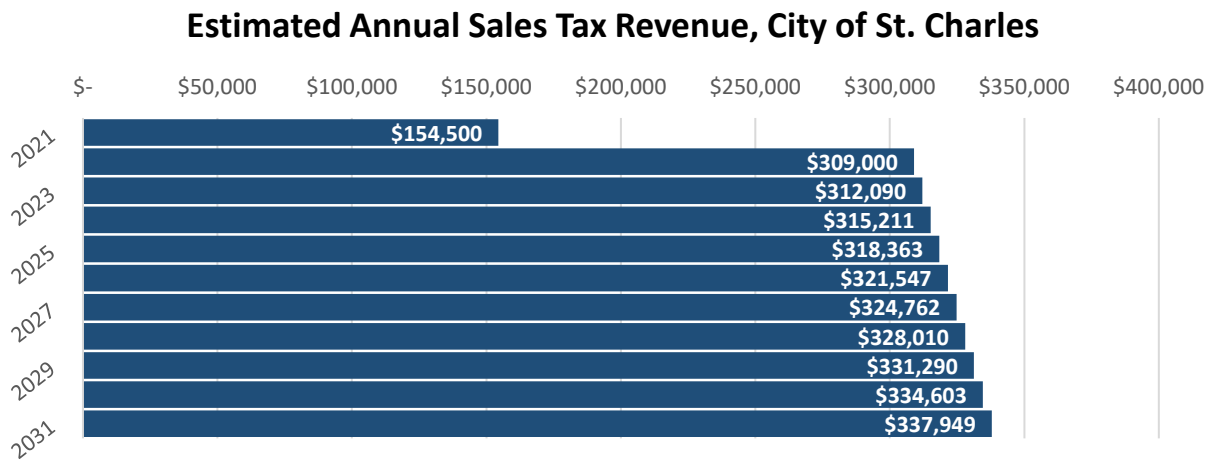
The development of this site is anticipated to increase property tax revenues and establish new sales tax revenues for both the City of St. Charles and Kane County.

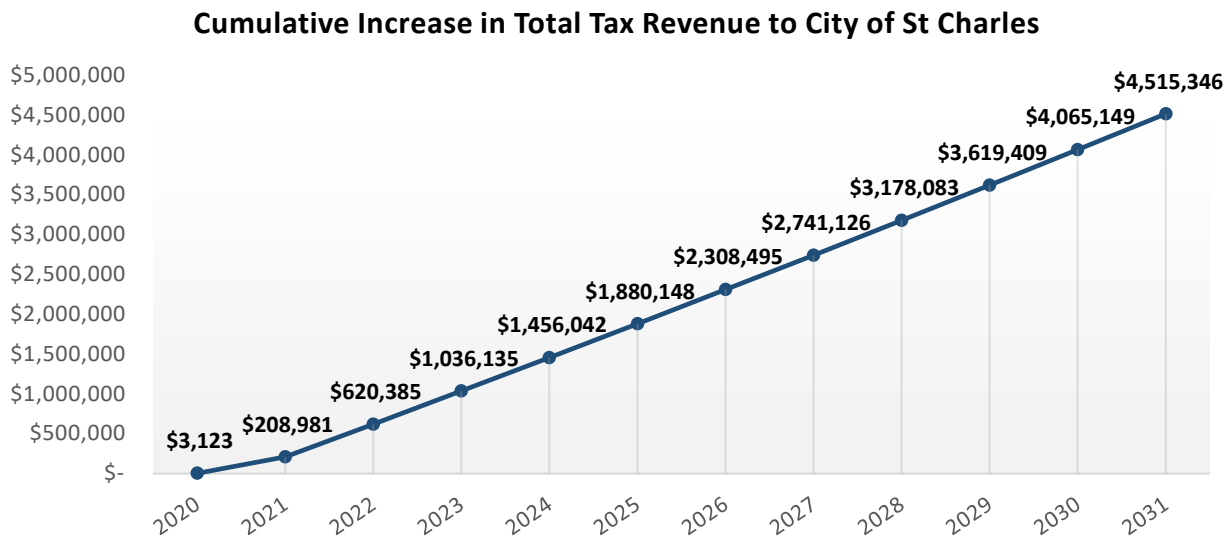
The City of St. Charles is estimated to see the following increases in annual revenues resulting from the proposed Thorntons development:

- **$8,082** in annual property tax revenues (total of $11,205 collected in property tax)
- **$309,000** in annual sales tax revenues
- **$91,200** in annual local motor fuel tax revenue

Overview of Total Estimated Annual Revenues resulting from the proposed Thorntons:

Revenue Source	City of St Charles	Kane County
Property Tax	$11,205	$5,060
Sales Tax	$309,000	$37,500
Local Motor Fuel Tax (MFT)	$91,200	$186,960
TOTAL	**$411,405**	**$229,520**





Methodology

Projected estimates are based on currently published taxation rates applicable to the development site and respective business activities, including the sale of gasoline, alcoholic beverages and general merchandise.

Property tax revenue for the development site is estimated based on the assessed valuations of property (building and land) of comparable gas station/convenience properties on adjacent and nearby sites. Estimated property taxes on the sites are based on 2019 (payable in 2020) tax rates and the 2019 Kane County equalizer.

Anticipated sales revenues for fuel and convenience goods were provided by Semersky and Thornton's. The Thornton's development is anticipated to see annual taxable fuel sales of **$12,000,000** and annual retail sales of **$3,000,000**.

Anticipated gallons of fuel (gasoline only) are estimated to total **4,560,000 gallons**, or 380,000 monthly. Motor fuel tax (MFT) revenues are based on that estimate. A representative of Thornton's indicated that these figures were comparable to existing (2019) sales at other Thornton's facilities.

Future projections of property tax revenue and sales tax revenue use a modest 1% appreciation in values.

Property Tax Revenue

The proposed Thornton's development is comprised of five parcels, covering approximately 1.84 acres:

09-29-400-044, 09-29-400-074, 09-29-400-083, 09-29-400-084, 09-29-400-098

The development anticipated a +/- 4,400 convenience store building with multiple gasoline pumps under a canopy for automobiles and light trucks. The total combined estimated 2020 EAV for the five Thornton's parcels is $377,196, yielding approximately $30,209 in annual property taxes. The previous land use on the site appears to have been a fast food restaurant, though it is not currently in operation. The location at the intersection of N Randall Rd and W Main St is prominent due to significant visibility along major roadways.

Anticipated Property Value Increase, annual			
Assessed Value	$373,406	$1,367,058	$993,652
Equalized Assessed Value	$377,196	$1,353,323	$976,127

Comparables

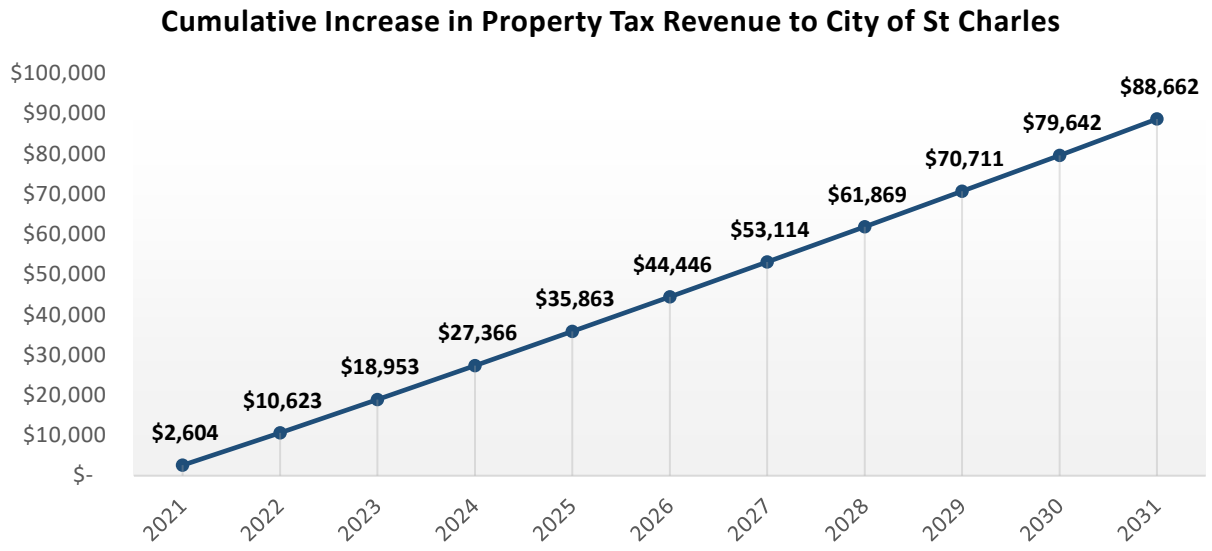
Directly south, across Main St is a 7-11 gas station and convenience store (1.21-acre site on 3 parcels). Total combined 2020 EAV is $372,190, yielding an expected property tax of $37,705. Estimated tax revenue per building square foot is $12.34 (land is $0.76/sf).

This comparable location, along with other fuel/convenience store locations within Kane County were used as the basis for estimating property assessments for Thornton's after buildout.

Property Valuation

We anticipate that the Thorntons will be very comparable in value to the adjacent 7-11; therefore, we estimate that the parcel will see a 73% increase in total property tax upon buildout and occupancy, yielding approximately **$115,114** total in property taxes upon build out. The property is expected to open in August 2021, therefore the earliest tax year which would see the full increase in property tax would be 2022. The City of St. Charles' tax rate is 0.83%, and the portion of property tax that will go to the City is expected to increase from 3,123 to **$11,548** in 2022.

Property Valuation of Thorntons		
	2020 (pre-development)	**2022 (100% assessment)**
Property Tax Revenue	$30,209	$115,114
City of St. Charles (0.83%)	$3,123	$11,548
Kane County (0.37%)	$1,410	$5,215



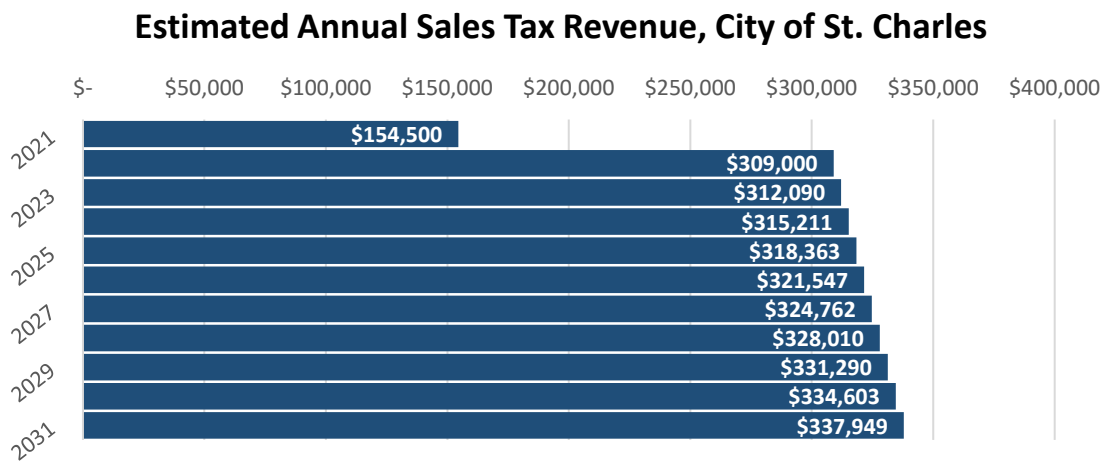
All taxing districts will benefit from the increase in property tax revenue from the Audi development. School District 303, the largest taxing district, is anticipated to see an additional $51,871 in property tax revenue upon build out.

Taxing Body	**Rate**	**2020 Tax Bill**	***Est. 2022 Tax Bill***
St Charles School District #303	5.31%	$20,044	$71,915
City of St Charles	0.83%	$3,123	$11,205
St Charles Park District	0.63%	$2,368	$8,495
Elgin College 509	0.49%	$1,835	$6,584
Kane County	0.37%	$1,410	$5,060
St Charles Library	0.32%	$1,201	$4,310
Kan Forest Preserve	0.15%	$584	$2,096
St Charles Township Road District	0.09%	$341	$1,225
St Charles Township	0.04%	$165	$591
St Charles Cemetery	0.02%	$60	$215

Sales Tax Revenue

The Thorntons gas station and convenience store will bring increased sales tax revenues for the City of St Charles and Kane County, applicable to gasoline, alcoholic beverages and retail sales. Total sales tax is 8.00%, split between the City of St. Charles' Home Rule Tax (1%), RTA tax (0.25%), and State of Illinois sales tax (6.25%). The City of St. Charles also has a 3.00% Alcohol Beverage Tax. The State sales tax remits 1% to the City and 0.25% to the county where the sale occurred.

Sales Tax Rates	
City of St Charles – Home Rule	1.00%
RTA	0.75%
State of Illinois	5.00%
Remitted to St. Charles from state receipts	1.00%
Remitted to Kane County from state receipts	0.25%
TOTAL	**8.00%**
City of St. Charles – Alcohol Beverage Sales Tax	3.00%



The Thornton's is anticipated to generate:

- total annual sales of **$15,000,000**
- total annual fuel sales of **$12,000,000**
- total annual retail sales of **$3,000,000**

The City of St. Charles is expected to see a total of **$309,000** in sales tax revenues from Thornton's fuel and retail sales. Kane County is anticipated to receive **$37,500** is sales tax revenues from fuel and retail sales.

TOTAL SALES TAX REVENUE, annual		
	City of St Charles 2% of Sales	**Kane County 0.25% of Sales**
Thorntons	$309,000	$37,500

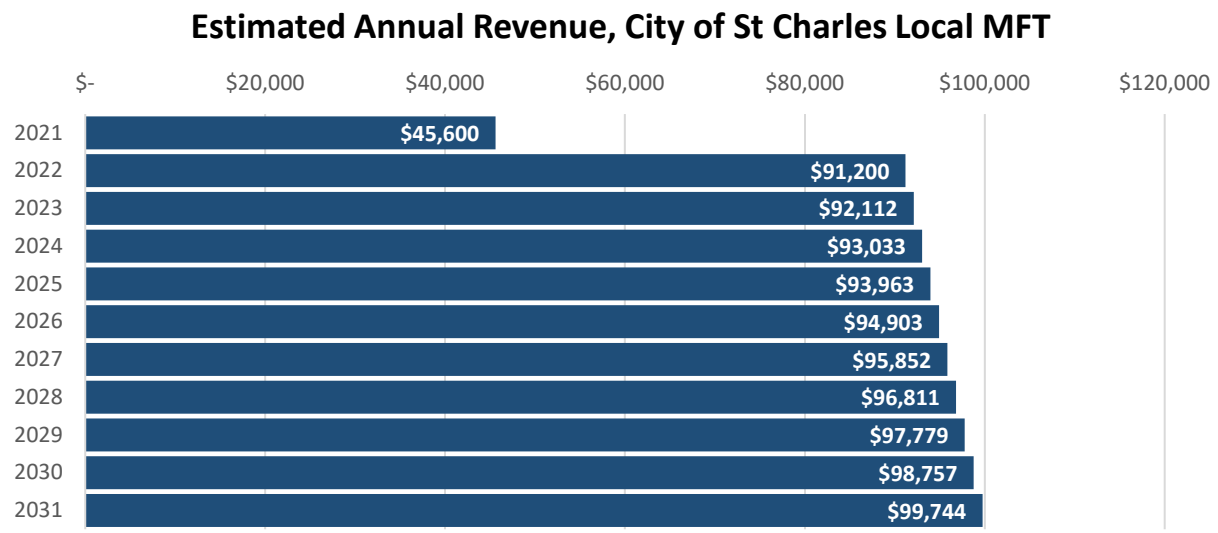
Motor Fuel Tax Revenue

Gasoline and diesel sales are also subject to motor fuel taxes (MFT) in addition to sales taxes. The City of St. Charles levies a municipal fuel tax of $0.02 per gallon. Kane County also levies an MFT of $0.041

per gallon. In addition, the State of Illinois MFT during the period of July 1, 2020 through June 30, 2021, is $0.39 per gallon of gasoline sold. The MFT for diesel (during the same period) is $0.46.

The Thornton's development is anticipated to see total annual fuel sales (gasoline only) of **$12,000,000** (4,560,000 gallons of fuel annually). **This estimate would result in approximately $91,200 in revenue for the City of St Charles and $186,960 to Kane County.** No rebate of these receipts is proposed.

	St Charles	Kane County	State*
Annual Revenue	$91,200	$186,960	$1,764,720
MFT	$0.02	$0.41	$0.39



State of Illinois Motor Fuel Tax:

As part of the Rebuild Illinois infrastructure plan, the State MFT increased the MFT in 2019 and it is expected to increase by $0.01 per year. Some of the MFT is ultimately directed back to municipalities and counties. The State remits revenues to counties based on the percentage of vehicles registered. Additionally, township and road districts also receive a remittance of the state MFT, based on the percentage of roadways in the state. Additional MFT revenue is also remitted by the state to municipalities on a per capita basis, estimated at $12.80 per resident. The construction and operation of an additional gas station/convenience store does not increase the total sales of gasoline within the State of Illinois. Therefore, the development of the Thornton's would not increase the total MFT collected by the State, nor remitted to the City of St. Charles or Kane County.

