

KENDALL COUNTY
Ordinance No. 03-46

An Ordinance amending parts of the Kendall County Subdivision Control Ordinance

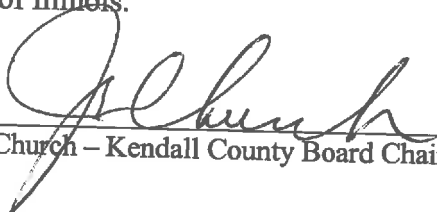
WHEREAS, the County Board of Kendall County has established certain guidelines and requirements for new development, through the adoption of the Kendall County Subdivision Control Ordinance, originally adopted in 1971, and as modified since that time, and;

WHEREAS, the Kendall County Board desires to modify the definition and minimum standards for rural street design, in order to provide a safe and functional system of streets and rights-of-way in the unincorporated portion of Kendall County.

THEREFORE, BE IT ORDAINED, that the County Board of Kendall County hereby modifies the Kendall County Subdivision Control Ordinance, by adopting the definition of streets, identified as Street Hierarchy in the attached Exhibit A.

BE IT FURTHER ORDAINED, that the County Board of Kendall County also modifies the Kendall County Subdivision Control Ordinance, by adopting the Minimum Standards for Rural Street Design, identified as such in the attached Exhibit B. Any conflicts or policies with the heretofore adopted Subdivision Control Ordinance are hereby repealed, and this ordinance shall be in full force and effect upon approval by the County Board.

Approved by the County Board of Kendall County, State of Illinois.



John Church – Kendall County Board Chairman

I, Paul Anderson, County Clerk in and for said County, in the State aforesaid, and keeper of the records and files thereof, as provided by statute, do hereby certify the foregoing to be a true, perfect and complete copy of a resolution adopted by the Kendall County Board, at its regularly scheduled meeting in Yorkville, Illinois, on the 16 day of DECEMBER, A.D., 2003.



Paul Anderson – County Clerk

2. STREET HIERARCHY

- a. **LOCAL STREET** – The lowest order of residential streets, providing frontage for access to lots and carrying traffic that has a destination or origin on the street itself. Local Streets will typically serve fewer than 25 single family lots and have an ADT less than 250. Local Streets shall include cul-de-sacs. Minimum design speed for Local Streets is 30 mph.
- b. **LOCAL SUBCOLLECTOR** – The next order of residential streets, providing frontage for access to lots and carrying traffic of adjoining Local Streets. Local Subcollectors are designed to carry somewhat higher traffic volumes with traffic limited to motorists having origin or destination within the immediate neighborhood. Local Subcollectors are not intended to interconnect adjoining neighborhoods and should not carry regional through traffic. Local Subcollectors will typically serve fewer than 50 single family lots and have an ADT not exceeding 500. Minimum design speed for Local Subcollectors is 35 mph.
- c. **MINOR COLLECTOR** – The highest order of residential streets, distributing traffic between lower order residential streets and higher order streets such as major collectors or arterials. Minor Collectors should be used to connect adjoining neighborhoods and may carry a small amount of regional through traffic. Direct access from homes to Minor Collectors is discouraged although it may be unavoidable in certain cases. Minor Collectors will typically have projected ADT's exceeding 500. Existing township roadways, excluding residential streets, are generally categorized as Minor Collectors. Minimum design speed for Minor Collectors is 45 mph.
- d. **MAJOR COLLECTOR** – A street of intracounty importance that not only serves all other residential streets, but also traffic generators such as consolidated schools, shipping points, county parks, important mining or agricultural areas, etc. Access is generally limited on Major Collectors by the Kendall County Highway Access Ordinance. For the purposes of this document, all County Highways