KANE COUNTY
DIVISION of TRANSPORTATION

Carl Schoedel, P.E.
Director of Transportation
County Engineer

41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1171
Fax: (630) 584-5239
www.co.kane.il.us/dot

August 14, 2020

Mr. Luay Aboona
KLOA, Inc.
9575 West Higgins Road, Suite 400
Rosemont, IL 60018

RE: Proposed Fuel Center (GMX/Thorntons)
Randall Road & IL Route 64 (NW Quadrant)
Traffic Impact Study Review

Dear Luay:

Staff from the Kane County Division of Transportation (KDOT) has reviewed the Traffic Impact Study (dated 07-01-2020, revised 08-04-2020), prepared by KLOA, Inc. We offer the following comments, primarily focused on the proposed Randall RI/RO access:

1. Randall Road is a limited access freeway, KDOT staff cannot approve any access to Randall Road without prior County Board approval and the County Board has previously denied an access at this location for various development proposals. The proposed right-in/right-out (RI/RO) access to Randall Road in not consistent with the 10-17-2006 Intergovernmental Agreement (IGA) between Kane County and the City of St. Charles. The IGA does not provide for any direct access to Randall Road from the subject parcels.
2. The Randall RI/RO access does not meet the spacing criteria of KDOT's Permit Regulations and Access Control Regulations ("Access Regulations"). The Access Regulations call for a distance of 630 feet from the adjacent signalized access.
3. On Figure 4 (page 7), we were not able to match up several of the movement counts at Randall/64 with the Traffic Count Summary Sheets in the Appendix. Please also double-check these volumes with those used in the Synchro datasheets.
4. Has IDOT reviewed and approved the traffic study?
5. On page 9, the study states that the Randall RI/RO access should be signed to prohibit outbound vehicles from using the southbound left-turn lanes at Randall/64. We agree that this maneuver would be hazardous and it is one reason KDOT has severe safety concerns with this access concept. Our opinion is that such signing would be routinely ignored and we are not aware of any MUTCD-compliant sign for this use.
6. On page 9, the study describes the cross-access easement through the Internal Combustion Subdivision that affords the site access to Woodward Drive. The study suggests way-finding signs should be provided to direct vehicles. Please provide a signage plan that would detail this concept.
7. On pages 9 and 10, the study contends that the proposed RI/RO access is consistent with existing access drives in the area, detailing the specifics of 15 nearby accesses. We did not find this presentation compelling for the following reasons:

- Most of the examples were on IL Route 64, which is not covered by the IGA, is under IDOT jurisdiction, has a 35 mph posted speed, and is much lower traffic volume than Randall Road.
- Other examples were of accesses that were downstream of the Randall/64 intersection, not upstream of the intersection as is the proposed RI/RO.
- The RI/RO access on the east side of Randall Road just south of IL Route 64 was also cited as an example. This access was not covered by the IGA and the Title Max site has much less trip generation that the proposed fuel center use.

For these reasons and others, we do not concur that these access examples are supportive of the proposed RI/RO access.

8. On page 28, the study states that southbound queues on Randall at IL Route 64 extend to the location of this access drive. We think it is more accurate to state that the intersection routinely queues to the proposed access location throughout a given weekday. The study goes on to indicate that southbound Randall gaps are sufficient to adequately service exiting vehicles from the site. We believe that at times, especially during peak hours, these gaps in SB traffic are less common. This causes more delays for exiting vehicles, driver frustration, and risk-taking, ultimately leading to increased crashes.
9. On page 28, the study contends that the proposed RI/RO access is consistent with existing access drives on Randall Road. We disagree – there are no other uses this intense on Randall upstream of a signalized intersection in this vicinity.
10. On page 28, the study indicates that the existing SB-to-WB right turn lane on Randall would be lengthened to serve the proposed RI/RO. This mingles site right-turners with intersection right-turners, which would increase crash potential.
11. The Preliminary site plan and traffic study also assumes additional variances from the County's Access Regulations and doesn't appear to adequately address multi-unit trucks navigating this site.
12. Some alternate site development designs are shown in the Appendix, including various restaurant layouts and an auto outdoor showroom, but these concepts are not mentioned in the study.

The study's overall contention is that the RI/RO to Randall Road is necessary for the viability of the site as a fuel center. This may be correct; not every land use is a good fit for a given parcel. If the access constraints on this site from the IGA, KDOT's access policies passed by ordinance, IDOT's access policies, etc. are incompatible with the proposed use, then it may be that this land use is inadvisable at this location.

Please call me directly at 630-406-7372 if you have any questions.

Sincerely,

Kurt E. Nika, P.E.
Chief of Traffic Operations & Permitting

Cc (via email): Mark Koenan, City of St. Charles
Monica Hawk, City of St. Charles
Tom Rickert, KDOT
File

Traffic Impact Study
Proposed Fuel Center
St. Charles, Illinois

Prepared For:

Semersky Enterprises, Inc.

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

August 4, 2020

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed Thorntons Fuel Center in St. Charles, Illinois. The site, which is currently vacant, is located in the northwest corner of Main Street (Illinois Route 64) with Randall Road (Kane County Highway 34). As proposed, the site will be developed with a full-service fuel center with 20 passenger vehicle fueling positions and an approximately 4,400 square-foot convenience store. Access to the proposed development will be provided via a three-quarters (right-in, left-in, right-out) access drive off Main Street, a right-in/right-out access drive off Randall Road, and a connection to Woodward Drive which is proposed to be extended to Randall Road, terminating as a signalized intersection as part of the proposed Audi Dealership development to be built north of the site.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate the traffic generated by the proposed development.

Figure 1 shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site. The sections of this report present the following:

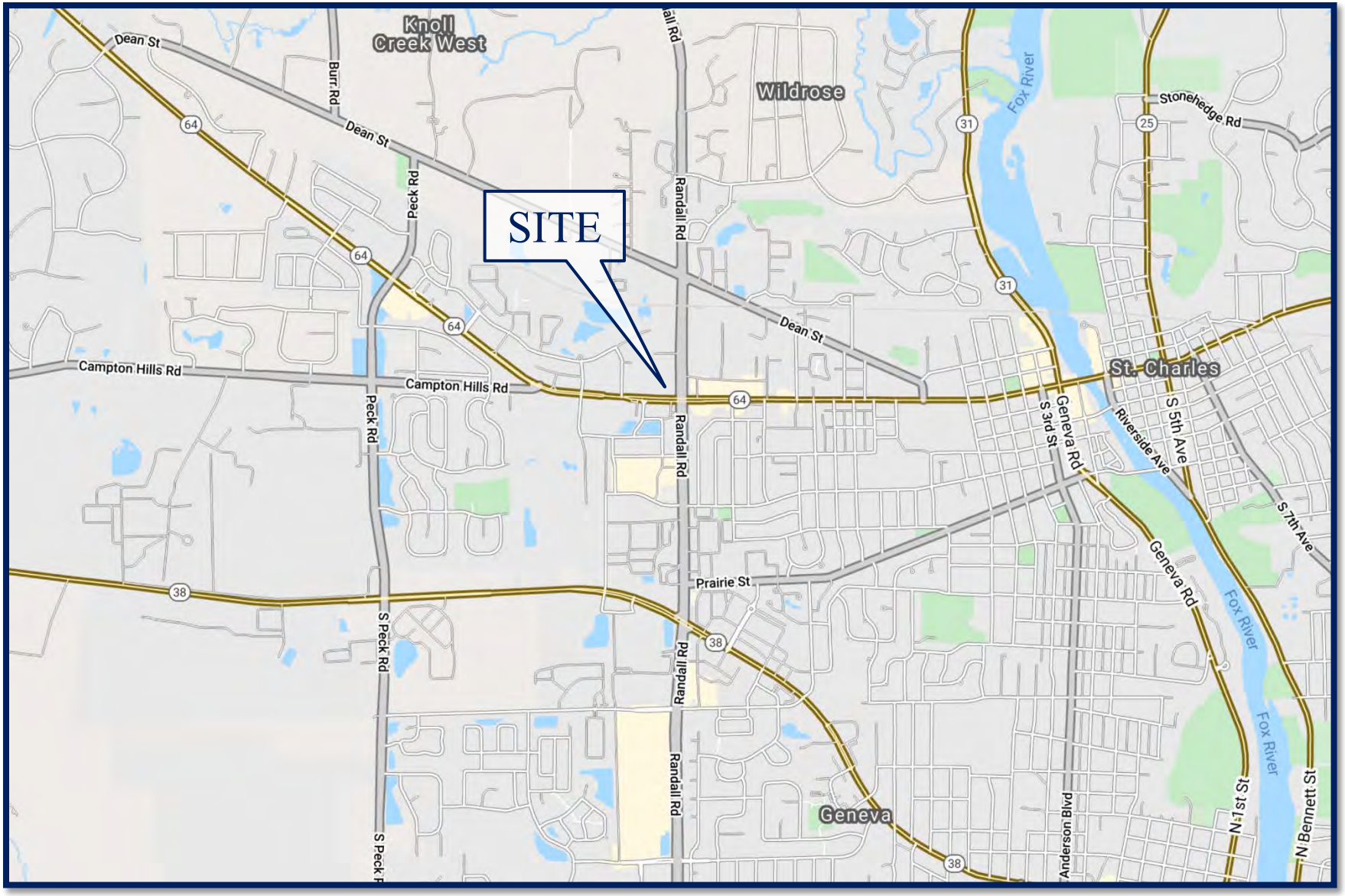
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of the development traffic
- Vehicle trip generation for the development
- Future traffic conditions including access to the development
- Traffic analyses for the weekday morning, weekday evening and Saturday midday peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system

Traffic capacity analyses were conducted for the weekday morning, weekday evening and Saturday midday peak hours for the following conditions:

1. Existing Conditions – Analyze the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. Year 2030 No-Build Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes increased by an ambient area growth rate not attributable to any particular development as well as traffic projected to be generated by the proposed Audi dealership and other area developments.

3. Year 2030 Projected Conditions – Analyze the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient traffic growth, other area developments, and the traffic estimated to be generated by the proposed development.



Site Location **Figure 1**

Aerial View of Site Location **Figure 2**

2. Existing Conditions

Existing traffic and roadway conditions were documented based on field visits and traffic counts conducted by KLOA, Inc. The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses, and peak hour traffic flows along area roadways.

Site Location

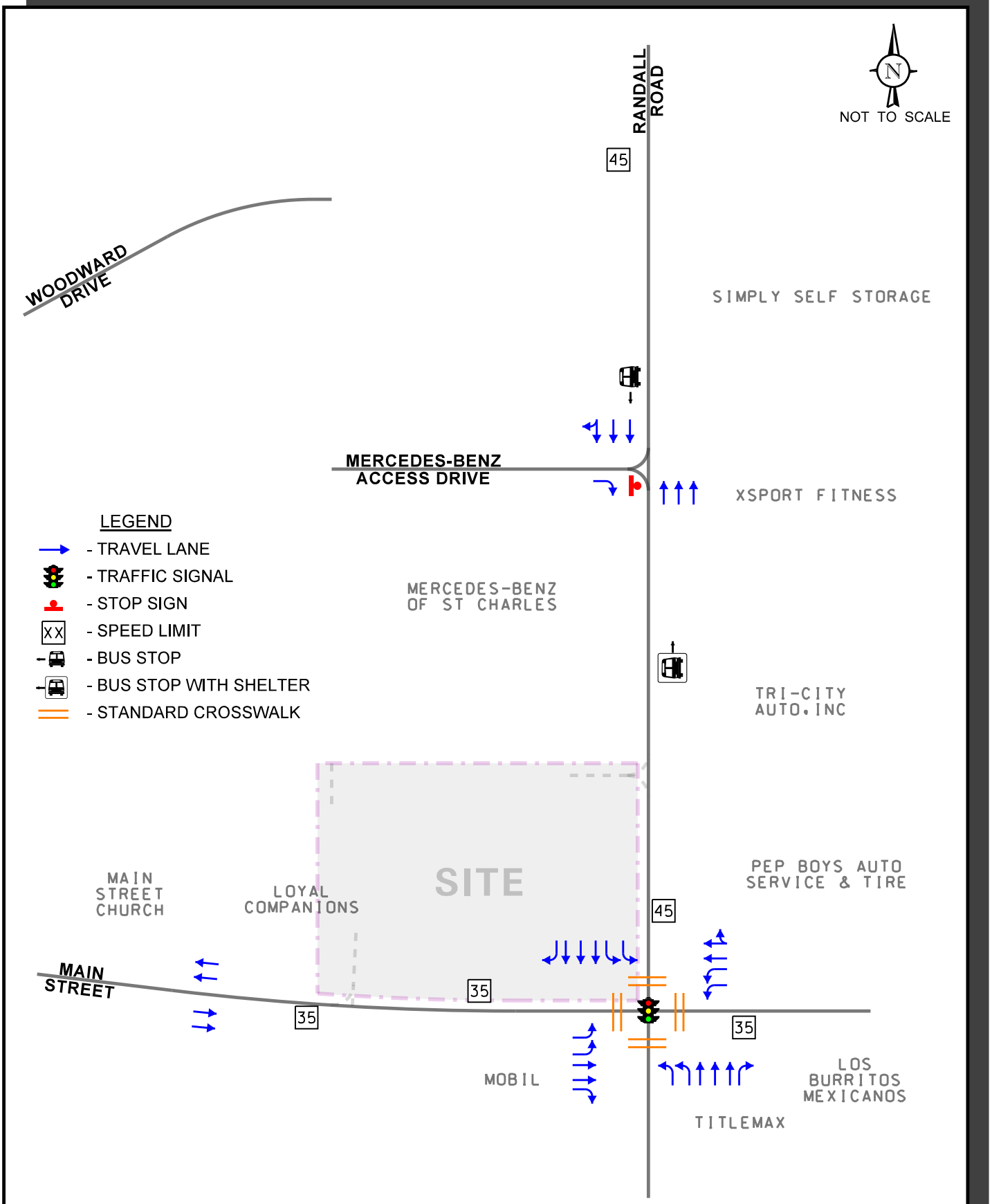
The site, which is currently vacant, is bounded by a Mercedes-Benz Car dealership to the north, Randall Road to the east, Main Street to the south, and an unlabeled brick building to the west. Land uses in the vicinity of the site include a mix of commercial, industrial, and residential uses.

Existing Roadway System Characteristics

The characteristics of the existing roadways that surround the proposed development are illustrated in **Figure 3** and described below.

Main Street (Illinois Route 64) is an east-west roadway that provides two lanes in each direction and is generally divided by a two-way left-turn lane. At its signalized intersection with Randall Road, Main Street provides dual left-turn lanes, two through lanes, and a right-turn lane on the eastbound approach and dual left turn lanes, a through lane, and a shared through/right-turn lane on the westbound approach. Both approaches provide standard style crosswalks and pedestrian signals. Main Street is under the jurisdiction of the Illinois Department of Transportation (IDOT), is classified as a Strategic Regional Arterial (SRA) route and has a posted speed limit of 35 miles per hour. East of Randall Road Main Street is designated as a principal arterial roadway and carries an Annual Average Daily Traffic (AADT) volume of 30,700 vehicles (IDOT 2019). West of Randall Road Main Street is designated as a minor arterial roadway and, west of its split from Campton Hills Drive, carries an AADT of 17,000 vehicles (IDOT 2019).

Randall Road is a north-south principal arterial roadway that provides three through lanes in each direction narrowing to two lanes in each direction north of Main Street generally divided by a landscape median. At its signalized intersection with Main Street, Randall Road provides dual left-turn lanes, three through lanes, and a right-turn lane on the northbound and southbound approaches. Both approaches provide standard style crosswalks and pedestrian signals. At its unsignalized intersections with the Mercedes-Benz car dealership access drive, Randall Road provides two through lanes on the northbound approach and two through lanes and a shared through/right-turn lane on the southbound approach. Randall Road is under the jurisdiction of the Kane County Division of Transportation (KDOT), is classified as an SRA route, and has a posted speed limit of 45 miles per hour. Randall Road carries an AADT volume of 32,200 vehicles (IDOT 2018) north of Main Street and 40,200 vehicles (IDOT 2018) south of Main Street.



Proposed Thorntons Fuel Center
St. Charles, Illinois

Existing Roadway Characteristics

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 20-118 Figure: 3

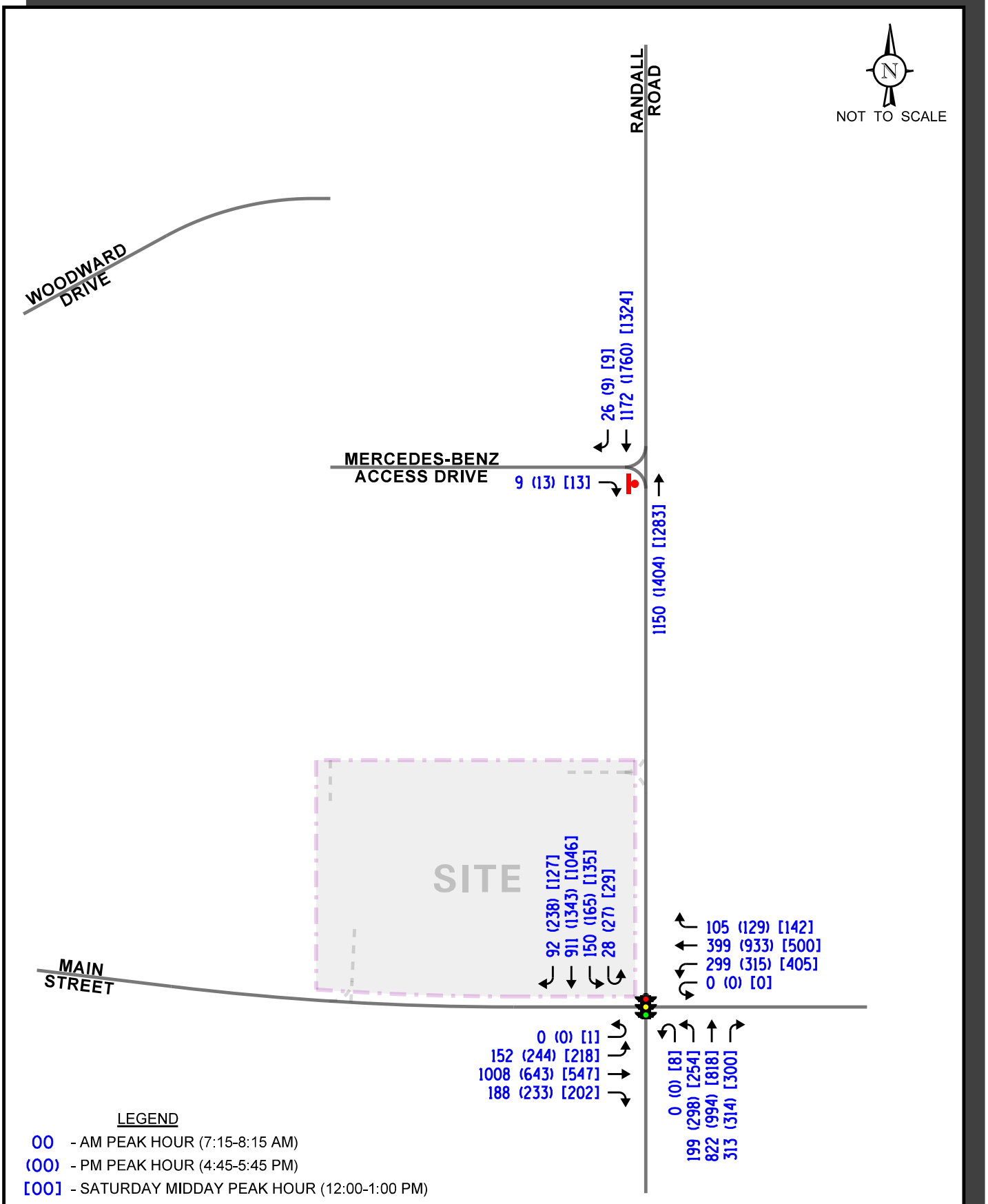
Woodward Drive is generally an east-west local roadway that extends east from Peck Road and serves as the access road for the commercial and residential developments on the north side of Main Street. Approximately 500 feet west of Randall Road, Woodward Drive terminates with a stub road. Woodward Drive is under the jurisdiction of the City of St. Charles.

Traffic Signal Interconnect

The intersection of Randall Road with Main Street is part of a seven-signal interconnect system that extends along Randall Road between Red Haw Lane/Oak Crest Creek and Bricher Road. These signals are maintained by KDOT.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period vehicle, pedestrian, and bicycle movement traffic counts utilizing Miovision Scout Video Collection Units on Thursday, September 26, 2019 during the weekday morning (6:00 A.M. to 9:00 A.M.) and weekday evening (4:00 P.M. to 6:00 P.M.) peak periods and on Saturday, September 28, 2019 during the midday (12:00 P.M. to 2:00 P.M.) peak period at the intersections of Randall Road with Main Street and Randall Road with the Mercedes-Benz of St. Charles right-in/right-out access drive. The results of the traffic counts showed that the weekday morning peak hour of traffic occurs from 7:15 A.M. to 8:15 A.M., the weekday evening peak hour of traffic occurs from 4:45 P.M. to 5:45 P.M., and the Saturday midday peak hour of traffic occurs from 12:00 P.M. to 1:00 P.M. **Figure 4** illustrates the existing peak hour traffic volumes. Copies of the traffic count summary sheets are included in the Appendix.



Proposed Thorntons Fuel Center
St. Charles, Illinois

Existing Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 20-118 Figure: 4

Crash Data Analysis

KLOA, Inc. obtained crash data[1] for the past five years (2014 to 2018) for the intersection of Randall Road with Main Street, as summarized in **Table 1.** A review of the crash data indicated that no fatalities were reported.

Table 1
RANDALL ROAD WITH MAIN STREET – CRASH SUMMARY

	Type of Crash Frequency							
Year	**Angle**	**Head On**	**Object**	**Rear End**	**Sideswipe**	**Turning**	**Other**	**Total**
2014	0	0	0	8	0	1	0	9
2015	0	0	0	15	0	2	0	17
2016	1	0	0	8	0	2	0	11
2017	0	0	0	11	1	0	0	12
2018	0	0	1	7	3	3	0	14
Total	**1**	**0**	**1**	**49**	**4**	**8**	**0**	**63**
Average	**< 1**	**0**	**< 1**	**9.8**	**< 1**	**4.6**	**0**	**12.6**

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.

3. Traffic Characteristics of the Proposed Development

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the site will be developed with a fuel center with 20 passenger vehicle fueling positions and an approximately 4,400 square-foot convenience store. Access to the development will be provided via the following:

- A three-quarters (right-in, left-in, right-out) access drive off Main Street that will be located approximately 340 feet west of Randall Road. This access drive will provide one inbound lane and one outbound lane signed and channelized to prohibit outbound left-turn movements. Outbound movements will be under stop-sign control. As indicated later in the report, a westbound right-turn lane on Main Street serving this access drive will be warranted and should be provided as part of the development. The turn lane should provide 100 feet of storage and a 60-foot taper. Inbound left turn movements at this access drive can be accommodated within the existing median on Main Street.

- A right-in/right-out access drive off Randall Road that will be located approximately 325 feet north of Main Street. This access drive will provide one inbound lane and one outbound lane restricted to right-turn only movements via triangular island median, appropriate signage, and the existing landscape median on Randall Road. Outbound movements will be under stop sign control. As part of the development, the southbound right-turn lane on Randall Road at its intersection with Main Street should be extended past the proposed access in order to accommodate inbound right-turning vehicles. In order to reduce conflicts between outbound traffic and southbound traffic on Randall Road, this access drive should be signed to prohibit outbound vehicles from accessing the southbound left-turn lanes on Randall Road at its intersection with Main Street during the weekday peak periods (7:00 A.M. to 9:00 A.M and 4:00 P.M. to 6:00 P.M.).

- A cross-connection to the Mercedes-Benz dealership that borders the site to the north. With the completion of the proposed Audi dealership north of the site and the extension of Woodward Drive, as discussed later in the report, this connection will provide access to Woodward Drive as well as its future signalized intersection with Randall Road. This will allow vehicles to access northbound Randall Road or the southbound left-turn lanes on Randall Road at its intersection with Main Street. Way-finding signs should be provided on site directing vehicles to Woodward Drive.

A site plan depicting the proposed development layout and access is included in the Appendix. It is important to note that the proposed access drives are consistent with existing access drives in the area on both Randall Road and Main Street. As can be seen in the Intersection Exhibit figures,

included in the Appendix, the following existing access are located within close proximity to the signalized intersection of Randall Road with Main Street:

- A full movement access drive on the north side of Main Street approximately 600 feet west of Randall Road serving the Loyal Companions Animal Hospital, Main Street Church, and a retail center

- A right-in/right-out access drive on the west side of Randall Road approximately 306 feet south of Main Street and a right-in/right-out access drive on the south side of Main Street approximately 184 feet west of Main Street serving a 7-Eleven fuel center

- A right-in/right-out access drive on the east side of Randall Road approximately 162 feet south of Main Street and a right-in/right-out access drive approximately 219 feet east of Randall Road serving a Title Max.

- Three right-in/right-out access drives on the south side of Main Street approximately 283, 372, and 432 feet east of Randall Road serving the Los Burritos Mexicanos and Beef Shack restaurants.

- Two full movement access drives on the south side of Main Street approximately 500 and 745 feet east of Randall Road serving a McDonalds Restaurant

- A right-in/right-out access drive on the north side of Main Street approximately 300 feet east of Randall Road and a full movement access drive on the north side of Main Street approximately 690 feet east of Randall Road serving the 2000 & 2002 West Main Street Retail Center

- Two right-in/right-out access drives on the east side of Randall Road approximately 168, 280 feet north of Main Street and a right-in/right-out access drives on the north side of Main Street approximately 227 feet east of Randall Road serving the Tri-City Auto and Pep Boys Auto Service & Tire facilities

As can be seen, the proposed access drives are generally consistent with the existing access drives on both roadways and are located farther away from the signalized intersection than multiple existing access drives.

Directional Distribution

The directions from which customers and employees of the proposed fuel center will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development-generated traffic.

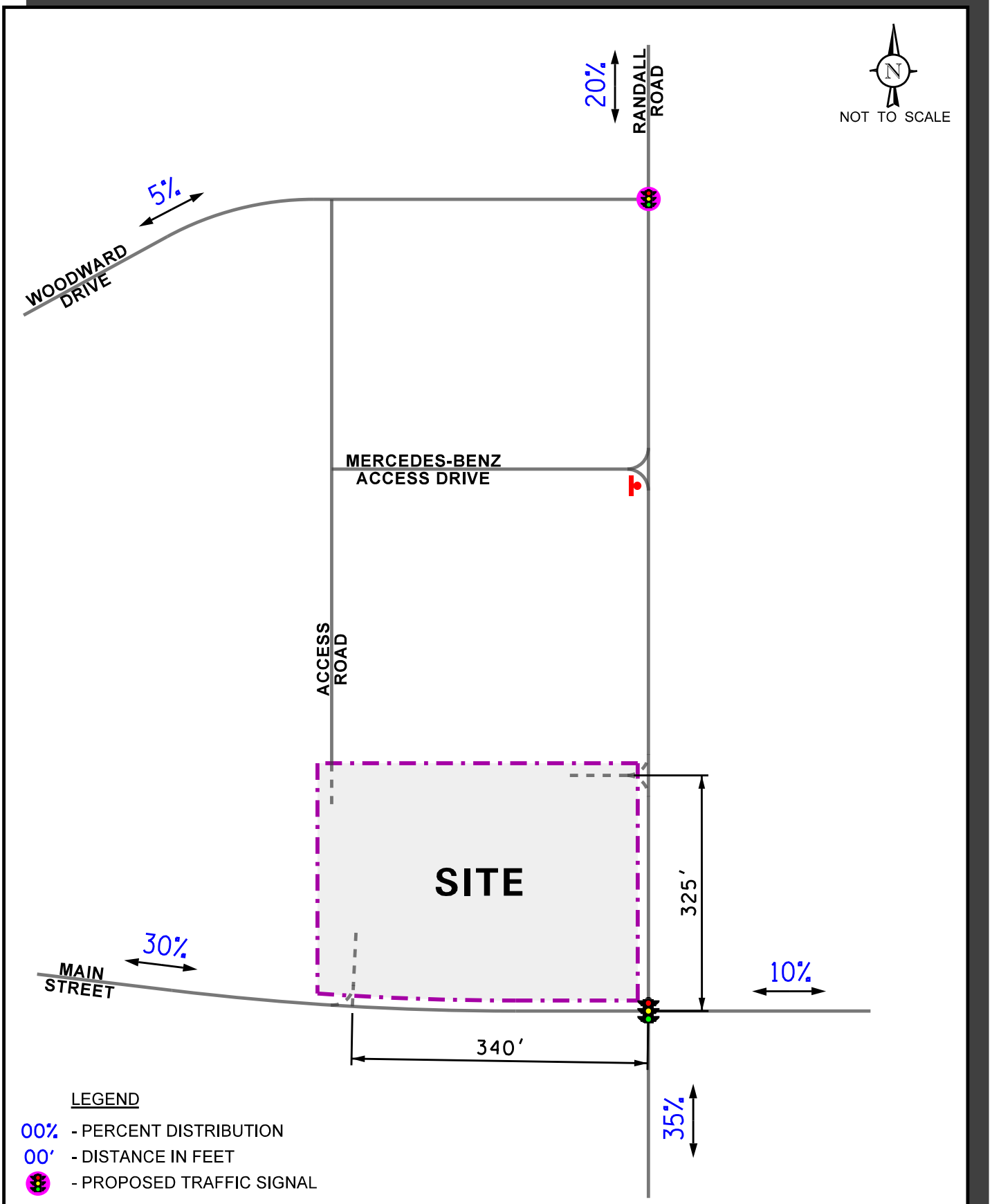
Peak Hour Traffic Volumes

The number of peak hour trips estimated to be generated by the proposed fuel center was based on vehicle trip generation rates contained in *Trip Generation Manual*, 10th Edition, published by the Institute of Transportation Engineers (ITE). The "Gasoline/Service Station" (Land-Use Code 945) rate was used for the development. Copies of the trip generation worksheets are included in the Appendix.

It is important to note that surveys conducted by ITE have shown that approximately 60 percent of trips made to fuel centers are diverted from the existing traffic on the roadway system. This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the home-to-work and work-to-home trips (pass-by traffic). As such, the new site traffic to be generated by the fuel station was reduced by 60 percent to account for pass-by traffic. **Table 2** summarizes the trips projected to be generated by the proposed development.

Table 2
ESTIMATED PEAK HOUR VEHICLE TRIP GENERATION

ITE Land Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
945	Fuel Center (20 Pumps)	144	139	283	143	137	280	193	193	386
60% Pass-by Reduction		-85	-85	-170	-84	-84	-168	-116	-116	-232
New Fuel Center Traffic		59	54	113	59	53	112	77	77	154



Proposed Thorntons Fuel Center
St. Charles, Illinois

Estimated Directional Distribution

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 20-118 Figure: 5

4. Projected Traffic Conditions

The total projected traffic volumes take into consideration the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed subject development.

Development Traffic Assignment

The estimated weekday morning, weekday evening, and Saturday midday peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the traffic assignment of the new passenger vehicle trips. As previously indicated, a 60 percent pass-by reduction was applied to the trips generated by the passenger fueling positions. **Figure 7** illustrates the traffic assignment of the pass-by trips generated by the proposed development.

Area Developments and Roadway Improvements

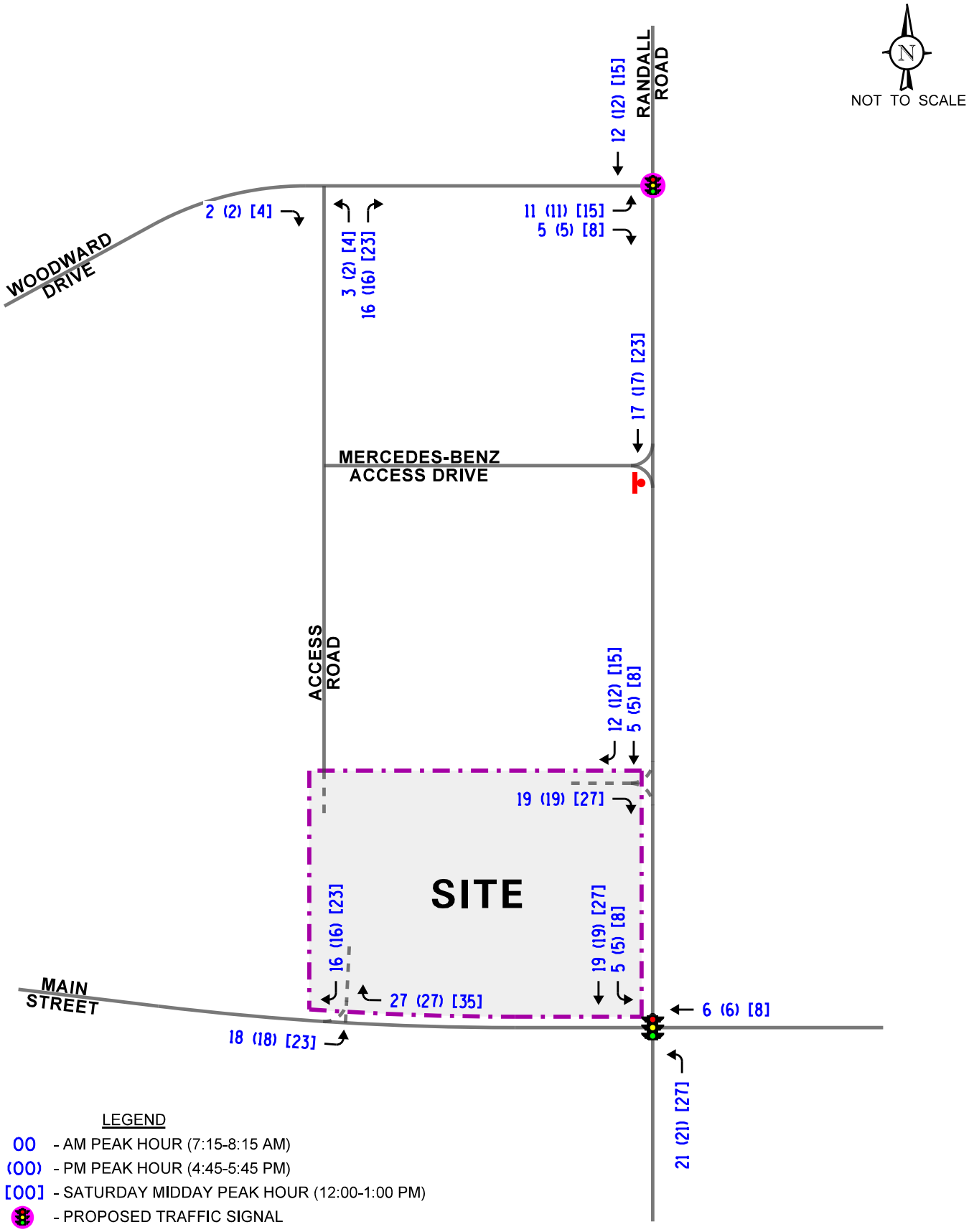
In order to accurately project future area roadway conditions, the following additional developments and roadway improvements were included in the study:

- As proposed the vacant parcel that borders the Mercedes-Benz Development to the north will be developed with an approximately 25,540 square-foot Audi Dealership. Access to the dealership will be provided via Woodward Drive and the existing Mercedes-Benz restricted access drive off Randall Road

- As part of, as part of the proposed Audi Dealership, Woodward Drive will be extended to Randall Road and the resulting "T" intersection will be signalized. The proposed signalized intersection will allow patrons, residents and employees of the existing commercial, residential and office developments located along Woodward Drive corridor to access Randall Road directly.

- The vacant parcels west of the site on Woodward Drive has the potential to be developed with additional retail and commercial uses. Based on a conceptual plan prepared by Smersky Enterprises, Inc. this space was assumed to be developed with a 36-unit townhome development, a 16,000 square foot childcare facility, and a 40,000 square foot medical office building. Access to these developments will be provided off Woodward Drive, Barbara Ann Drive and Oak Street which, with the proposed extension of Woodward Drive, will have signalized and unsignalized access drives off Randall Road and Main Street. A copy of the conceptual plan is included in the appendix.

The number of peak hour trips estimated to be generated by development of these lots was also based on vehicle trip generation rates contained in ITE's *Trip Generation Manual*, 10th Edition. Copies of the ITE trip generation worksheets are included in the Appendix. **Table A,** included in the Appendix, shows the vehicle trips estimated to be generated by the other area developments.



LEGEND

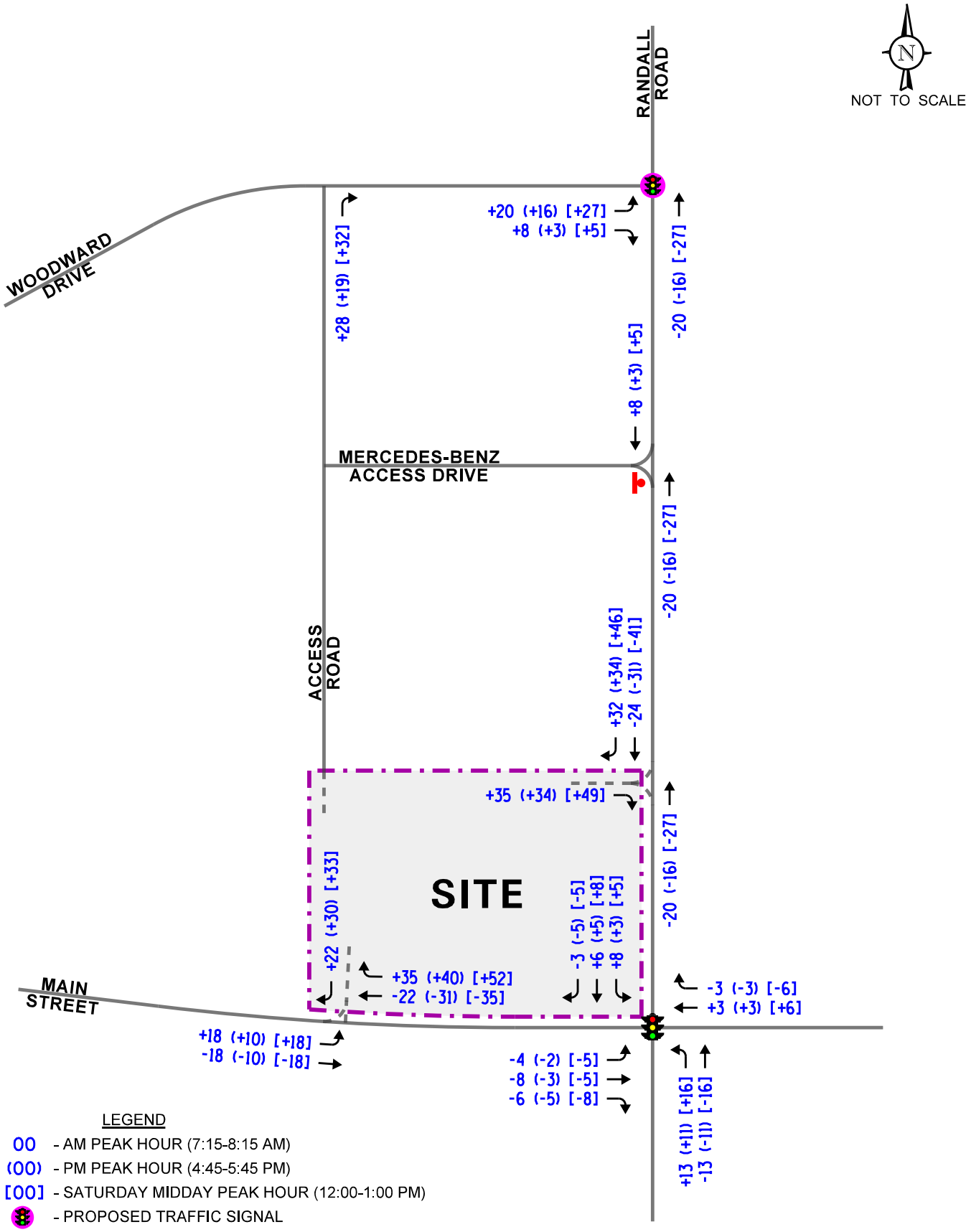
00 - AM PEAK HOUR (7:15-8:15 AM)

(00) - PM PEAK HOUR (4:45-5:45 PM)

[00] - SATURDAY MIDDAY PEAK HOUR (12:00-1:00 PM)

- PROPOSED TRAFFIC SIGNAL

Proposed Thorntons Fuel Center St. Charles, Illinois	Estimated New Site-Generated Traffic Volumes	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 20-118 Figure: 6



LEGEND

00 - AM PEAK HOUR (7:15-8:15 AM)

(00) - PM PEAK HOUR (4:45-5:45 PM)

[00] - SATURDAY MIDDAY PEAK HOUR (12:00-1:00 PM)

- PROPOSED TRAFFIC SIGNAL

Proposed Thorntons Fuel Center St. Charles, Illinois	Pass-By Traffic Volumes	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 20-118 Figure: 7

The estimated weekday morning, weekday evening and Saturday midday peak hour traffic volumes that will be generated by the full buildout of the other area developments were assigned to the roadway system. **Figure A,** included in the Appendix, illustrates the traffic assignment of the vehicle trips. With the extension of Woodward Drive, some existing traffic will access the land uses in the northwest quadrant of Main Street with Randall Road via Woodward Drive and its signalized intersection Randall Road as opposed to Main Street. As such, some existing traffic volumes were reassigned to the roadway system to take into consideration the proposed signalized intersection. **Figure B**, also included in the Appendix, illustrates the reassigned existing traffic volumes.

Background Traffic Conditions

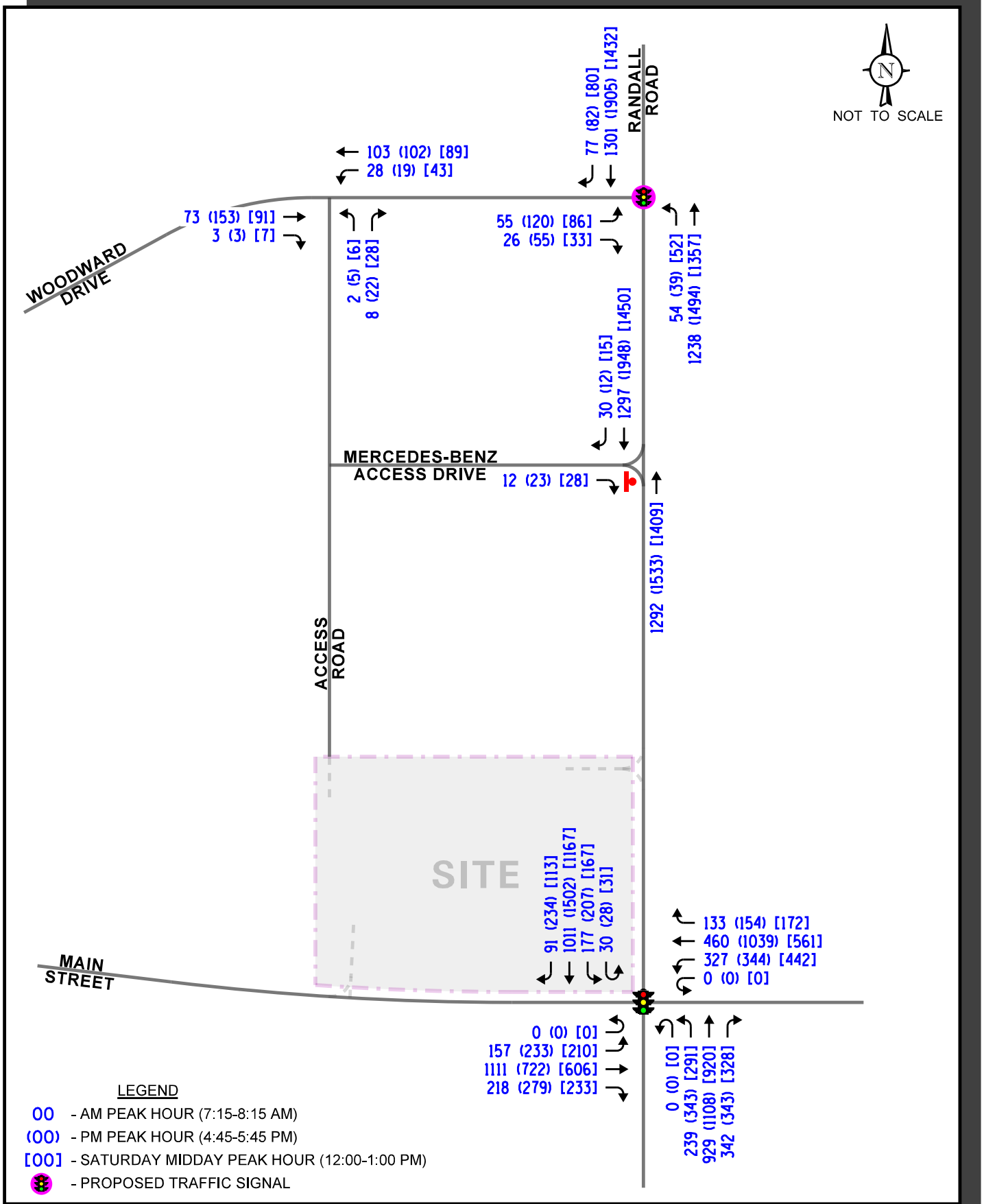
The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on ADT projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes are projected to increase by a compound annual growth rate of approximately 0.8 percent per year. As such, traffic volumes were increased by 9.2 percent to represent 11 years of growth (2019 to 2030). A copy of the CMAP projections letter is included in the Appendix.

Year 2030 No-Build Traffic Volumes

The traffic expected to be generated by the full buildout of other area developments (Figure A) as well as reassignment of existing traffic volumes (Figure B) was added to the existing traffic volumes increased by the ambient growth factor to determine the Year 2030 no-build traffic volumes illustrated in **Figure 8.**

Year 2030 Projected Traffic Volumes

The development-generated traffic (Figures 6 and 7) was added to the Year 2030 no-build traffic volumes to determine the Year 2030 total projected traffic volumes illustrated in **Figure 9.**

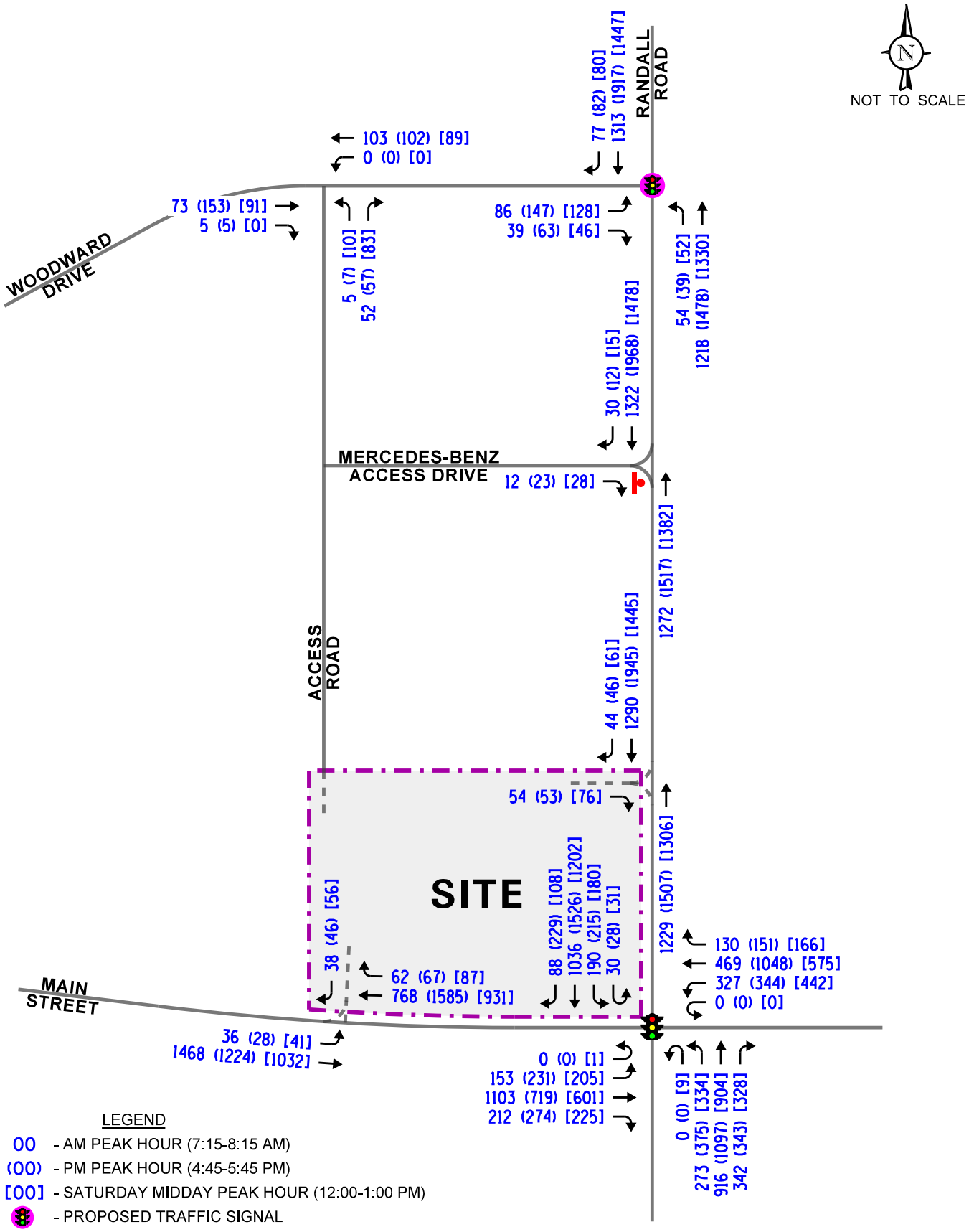


Proposed Thorntons Fuel Center
St. Charles, Illinois

Year 2030 No-Build Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 20-118 Figure: 8



Proposed Thorntons Fuel Center
St. Charles, Illinois

Year 2030 Total Projected Traffic Volumes

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 20-118 Figure: 9

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning, weekday evening, and Saturday midday peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning, weekday evening, and Saturday midday peak hours for the existing, Year 2030 no-build, and Year 2030 total projected conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM), 6th Edition* and analyzed using Synchro/SimTraffic 10 software. The analysis for the traffic-signal controlled intersection of Randall Road with Main Street was accomplished using actual cycle lengths, phasings and offsets provided by Kane County to determine the average overall vehicle delay and levels of service.

For the purposes of the capacity analyses, the cycle lengths utilized at the proposed signalized intersection of Randall Road with Woodward Drive were the same as at the intersections of Randall Road with Main Street and Dean Street and the phasings and offsets for each peak hour were optimized to maintain the progression of vehicles on Randall Road.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2030 no-build, and Year 2030 total projected conditions are presented in **Tables 3** through **7**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 3
CAPACITY ANALYSIS RESULTS – RANDALL ROAD WITH MAIN STREET– SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Weekday Morning Peak Hour	Existing Conditions	E 76.6	D 49.0	B 15.4	F 94.1	C 31.5		E 65.1	D 38.5	C 28.5	E 61.6	D 54.5	C 20.4	D 48.0
		D – 47.4			D – 54.8			D – 40.1			D – 52.9			
	Year 2030 No Build Conditions	E 77.8	E 56.5	B 16.8	F 99+	C 33.0		E 76.1	D 41.1	C 30.0	E 65.9	E 58.0	C 20.9	D 52.8
		D – 52.9			E – 61.3			D – 44.1			E – 56.6			
	Year 2030 Total Projected Conditions	E 76.8	E 55.7	B 16.5	F 99+	C 33.2		F 97.5	D 41.0	C 30.0	E 69.9	E 57.7	C 21.0	D 54.1
		D – 52.2			E – 61.2			D – 46.8			E – 57.3			
Weekday Evening Peak Hour	Existing Conditions	F 91.5	D 48.0	B 16.9	E 72.0	E 60.1		D 52.2	E 55.9	C 31.6	E 65.4	E 69.0	C 33.1	E 57.5
		D – 51.0			E – 62.8			D – 50.5			E – 63.8			
	Year 2030 No Build Conditions	F 88.2	D 51.7	B 19.7	E 71.9	E 83.2		E 58.4	E 57.6	C 31.4	E 76.8	E 79.8	C 30.0	E 65.3
		D – 51.3			F – 80.6			D – 52.7			E – 73.5			
	Year 2030 Total Projected Conditions	F 87.7	D 51.6	B 19.3	E 71.9	F 84.2		E 64.9	E 57.4	C 31.3	E 78.3	F 86.2	C 29.4	E 67.4
		D – 51.2			F – 81.5			D – 54.0			E – 78.8			

Letter denotes Level of Service L – Left-Turns R – Right-Turns
Delay is measured in seconds. T – Through

Table 3 - Continued
CAPACITY ANALYSIS RESULTS – RANDALL ROAD WITH MAIN STREET– SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Saturday Midday Peak Hour	Existing Conditions	E 69.4	D 54.2	B 16.7	E 66.4	D 46.0		E 61.7	C 33.0	B 17.6	E 71.5	C 33.6	A 9.5	D 42.6
		D – 49.8			D – 53.9			C – 35.1			D – 36.0			
	Year 2030 No Build Conditions	E 69.2	E 55.2	B 16.7	E 66.6	D 46.6		E 63.8	D 35.8	B 20.0	E 75.3	D 36.4	A 8.0	D 44.4
		D – 50.4			D – 54.2			D – 37.8			D – 39.5			
	Year 2030 Total Projected Conditions	E 69.0	E 55.0	B 18.5	E 66.6	D 47.0		E 68.3	D 35.7	B 20.0	E 75.4	D 39.3	A 7.3	D 45.6
		D – 49.9			D – 54.4			D – 39.5			D – 42.1			

Letter denotes Level of Service L – Left-Turns R – Right-Turns
Delay is measured in seconds. T – Through

Table 4
CAPACITY ANALYSIS RESULTS
RANDALL ROAD WITH WOODWARD DRIVE – SIGNALIZED

	Peak Hour	Eastbound		Northbound		Southbound		Overall
		L	R	L	T	T	R	
Weekday Morning Peak Hour	Year 2030 No Build Conditions	E 69.4	B 14.6	E 74.1	A 8.1	A 1.2	A 0.1	A 7.2
		D – 52.0		B – 10.9		A – 1.1		
	Year 2030 Total Projected Conditions	E 71.0	B 11.9	E 66.3	A 10.0	A 1.3	A 0.1	A 7.6
		D – 52.7		B – 12.4		A – 1.2		
Weekday Evening Peak Hour	Year 2030 No Build Conditions	E 77.0	D 36.0	F 99+	A 6.9	A 6.4	A 0.1	B 10.3
		E – 64.1		A – 9.5		A – 6.2		
	Year 2030 Total Projected Conditions	E 76.9	D 35.5	F 99+	A 7.0	A 7.1	A 0.1	B 11.2
		E – 64.5		A – 9.7		A – 6.8		
Saturday Midday Peak Hour	Year 2030 No Build Conditions	E 71.0	B 12.5	F 91.8	A 5.5	A 3.3	A 0.4	A 7.7
		D – 54.8		A – 8.7		A – 3.2		
	Year 2030 Total Projected Conditions	E 71.6	B 14.7	F 94.7	A 5.7	A 4.9	A 0.8	A 9.6
		E – 56.6		A – 9.1		A – 4.7		

Letter denotes Level of Service L – Left-Turns R – Right-Turns
Delay is measured in seconds. T – Through

Table 5
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED
EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Randall Road with the Mercedes-Benz Access Drive						
• Eastbound Approach	C	15.4	C	21.7	C	16.5

LOS = Level of Service
Delay is measured in seconds.

Table 6
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED
YEAR 2030 NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Randall Road with the Mercedes-Benz Access Drive						
• Eastbound Approach	C	16.7	D	25.8	C	18.6
Woodward Drive with the Access Road						
• Westbound Left Turn	A	7.4	A	7.6	A	7.5
• Northbound Left Turn	A	9.9	B	10.4	B	10.3
• Northbound Right Turn	A	8.7	A	9.2	A	8.9

LOS = Level of Service
Delay is measured in seconds.

Table 7
CAPACITY ANALYSIS RESULTS – UNSIGNALIZED
YEAR 2030 TOTAL PROJECTED CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Randall Road with the Mercedes-Benz Access Drive						
• Eastbound Approach	C	17.0	D	26.2	C	19.0
Woodward Drive with the Access Road						
• Westbound Left Turn	A	7.4	A	7.6	A	7.5
• Northbound Left Turn	A	9.9	B	10.4	B	10.3
• Northbound Right Turn	A	8.9	A	9.4	A	9.1
Main Street with Proposed Access Drive						
• Eastbound Left Turn	A	9.8	C	15.7	B	10.9
• Southbound Approach	B	11.4	C	18.4	B	12.7
Randall Road with Proposed Access Drive						
• Eastbound Right Turn	C	17.6	D	26.2	C	21.2

LOS = Level of Service
Delay is measured in seconds.

Discussion and Recommendations

The following is an evaluation of the analyzed intersections based on the projected traffic volumes and the capacity analyses performed.

Randall Road with Main Street

The results of the capacity analysis indicate that overall this intersection currently operates at Level of Service (LOS D) during the weekday morning and Saturday midday peak hours and at LOS E during the weekday evening peak hour.

Under Year 2030 no-build conditions, this intersection is projected to continue operating at LOS D during the weekday morning peak hour, LOS E during the weekday evening peak hour, and at LOS D during the Saturday midday peak hour with increases in delay of approximately five, eight, and two seconds, respectively. Furthermore, all of the approaches are projected to continue operating at LOS E or better during the peak hours except the westbound approach, which is projected to operate at LOS F during the weekday evening peak hour.

Under Year 2030 total projected conditions, the intersection overall and all of the approaches are projected to continue operating at the same levels of service as under no-build conditions with increases in delay of approximately two seconds or less over no-build conditions. It is important to note that the westbound left-turn movement is projected to operate at LOS F during the weekday morning peak hour. However, neither the proposed development nor the other area developments are projected to increase the volume of traffic performing this movement. During the peak hours, southbound 95th percentile queues at this intersection are projected to extend up to 700 feet and will block the location of the proposed access drive. However, this approach operates at an acceptable LOS E during the peak hours and the queues are projected to clear the location of the access drive with every cycle.

Overall, the proposed fuel center is only projected to increase the volume of traffic traversing this intersection by approximately one percent or less during all three peak hours. As such, the traffic estimated to be generated by the proposed fuel center will have a limited impact on the operations of this intersection.

Randall Road with Woodward Drive

The results of the capacity analysis indicate that overall this intersection is projected to operate at LOS A during the weekday morning and Saturday midday peak hours and LOS B during the weekday evening peak hour under both Year 2030 no-build and Year 2030 total projected conditions. Furthermore, the northbound and southbound through movements are projected to operate at LOS A during the peak hours.

Under Year 2030 total projected conditions, the eastbound approach is projected to operate at LOS E or better during the peak hours. However, this level of service is expected for a minor roadway that has an intersection with a major arterial roadway such as Randall Road given the long cycle length provided and limited amount of green time allocated to the Woodward Drive approach. Furthermore, it should be noted that the northbound left-turning movements from Randall Road onto Woodward Drive are projected to operate at LOS F during the weekday evening and Saturday midday peak hours. However, the 95th percentile queues are projected to be less than 100 feet which can be accommodated within the 215 feet of left-turn lane storage provided. Additionally, this level of service is expected given the long cycle length, the limited amount of green time allocated to the movement, and the operation of this movement under a protected phase only.

As such, this proposed intersection will be adequate in accommodating the traffic estimated to be generated by the proposed fuel center and will provide efficient and flexible access.

Randall Road with Mercedes-Benz of St. Charles Access Drive

The results of the capacity analysis indicate that right-turning movements from the Mercedes-Benz access drive onto Randall Road currently operate at LOS C during the weekday morning, weekday evening, and Saturday midday peak hours. Under Year 2030 no-build conditions, right-turning movements from the access drive onto Randall Road are projected to continue operating at LOS D or better during the peak hours. Under Year 2030 total projected conditions, right-turning movements from the access drive onto Randall Road are projected to continue to operate at LOS D or better during the peak hours with increases in delay of approximately one second over existing conditions. As such, this access drive will continue to be adequate in accommodating the traffic generated by the Mercedes-Benz of St. Charles as well as the traffic estimated to be generated by the proposed fuel center.

Woodward Drive with Access Roadway

As previously indicated, access to Woodward Drive will be provided via a connection to the Mercedes-Benz dealership, which, in conjunction with the proposed fuel center, will be provided via a full movement access roadway that intersects Woodward Drive west of Randall Road. The results of the capacity analysis indicate that all movements at this intersection are projected to operate at LOS B or better during the peak hours under both Year 2030 no-build and Year 2030 total projected conditions. This connection between the development and Woodward Drive should be provided given the following:

- The connection will allow vehicles to exit the site and travel north on Randall Road, which would otherwise not be possible without increasing the already large volume of southbound U-turns at the intersection of Randall Road with Main Street.

- The connection will allow vehicles to enter and exit the site from Woodward Drive to the west. These vehicles would otherwise be travelling on Main Street to access the site.

- The connection will provide a safer alternative for exiting vehicles to travel east on Main Street.

- Both the access drive and the signalized intersection of Woodward Drive with Randall Road will have adequate reserve capacity to accommodate site traffic.

As such, this access roadway will be adequate in accommodating the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access is provided.

Main Street with the Proposed Access Drive

The results of the capacity analysis indicate that outbound movements from the proposed three-quarters access drive onto Main Street are projected to operate at LOS B during the weekday morning and Saturday midday peak hours and LOS C during the weekday evening peak hour with 95th percentile queues of one to two vehicles. Further, eastbound left-turn movements into the site are projected to operate at LOS A during all three peak hours with 95th percentile queues of one to two vehicles, which can be adequately accommodated within the existing median. While eastbound queues on Randall Road at its intersection with Main Street are projected to extend to the location of this access drive during the peak hours, these queues will not prevent westbound right-turn movements from entering the site and eastbound left-turn movements will progress forward with through traffic every green cycle until they are able to enter the median.

When the projected traffic volumes are compared to the turn lane warrant guidelines published in Chapter 36 of the IDOT BDE Manual, an exclusive right-turn lane serving the proposed access drive will be warranted on Main Street Serving this access drive and should be provided. Given the proximity of the access drive to the signalized intersection of Main Street with Randall Road, the turn lane should provide 100 feet of storage and a 60-foot taper. A copy of the turn lane warrant is included in the Appendix.

As such, given the provision of a right-turn lane on Main Street, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed fuel center and will ensure efficient and flexible access is provided.

Randall Road with the Proposed Access Drive

The results of the capacity analysis indicate that outbound movements from the right-in/right-out access drive onto Randall Road are projected to operate at LOS C during the weekday morning and Saturday midday peak hours and LOS D during the weekday evening peak hour with 95th percentile queues of one to two vehicles. As previously mentioned, southbound queues on Randall Road from its signalized intersection with Main Street extend to the location of this access drive. However, vehicles are projected to be able to exit given that southbound Randall Road operates at an acceptable level of service and outbound traffic will be restricted to right-turns only, which only requires a gap in one direction of traffic. As such, vehicles are expected to be able to exit when the southbound queues on Randall Road clear. However, and as previously mentioned, in order to reduce conflicts between outbound vehicles and southbound traffic on Randall Road, this access drive should be signed to prohibit vehicles from accessing the southbound left-turn lanes on Randall Road during the weekday peak periods (7:00 A.M. to 9:00 A.M and 4:00 P.M. to 6:00 P.M.).

While this access drive is located within close proximity to a signalized intersection on an SRA route, this access is necessary and should be provided given the following:

- As previously mentioned, this access drive is consistent with existing access drives on Randall Road also located within close proximity to the intersection of Randall Road with Main Street.

- The access drive will reduce the volume of traffic turning at the proposed signalized intersection of Woodward Drive with Randall Road.

- The access drive will be restricted to right-turn only movements which will have minimal impact on through traffic on Randall Road and will operate at an acceptable LOS despite the large volume of traffic on Randall Road.

- Direct access to Randall Road will be necessary to ensure the viability of the proposed fuel center, as a significant volume of traffic will be diverted from Randall Road.

- Allowing right turns out is critical as left turns out onto Main Street will not be provided. Without it, exiting site traffic will be severely restricted, limiting site accessibility.

- A southbound right-turn lane will be provided on Randall Road via the extension of the existing right-turn lane.

As such, this access drive will be adequate in accommodating the traffic estimated to be generated by the proposed fuel center and will ensure efficient and flexible access is provided.

6. Conclusion

Based on existing conditions and the traffic capacity analyses for the full buildout of the development, the findings and recommendations of this study are outlined below:

- The traffic projected to be generated by the proposed fuel center will be reduced due to pass-by or diverted trips from the existing traffic.

- The proposed development-generated traffic and proposed access system will have a limited impact on the operations of the roadway system, including the proposed extension of Woodward Drive and its signalized intersection with Randall Road.

- The proposed access system will be adequate in accommodating the traffic projected to be generated by the proposed development and will provide efficient and flexible access.

- A right-in/right-out access drive should be provided off Randall Road to ensure that adequate and flexible access is provided and to ensure its long-term viability.

- When the projected traffic volumes are compared to the turn lane-warrant guidelines published in Chapter 36 of the IDOT BDE Manual, an eastbound right-turn lane on Main Street serving the proposed three-quarters access drive will be warranted.

INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF ST. CHARLES AND THE COUNTY OF KANE REGARDING ACCESS AND IMPROVEMENTS TO RANDALL ROAD FROM IL64 TO DEAN STREET

This Agreement (hereinafter, the "Agreement") entered into this 14th day of November 2006, by and between the County of Kane, a body corporate and politic of the State of Illinois (hereinafter, the "COUNTY") and the City of St. Charles, a municipal corporation of the State of Illinois (hereinafter, the "CITY"). The COUNTY and the CITY are sometimes hereinafter collectively referred to as the "Parties" and individually as a "Party".

WITNESSETH

Whereas, the CITY and the COUNTY are authorized to agree and cooperate among themselves pursuant of the provisions of the Illinois Constitution of 1970 and the Intergovernmental Cooperation Act of the Illinois Compiled Statutes; and,

Whereas, the COUNTY has exclusive jurisdiction over Kane County Highway No. 34, also known as Randall Road: and,

Whereas, Illinois Compiled Statutes 605 ILCS 5/8-101 et. seq. authorize the COUNTY to designate certain highways within its jurisdiction as "freeways" and, when so designated, authorize the COUNTY to, among other things, control access with respect to such designated highways; and

Whereas, the COUNTY represents that it has designated, in conformance with law, Randall Road as a freeway on August 8, 1972, and has further represents that it has adopted, in conformance to law the Kane County Division of Transportation - Transportation Permit Regulations and Access Control Regulations (hereinafter, the "KDOT-TPR"); and

Whereas, the COUNTY has undertaken, commencing in 2006, the construction, widening and improvement of Randall Road from immediately north of Dean Street to immediately south of Oak Street, within the municipal limits of the CITY by constructing improvements including but not limited to additional lanes of through traffic, additional left and right-turn lanes at certain

existing and planned intersections, barrier medians and storm water management facilities, (hereinafter, the "Randall Road Project"); and,

Whereas, the properties located along the east and west sides of the section of Randall Road between Illinois State Route 64 on the South and Dean Street on the North, are within the corporate limits of the CITY (hereinafter, the "Subject Corridor") and is depicted in Exhibits "B1" and "B2" and, further, that some of these properties are being redeveloped, and the CITY desires the COUNTY to permit an access point that will be a Signalized Full Intersection approximately 1,200 feet north of Illinois Route 64 and to permit and retain certain other access points to Randall Road for the benefit of existing and future commercial and residential development in the Subject Corridor that is anticipated by the CITY; and,

Whereas, the COUNTY wishes to secure the support and cooperation of the CITY in the enforcement of the KDOT-TPR related to the control of access to that segment of Randall Road identified in the immediately preceding recital so as to facilitate and assure the safety of the motoring public and to facilitate the free flow of traffic now and in the future, and to otherwise permit the orderly development of property adjacent to the identified segment of Randall Road; and,

Whereas, the Parties have determined that, subject to the controls hereinafter set forth, the control of access to Randall Road as set forth in this Agreement is necessary for the safety of the motoring public, responsible transportation planning and proper land use planning; and,

Whereas, the Parties acknowledge and agree that, subject to the controls hereinafter set forth, the planning and improvements as described herein are and will be a benefit to the residents of the COUNTY and the CITY.

NOW THEREFORE, in consideration of the foregoing recitals and of other good and valuable consideration, the adequacy and sufficiency of which is hereby stipulated, the Parties hereto covenant and agree as follows:

1. The Parties acknowledge and agree that the recitals set forth above are hereby incorporated herein as substantive provisions of this Agreement. The Parties further acknowledge and agree that the "Definitions" that are attached hereto as Exhibit "C" are incorporated and shall define the terms of this Agreement.

2. The Parties agree that each shall, in the exercise of its respective planning jurisdiction, provide that all new development in the Subject Corridor shall provide for ingress to and egress from Randall Road in a manner consistent with the provisions of this Agreement and at the locations as generally depicted on Exhibit "A-3" which is attached hereto and made a part hereof.

3. The Parties agree that the location and nature of all access points to and from Randall Road within the Subject Corridor shall be as set forth herein and as generally illustrated on the conceptual plan attached hereto and incorporated herein as Exhibits "A1" and "A3". In the exercise of its authority over development, the CITY shall, to the extent permitted by law which shall not include the exercise of eminent domain or acting in a manner that may constitute an unlawful regulatory taking, (hereinafter "to the extent permitted by law") use its best efforts to secure the closure of access points other than those set forth herein and the elimination of those access points designated herein for elimination along the Subject Corridor and shall also, to the extent permitted by law, secure conveyance to the COUNTY in fee simple of additional right of way to facilitate planned future Randall Road improvements as contained in the COUNTY adopted Kane County 2030 Transportation Plan and the KDOT-TPR and the design and construction of any intersections at Access Points as hereinafter described. The COUNTY shall approve the Access Points and intersections described below and illustrated on Exhibits A1 through A3, provided, however, the design and construction of the intersections at said Access Points, including the design and construction of any additional appurtenances therefor shall be pursuant to permit issued by the COUNTY and in conformance with the KDOT-TPR except as may otherwise be modified by this Agreement. The exact location and final design of said access points shall be subject to the approval of the COUNTY in accordance with the KDOT-TPR, which approval shall not be unreasonably delayed or denied.

The following lettered subsections of this Section 3 correspond to the letters contained on Exhibits "A1-A3" attached hereto and incorporated herein:

A. DEAN STREET (ACCESS POINT A)—A Full Signalized Intersection with Randall Road.

B. SEIGLES NORTH ENTRANCE (ACCESS POINT B)—A "T" intersection with Randall Road. This intersection shall become a Right-In/Right-Out Only during or upon the completion of the Randall Road Project. This access point and intersection shall be eliminated upon the relocation of Access Point C as herein provided. However, the County Engineer, with the approval of the Kane County Board, may approve retaining a Right-In/Right-Out Only intersection or Right-Out Only intersection at Access Point B if, in the County Engineer's determination, the intersection does not negatively impact the safety of the motoring public and helps to improve overall traffic circulation in the redevelopment of the site.

C. SEIGLES SOUTH ENTRANCE (ACCESS POINT C)—A "T" Intersection with Randall Road. This intersection shall become a temporary Right-In/Right-Out Only during or upon the completion of the Randall Road Project. This temporary Right-In/Right-Out Only shall be permitted to be closed and subsequently relocated to a point approximately 1,190 feet north of IL 64 subject to terms of this Agreement relative to access on the east side of Randall Road. When the relocation of Access Point C is complete, a Signalized Full Intersection (a public or private roadway on the east approach) with Randall Road is planned (See Access Point E). At the point in time the Full Intersection is opened to traffic on the east approach the Right-In/Right-Out Only Intersection and Access Point B shall be eliminated unless otherwise determined by the County Engineer and the Kane County Board as stated in paragraph B above.

D. FORMER EUCLID BEVERAGE ENTRANCE (ACCESS POINT D)—A "T" intersection with Randall Road. This intersection shall become a Right-In/Right-Out Only during or upon the completion of the Randall Road Project. This access point and intersection shall be eliminated upon the construction of Access Point C to the Euclid site. The County Engineer may approve retaining a temporary Right-In/Right-Out Only intersection , Right-In Only intersection or Right-Out Only intersection at Access Point D if, in the County Engineer's determination, the intersection does not impact the safety of the motoring public and helps to maintain adequate traffic circulation for the existing building on the Euclid site. At such time the Euclid site is redeveloped, ingress and egress shall be from Access Point C.

E. FORMER PAYLINE WEST ENTRANCE (ACCESS POINT E)—A "T" Intersection with Randall Road. This intersection shall be relocated to approximately 1,190 feet north of IL 64 and shall become a temporary Right-In/Right-Out Only during or upon the completion of the Randall Road Project. The temporary Right-In/Right-Out Only shall be relocated and reconstructed as a Signalized Full Intersection (as shown on Exhibit "A-3"; Woodward Drive on its west approach) with Randall Road.

F. X-SPORT FITNESS ENTRANCE (ACCESS POINT F)—A "T" Intersection with Randall Road. This intersection shall become a Right-In/Right-Out Only during or upon the completion of the Randall Road Project.

G. CITY WATER WELL ENTRANCE (ACCESS POINT G)—A "T" Intersection with Randall Road. This intersection shall become a Right-In/Right-Out Only during or upon the completion of the Randall Road Project to permit emergency or periodic uses by the City or their contractors for purposes of City well maintenance.

H. FORMER BUS YARD ENTRANCE (ACCESS POINT H)—A "T" Intersection with Randall Road. This access point and intersection shall be relocated to approximately 630 feet north of IL 64 and become a Right-In/Right-Out Only during or upon the completion of the Randall Road Project.

I. FORMER HINES ENTRANCE (ACCESS POINT I)—A "T" Intersection with Randall Road. This intersection shall become a Right-In/Right-Out Only during or upon the completion of the Randall Road Project.

J. AUTO REPAIR ENTRANCE (ACCESS POINT J)—A "T" Intersection with Randall Road. This intersection shall become a Right-In/Right-Out Only during or upon the completion of the Randall Road Project. At any time in the future, in the event that ingress and egress becomes available from another County approved access point, Access Point J will be eliminated.

K. FORMER LONG JOHN SILVER ENTRANCE (ACCESS POINT K)—A "T" Intersection with Randall Road. This access point and intersection shall be eliminated with the Randall Road Project.

L. FOX VALLEY TIRE (ACCESS POINT L)—A "T" Intersection with Randall Road. This intersection shall become a Right-In/Right-Out Only during or upon the completion of the Randall Road Project. At any time in the future, in the event that ingress and egress becomes available from another County approved access point, Access Point L will be eliminated.

4. Internal Circulation. The Parties agree that it is necessary and desirable to provide a system of public streets and/or cross access easements in conjunction with the development of property adjacent to Randall Road within the Subject Corridor so as to avoid burdening Randall Road and other arterial streets with the internal traffic movements of said development. The location of the intersections of access roads with Randall Road and the respective throat lengths of those access roads shall be generally as illustrated on the conceptual plans attached hereto as Exhibits "B1" and "B2". Nonetheless, the throat lengths of those Access Roads shall be adequate in length to minimize negative impacts to Randall Road. The Parties agree to cooperatively review any new development which would impact the Randall Road and Woodward Drive Intersection (Access Point E).

A. The CITY intends to make the future access road and access road extensions and connections as generally depicted in Exhibits "B1" and "B2". The timing of these extensions and connections and the CITY's ability to accomplish the same are dependent upon the future development of property adjacent to the proposed road extensions and connections. Other than as provided for herein, the CITY makes no representations or warranties with respect to when the extensions and connections will be constructed. To the extent permitted by law, the CITY agrees to use its best efforts in the exercise of its authority over development entitlements and approvals to require that the owner(s)/developer(s) of property contiguous to and within the Subject Corridor of Randall Road provide the Access Roads, and Access Road extensions and connections and/or cross access easements as depicted and illustrated on the conceptual plans attached as Exhibit "B1" and "B2".

B. To the extent permitted by, the CITY agrees to use its best efforts in the exercise of its authority over development entitlements and approvals to require owner(s)/developer(s) of property contiguous to and within the Subject Corridor of Randall Road to construct and dedicate the Access Roads as generally illustrated on the conceptual plan attached as Exhibits "B1" and "B2" and detailed as follows:

i) Woodward Drive Extension West of Randall.

As a condition of the development of the property adjoining, and extending approximately 500 feet west of the centerline of Randall Road, the CITY shall require the dedication and construction Woodward Drive for a distance approximately 500 feet west of the centerline of Randall Road tying into Woodward Drive (a subdivision requirement of Pine Ridge Park Subdivision) and intersecting with Illinois State Route 64 via Oak Street, conforming generally with Exhibit "B-1" and with all requirements of the St. Charles Municipal Code for residential collector streets, or similar standards.

ii) Future Woodward Drive Extension.

As a condition of the development of property referred to as the Cardinal Site on Exhibit "B-1" which is generally located more than 2,600 feet west of the centerline of Randall Road, between Pine Ridge Park and Remington Glen Subdivision (hereinafter referred to as the "Cardinal Property"), the CITY shall require the dedication and construction of the "Future Woodward Drive Extension" as a continuous roadway between the Woodward Drive Extension and Peck Road. The Future Woodward Drive Extension shall include an 80 feet wide right of way and shall further consist of all improvements, and shall be designed to conform to all requirements, of the St. Charles Municipal Code for residential collector streets, or similar standards.

iii) Public or Private Roadway Extension to Dean Street & IL 64.

As a condition of the redevelopment of the property adjoining, and extending approximately 1,100 feet east of the centerline of Randall Road the CITY shall require the dedication or provision for cross access easements and construction of Access Roads as generally shown on Exhibit "B-2" which shall include connections to Illinois State Route 64 and Dean Street. The public/private roadway shall be at least 26 feet wide and conform to the St. Charles Municipal Code for residential streets or greater as a function of the proposed use.

C. The CITY and/or the property owner(s) shall maintain said access road(s), including upkeep of roadway striping, signage, and pavement necessary to keep said access roads open and available for convenient and continuous public use.

D. As a condition to the issuance of a permit, the COUNTY shall require all intersection improvements to be provided for in accordance with the KDOT-TPR at any of the proposed Access Points identified in Paragraph 3 hereof. The COUNTY shall determine the specific location and design of any improvements. These improvements may include, but are not necessarily limited to:

i. Improvements: Additional or new travel lanes, shoulders, and storm water drainage systems, including right of way necessary therefor.
ii. Auxiliary lanes: Right-and left-turn lanes, channelization and center medians.
iii. Traffic Control Devices: Signalization, traffic signal interconnect or coordination systems, signage and pavement marking, including right of way necessary therefor.
iv. Roadway lighting including intersection lighting.
v. Barrier Medians.
vi. Bike Paths, including right of way necessary therefor.
vii. Storm Water Detention Facilities, including right of way necessary therefor.

To the extent permitted by law, the CITY agrees to use its best efforts in the exercise of its authority over development entitlements and approvals to require owner(s)/developer(s) of property contiguous to and within the Subject Corridor of Randall Road to construct and dedicate the access improvements consistent with the KDOT-TPR.

5. The Randall Road Project includes improvements that benefit both the CITY and COUNTY. The CITY agrees to contribute $1,470,000 toward that part of the Randall Road Project within the Subject Corridor. The CITY's contribution is in consideration of the expenses incurred by the COUNTY for the planning and constructing the Randall Road Project, including improvements that will facilitate access to existing and future development within the Subject Corridor contiguous to Randall Road. The City shall pay the County; (i) $490,000.00 within 30 days of the issuance of the permit for the construction of an intersection at Access Point E, (ii) $490,000.00 within thirty days after the opening to the public of the Intersection at Access Point E and (iii) $490,000.00 within two (2) years of the opening of the Intersection at Access Point E to the public.

6. The COUNTY agrees to work with the CITY and the property owner(s)/develop(s) within the Subject Corridor contiguous to Randall Road to incorporate, where possible and appropriate, changes to the Randall Road Project to assist with facilitating the relocation of access points C, E, and H and the construction of improvements needed to safely and efficiently accommodate proposed development. Such improvements may include the abandonment and subsequent relocation of access points C and E and H and the construction of traffic signals proposed at the future Woodward Drive intersection. The Parties anticipate that any and all such improvements and related costs will be at the expense of the property owner(s)/developer(s) requesting such improvements.

7. All access points on Randall Road within the Subject Corridor contiguous to Randall Road shall be subject to the review and approval of the COUNTY. Access points will be permitted in accordance with this Agreement and the KDOT-TPR and any other applicable regulations and design standards. If, however, there is a conflict between said KDOT-TPR and this Agreement, the terms of this Agreement shall control. Pursuant to 765 ILCS 205/2 et. seq. and 605 ILCS 5/8-102, the CITY shall obtain written approval or plat approval from the COUNTY, whenever any property within the Subject Corridor is proposed to be developed with any ingress to and egress from Randall Road, Access Road, and Access Road extension or connection, to ensure that the proposed intersection design and Randall Road intersection improvements are acceptable to the COUNTY.

8. The COUNTY shall own, operate and maintain the roadway lighting, future traffic signals and signal interconnect systems, and emergency vehicle preemption system within the right-of-way of Randall Road. The CITY shall pay the cost to energize and maintain such roadway lighting, future traffic signals and signal interconnect systems, and emergency vehicle preemption system within the Subject Corridor of Randall Road. This obligation shall be deemed to include all costs associated with the operation and maintenance of said signals, signal interconnect, and preemption systems and street lighting and approach lighting including, but not limited to, the lamps, brackets, poles, cable, and special equipment for Randall Road, Dean Street, Route 64 and Access Points C and E as part of the Randall Road Project. "Maintenance" is defined as the periodical replacement of the elements listed herein which have failed due to normal use and operation or due to accidental damage. The CITY is not required to replace any part or parts of the lighting system that warrant replacement due to changes in the COUNTY's lighting policy or due to roadway widening or other projects initiated or approved by the COUNTY. The CITY is

not responsible for replacement of part or parts of the system due to damage caused by utility companies, public bodies or other entities using the Randall Road right-of-way for approved purposes. In the event that any reimbursable costs are billed to and paid by the COUNTY, the CITY shall reimburse the COUNTY within forty-five (45) days of the receipt of an invoice for the CITY's share of the actual costs incurred.

9. Upon (i) receipt of all necessary right of way, storm water detention, a complete permit application and, (ii) the review and subsequent approval thereof by the County Engineer, the COUNTY agrees to grant a permit for widening Randall Road, traffic signals and other related improvements for the intersection of Randall Road and Woodward Drive (Access Points "C" & "E"). The permit will allow for a signal to be installed in conjunction with the construction of the westerly leg of future Woodward Drive at Randall Road. The CITY or the property owner(s)/developer(s) shall be responsible for the cost of design, constructing and installing said intersection improvements. The goal of the Parties is to construct the entire Signalized Full Intersection at Woodward Drive and Randall Road as one project. However, the Parties contemplate that the construction of the Full Signalized Intersection of Woodward Drive may be phased over time and shall be initially accomplished by the permitting and construction of the west leg of the intersection of Woodward Drive and Randall Road (that portion of the intersection west of the centerline of Randall Road) first. In the event that the phased approach to the intersection construction for Woodward Drive and Randall Road is utilized, then the right of way and storm water detention requirements necessary for only that phase of the intersection to be constructed will be required by the COUNTY.

10. At the completion of the Randall Road Project, a storm water management facility shall have been constructed by the COUNTY along the west side of Randall Road immediately south of the Union Pacific Railroad tracks as illustrated on the conceptual plan attached as Exhibits "A2" and "A3". This facility currently has the storm water capacity of 11 acre feet (ac-ft) and services the needs of the Randall Road Project as defined by the COUNTY's Storm Water Ordinance. The CITY and COUNTY agree that the storm water detention facility has the ability to be expanded to a capacity of 16.6 ac-ft. The COUNTY will permit the CITY or their agents, subject to the conditions of the existing easement therefor, to construct the incremental additional capacity up to 5.6 ac-ft in the future. This construction of incremental additional capacity shall take place if adjacent development desires to manage storm water with a facility at the location of the afore described storm

water management facility. The COUNTY agrees to permit adjacent development to utilize up to but not to exceed 4 ac-ft of the incremental additional capacity. The COUNTY and CITY agree that 1.6 ac-ft is required and reserved exclusively to the COUNTY for the future expansion of Randall Road as contained in the COUNTY adopted Kane County 2030 Transportation Plan in accordance with the current County of Kane Storm Water Ordinance. Specific conditions related to the 5.6 ac-ft incremental additional capacity are as follows:

i. The CITY or their agents will agree to build the 1.6 ac-ft of additional capacity for the future expansion of Randall Road as referenced herein above with the first event of construction activity to enlarge the aforesaid storm water management facility. The costs for enlarging the storm water management facility including design and construction engineering, construction and landscaping will be a CITY expense.

ii. The COUNTY shall review and approve the design for the storm water facility. The COUNTY's approval shall not unreasonably be withheld.

iii. The CITY agrees to maintain the storm water detention facility at its sole cost and expense.

11. The Parties agree to cooperate during the development review process for development of property within the Subject Corridor. The CITY shall solicit the COUNTY's review and comment prior to any development approval including but not limited to annexation, subdivision, zoning, or land use changes. The CITY agrees to solicit the COUNTY's advice on transportation, right of way, storm water, detention, and traffic issues for any annexation agreement covering property within the Subject Corridor which is contiguous to Randall Road. To the extent permitted by law, the CITY agrees to use its best efforts in the exercise of its authority over development entitlements and approvals to cause to be provided in the name of the County of Kane additional right of way and storm water detention to accommodate current and future projected Randall Road widening as set forth in the Kane County 2030 Transportation Plan and the KDOT-TPR at no cost to the Parties.. In the event that the CITY fails to provide the additional right of way and/or storm water detention, for the intersection(s) at Access Point C and/or at Access Point E, the COUNTY shall not approve or otherwise permit an intersection at either of the aforesaid access

point(s) for which right of way and storm water detention has not been provided by the CITY unless otherwise provided for in this Agreement.

12. In the exercise of its authority over development entitlements, the CITY will use its best efforts to provide, or cause to be provided, utility easements located outside the present or planned future right of way of Randall Road unless otherwise agreed to by the County Engineer. All utilities located within the right of way of Randall Road shall require a permit from the COUNTY. The Parties acknowledge and agree that the COUNTY shall have no obligation to place any utilities in its right of way, but will work with the CITY to reasonably accommodate utility placement in COUNTY right-of-way where necessary.

13. Except as otherwise provided herein, the Parties agree that Access Roads intersecting Randall Road should provide a minimum distance (the throat) between Randall Road and any other intersecting Access Roads of five hundred feet (500') or the minimum throat length as provided in the KDOT-TPR or any lesser distance as may be approved by the County Engineer.

14. The Randall Road Project includes a landscape barrier median in certain locations. The Parties agree that the CITY may, in the future, develop a plan to modify the median landscape as included in the Randall Road Project. Any costs for the design, construction and maintenance of the median landscaping shall be the sole responsibility of the CITY.

15. The CITY shall indemnify, defend, and save harmless as herein provided, the COUNTY, its officers, agents, officials, servants, and employees from any and all liability, claims, manner of actions, cause, and causes of action, suits, sums of money, covenants, controversies, agreements, promises, damages, judgments, claims, and demands, whatsoever, in law or in equity, and particularly and without limiting the generality of the forgoing any and all personal injuries, property damage or death, including claims for indemnity or contribution, attorneys' fees, and litigation expenses all and in any case or manner arising out of, caused by, or in consequence of the negligence of the CITY, and/or their employees, officers, agents, or servants, or out of, caused by, or in consequence of and relating in any manner to the CITY's design, construction, and maintenance of any landscaped median within the right-of-way of Randall Road.

16. Nothing in this Agreement shall be construed to require either Party to exercise the power of eminent domain or to take any action which either Party reasonably believes constitutes an unlawful regulatory taking under the law. Nothing in this Agreement shall be construed to authorize the COUNTY to exercise any zoning, subdivision, or other land use or building authority with respect to property located within, or which, pursuant to the terms of any annexation agreement, is proposed for inclusion within, the corporate limits of the CITY. Nothing in this Agreement shall be construed to authorize the CITY to exercise any authority conferred by law upon the COUNTY. Nothing in this Agreement shall be construed to require either Party to mandate any action by a third party that is not permitted by law.

17. The Parties acknowledge and agree that Exhibits B1 and B2 are a conceptual plan intended to demonstrate an intention by the Parties that the property as depicted thereon shall be improved with a system of access roads, and cross access easements which will serve the purpose of dispersing traffic in a manner which will serve to reduce traffic loads on Randall Road. The COUNTY acknowledges that the actual development of the property might require the location of access, roads and cross access easements in places other than those depicted on Exhibits "B1" and "B2". Provided that the CITY's processing and approval of any development proposal covering the property contiguous to Randall Road within the Subject Corridor is coordinated with the COUNTY as required by Paragraph 11 hereof, and provided such development proposal makes reasonable provision for access roads and cross access easements intended to serve the same planning purposes stated herein, such substitute access road, and cross access easements will not be deemed to violate this Agreement.

18. This Agreement shall be in full force and effect for a period of 20 years from and after the date first stated above. Notwithstanding the foregoing, and assuming that the COUNTY has received complete and correct applications for permit approvals for the Access Points C (relocated) and E, as described in Paragraph 3 hereof, and assuming that the County Engineer has approved said complete and correct permit applications, should the COUNTY fail to issue such permits within the first forty eight (48) months of the term of this Agreement, the CITY shall have the unconditional right to terminate this Agreement.

19. In the event that any future development occurs on property contiguous to the Subject Corridor as heretofore identified on Exhibits – and/or with respect to any future

development along any access road within the Subject Corridor which intersects with Randall Road (i.e. Woodward Avenue) that generates vehicular traffic that meets or exceeds warrants for any additional improvement(s) to said intersection(s) or that, in the opinion of the County Engineer, degrade the operation of the intersection(s) and consequently the operation of Randall Road, then the CITY acknowledges that the COUNTY may at its sole option control and restrict to any extent, any intersection within the Subject Corridor until such time that the operational level of the intersection(s) is improved to the satisfaction of the County Engineer.

20. This Agreement shall be binding upon and shall inure to the benefit of the Parties hereto and their respective successors and assigns.

21. This Agreement may not be modified, amended or otherwise altered except upon the execution of a written amendment thereto properly authorized and executed by each of the Parties hereto.

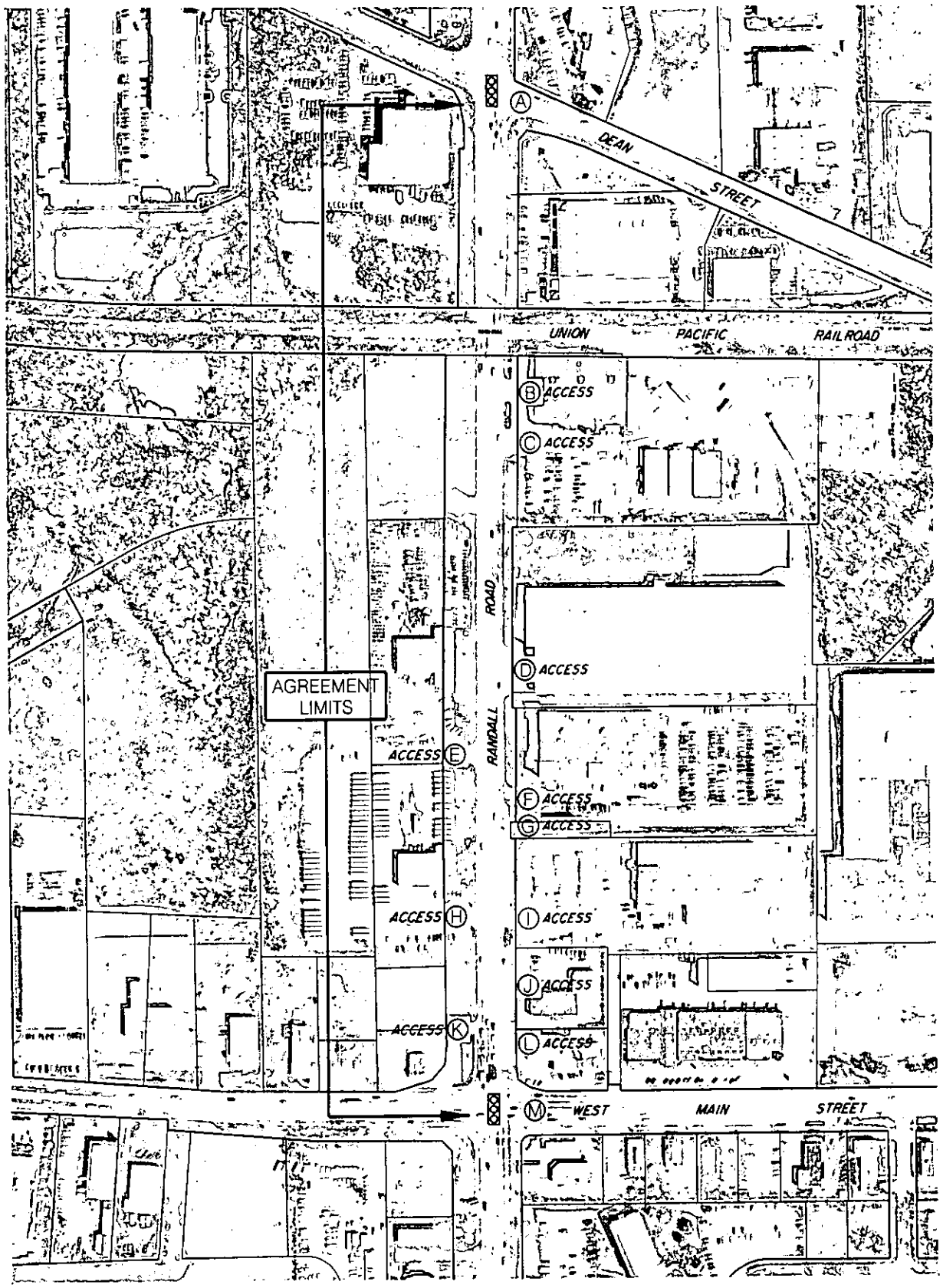
Executed this 1st day of ~~November~~ December, 2006, at Geneva, Illinois.

COUNTY OF KANE

By: _____ Attest: _____
County Board Chairman County Clerk

CITY OF ST. CHARLES

By: _____ Attest: _____
Mayor City Clerk



LEGEND

EXISTING TRAFFIC SIGNAL

PROPOSED TRAFFIC SIGNAL

(A) ACCESS POINT

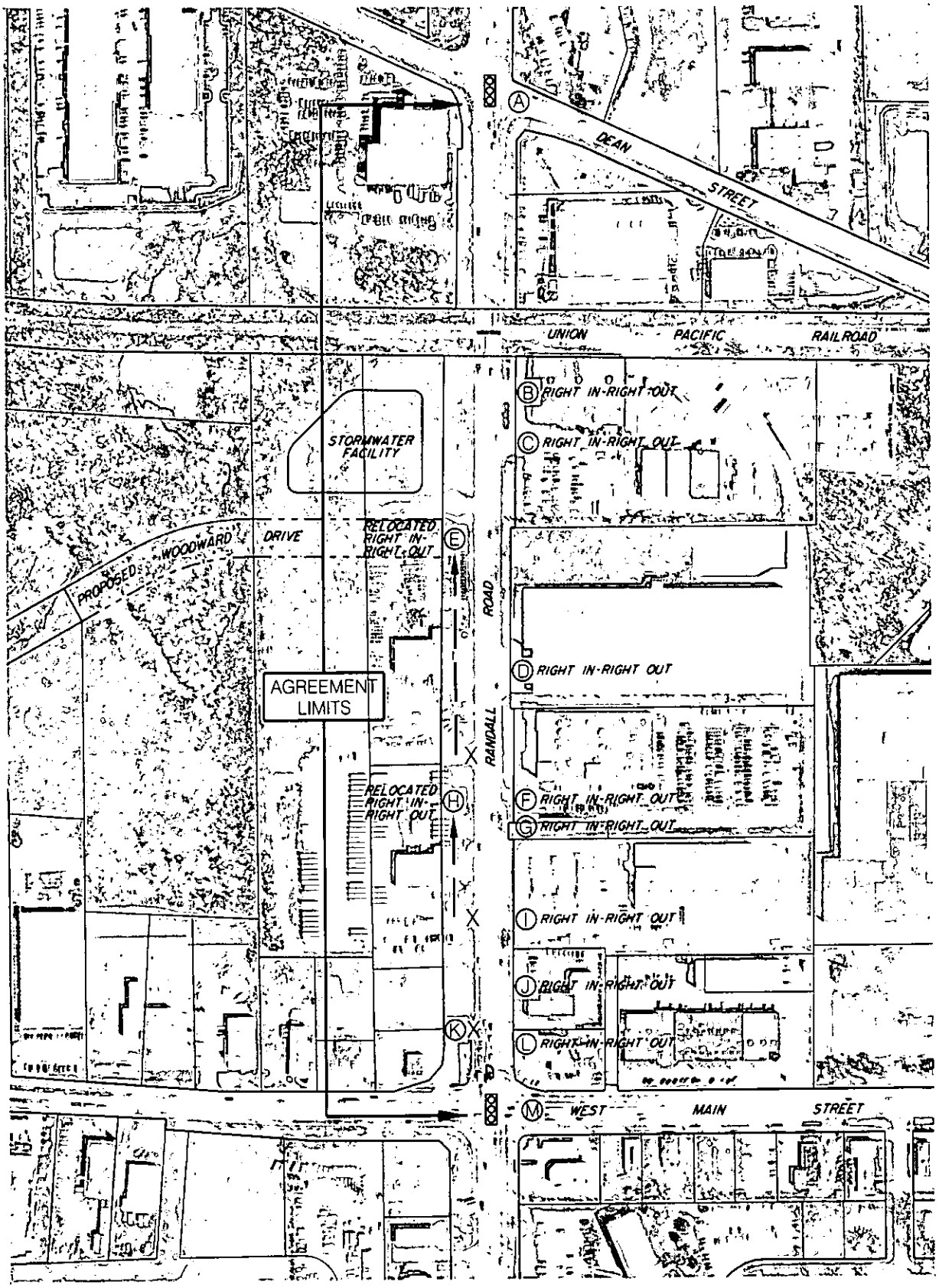
X REMOVE ACCESS POINT

RANDALL ROAD IGA
EXISTING CONDITIONS

NORTH

Scale: 1" = 300'
Date: September 22, 2006
Aerial: Spring 2004
File: Randall-IGA-3.dgn

EXHIBIT A-1



LEGEND

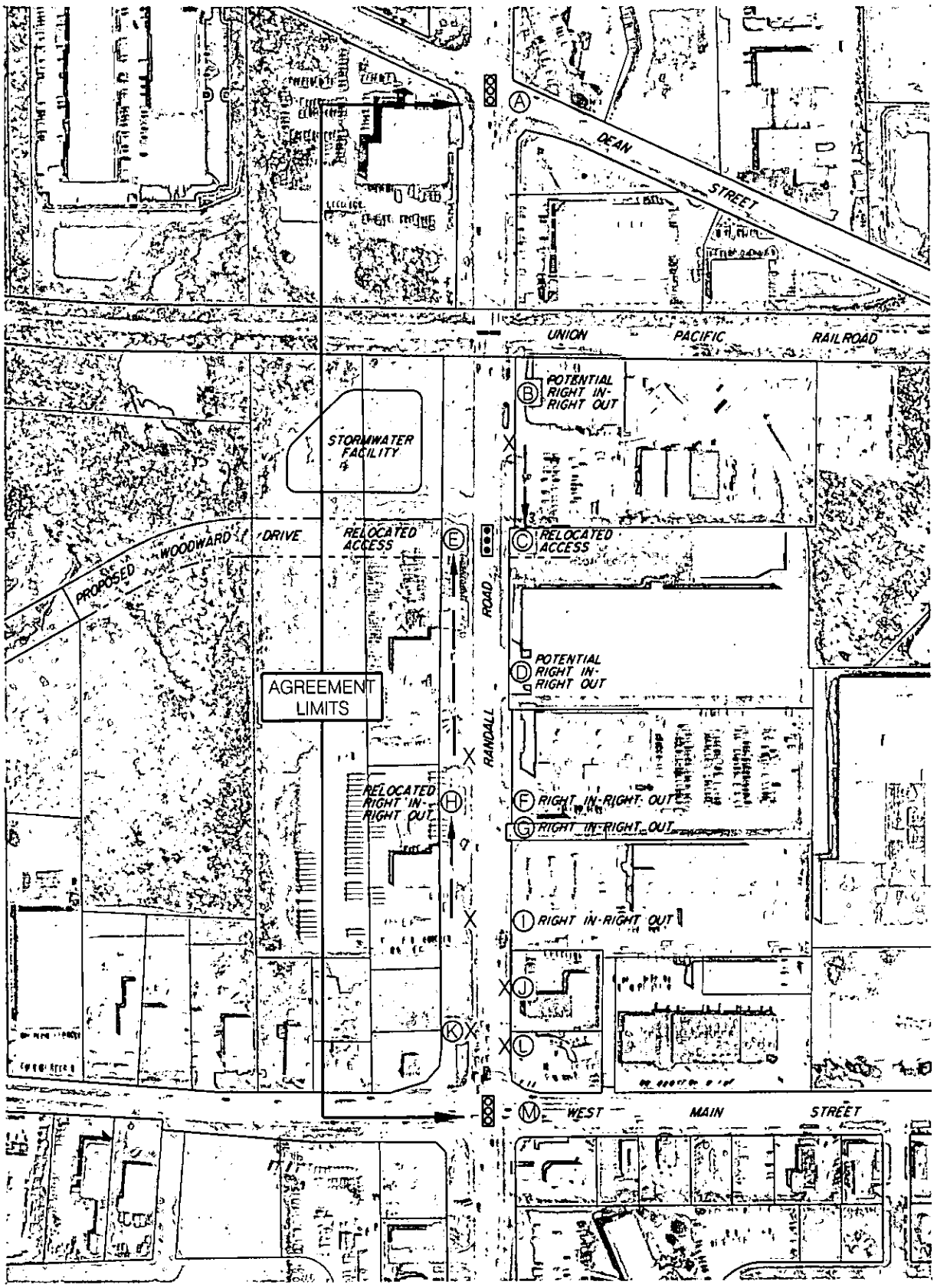
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- (A) ACCESS POINT
- X REMOVE ACCESS POINT

RANDALL ROAD IGA INTERIM CONDITIONS

NORTH

Scale: 1"=300'
Date: September 22, 2006
Aerial: Spring 2004
File: Randall-IGA-4.dgn

EXHIBIT A-2



LEGEND

EXISTING TRAFFIC SIGNAL

PROPOSED TRAFFIC SIGNAL

(A) ACCESS POINT

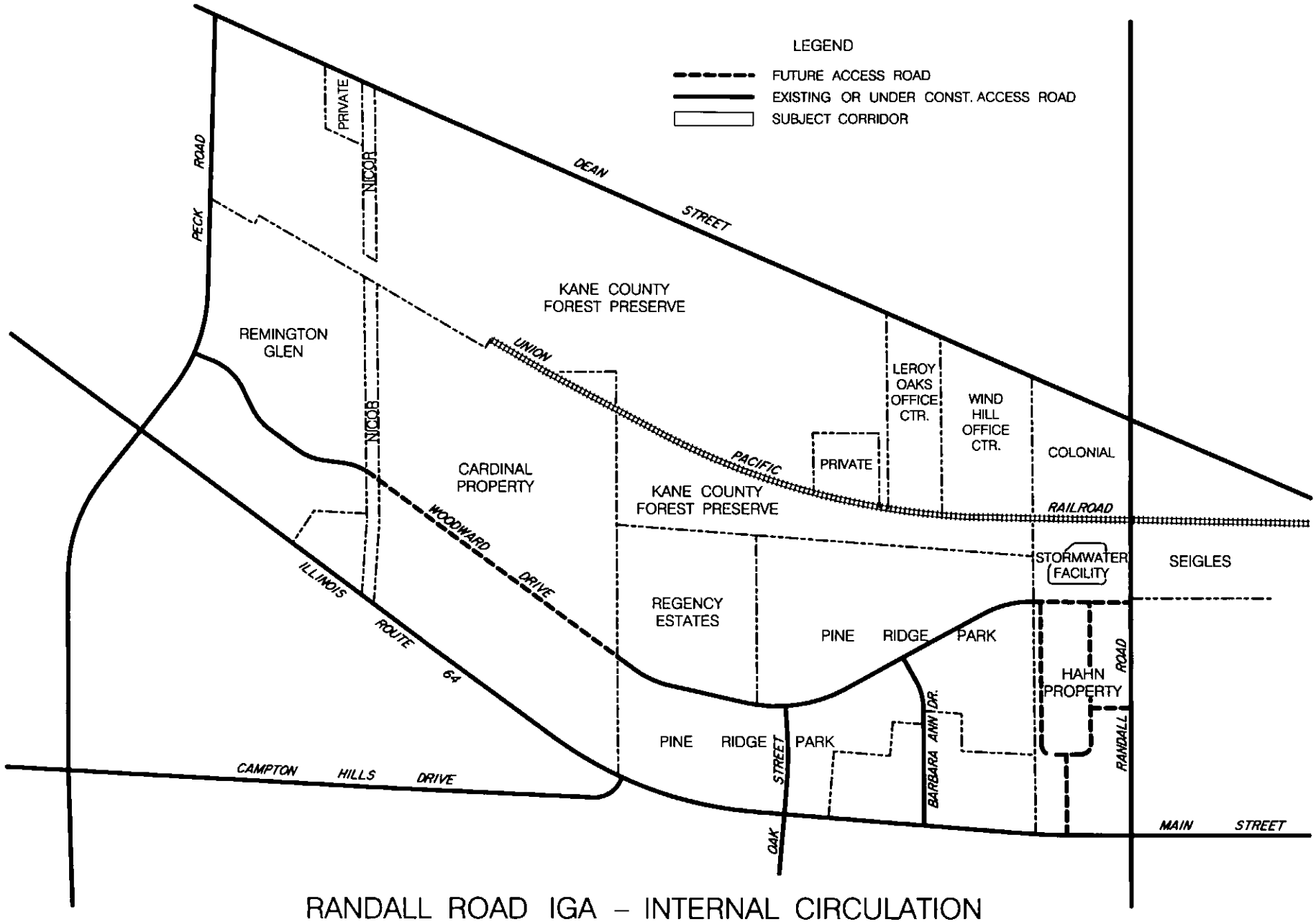
X REMOVE ACCESS POINT

RANDALL ROAD IGA
FUTURE CONDITIONS

NORTH

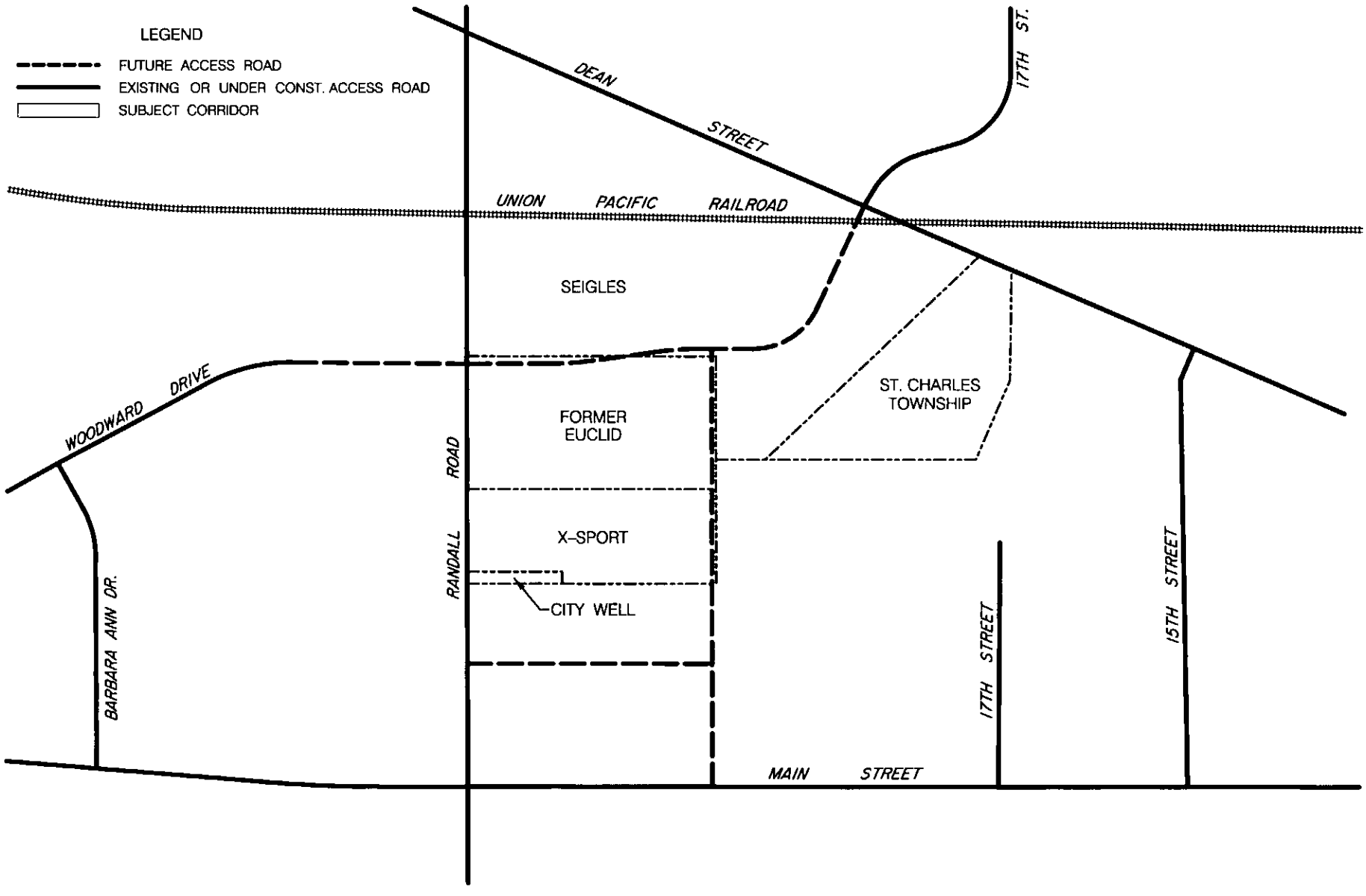
Scale: 1"=300'
Date: September 22, 2006
Aerial: Spring 2004
File: Randall-IGA-5.dgn

EXHIBIT A-3



RANDALL ROAD IGA – INTERNAL CIRCULATION
WEST SIDE
EXHIBIT "B–1"

Scale: 1"=700'
Date: September 22, 2006
File: Randall-IGA-7.dgn



RANDALL ROAD IGA – INTERNAL CIRCULATION
EAST SIDE
EXHIBIT "B–2"

NORTH

Scale: 1"=400'
Date: September 22, 2006
File: Randall-IGA-B.dgn

EXHIBIT "C"

DEFINITIONS

Access, *n.*: The right of an owner of property immediately adjacent to a highway to ingress to and egress from said property by way of the immediately adjoining highway.

Access Point *n.*: The permitted location along a highway where ingress to and egress from a property immediately adjoining the highway is allowed. The location of an access point is governed by the Kane County Division of Transportation, Permit Regulations (hereinafter "KDOT-PR") unless otherwise agreed to in writing by the County of Kane.

Access Regulation *n.*: Various measures utilized by the County of Kane, intended to regulate or control access, including, but not necessarily limited to control, restriction or elimination of an Intersection at an Access Point pursuant to the police power or by other appropriate means of the County of Kane. (See also: KDOT-PR).

Access Road, *n.*: See also Internal Access Road. A highway or private road that directly connects to an Access Point. That portion of a highway that connects to an Access Point is sometimes referred to as a leg of an Intersection.

Auxiliary Lanes, *n.*: Lanes, other than through lanes, of the traveled portion of a highway such as dedicated left turn lanes, right hand turn lanes or deceleration lanes.

County Highway, *n.*: a highway under the exclusive jurisdiction of the County of Kane. "County Highway" may include a highway under the exclusive jurisdiction of the County of Kane for which maintenance or other responsibilities are performed by another unit of government pursuant to an intergovernmental agreement with the County of Kane.

County Engineer, n: the Kane County Engineer.

Cross Access Easement, *n.*: An easement, granted by the owners of property adjacent to a highway, to the public for highway purposes. Cross access easements are intended to serve as locations for internal access roads or access roads to connect properties adjacent to the highway to an access point.

Detention, *n.*: A dry bottom earthen depression in the ground utilized for the temporary storage and controlled discharge of storm water.

Development, n.: any change or conversion in any use of real property that causes or otherwise requires, due to any increase in the amount of vehicular traffic either entering and/or leaving the real property, the laying out, provision of construction of any new means or the enlarging or extending any existing means of ingress and egress at a new or existing Access Point to or from a County Highway. Development includes "re-development" and the improvement of vacant land.

Highway, *n.*: A general term for denoting a public way for purposes of the travel of vehicular traffic including the entire area within the right of way thereof and any associated appurtenance therefor. "Highway" includes a City of St. Charles street or a township road.

Internal Access Road, *n.*: **A** highway servient to and which runs generally parallel with a dominant County highway and is sometimes referred to as a "frontage road" or a" local service drive" as defined by the Illinois Highway Code (605 ILCS 5/8-105). An internal access road is intended to collect traffic generated from properties adjacent to the frontage road to convey the traffic to an Access Road and an Access Point on a County or other highway.

Intersection, *n.*: The area within the right of way of two different highways, access roads, internal access roads, private roads, alleys, driveways within which vehicles traveling on the traveled portion of each highway come into conflict with one another. The junction of a private alley or a private driveway with a highway may for purposes of this Agreement constitute an intersection. Intersection includes:

A. **Full Intersection,** *n.*: An Intersection of two highways that has four intersecting legs which allows traffic certain traffic movements to and from each leg of the intersection to any other leg of the intersection.
B. **Right In/Right Out Only,** *n.* : A "T" Intersection where the movement of traffic is limited to the following movements only: (i) through movements on the horizontal legs of the "T" , (ii) a right hand turning movement only from the left horizontal leg of the "T" to the vertical leg of the "T" and, (iii) a right hand turning movement only from the vertical leg of the "T" to the right hand leg of the "T". No left hand turns are permitted on a right in/right out only intersection.
C. **Right In Only,** n.: An intersection where the movement of traffic on a County Highway is limited to only a right hand turning movement from the County Highway into property adjacent to a County Highway.
D. **Right Out Only,** n.:
E. **Signalized Intersection,** *n.*: An intersection that utilizes signalization, such as a Signalized Full Intersection or a Signalized "T" Intersection.
F. **"T" Intersection,** *n.*: An intersection of two highways or the intersection of a highway and an access road, internal access road, private drive or alley that has only three intersecting legs which allows traffic movements to and from each leg of the intersection to any other leg of the intersection. As its name implies this intersection appears as various forms of the letter "T".

Intersection Lighting, *n.*: Overhead electric lighting at an Intersection intended to illuminate the pavement surface of the Intersection as may be required by the County Engineer of Kane County or the KDOT-TPR.

KDOT-PR, *n.*: The Kane County Division of Transportation, Permit Regulations as amended from time to time and duly authorized by the Kane County Board.

MUTCD, *n.*: The most recent addition of the Manual of Uniform Traffic Control Devices.

Owner(s)/developer(s). n., An owner or any other person or entity having any interest in real estate.

Planning Jurisdiction, *n.*: The area described in the Illinois Compiled Statutes by 65 ILCS 5/11-12-5 through 65 ILCS 5-11-12-6 of the Municipal Code over which the City of St. Charles has planning authority.

Private Road, *n.*: A way for the purpose of travel of vehicular traffic including the entire area within the right of way thereof and any associated appurtenance therefor that is not intended for use by the general public, or alternatively, not under the jurisdiction of a unit of government.

Property Adjacent to Randall Road, *n.*: Real estate that is contiguous to the right of way of Randall Road and/or any other real estate that desires ingress to and egress from Randall Road.

Retention, *n.*: A wet bottom earthen depression in the ground utilized for the temporary and or permanent storage and controlled discharge of storm water.

Roadway Lighting, *n.*: Overhead electric lighting adjacent to a highway intended to illuminate the pavement surface and surrounding area as may be required by the County Engineer of Kane County.

Signalization, *n.*: Electronic traffic control devices also referred to as: traffic lights, traffic control devices, stop and go lights or traffic control signals, intended for the regulation of vehicular and pedestrian traffic at an Intersection where such devices on different legs of the same intersection alternately direct traffic to stop and to proceed. Signalization is designed, constructed operated and maintained to the satisfaction of the County Engineer of Kane County.

Signal Interconnect System, *n.:* An electronic system designed and intended to electronically connect signalization at various Intersections into a continuous series for the intended purpose of coordinating the movement of traffic through the various signalized intersections. Signal interconnect systems are designed, constructed, operated and maintained to the satisfaction of the County Engineer of Kane County.

Throat, *n.*: The area of a highway, access road, internal access road, leg of an Intersection, private road, alley or driveway where the Intersection with any of the same is not permitted.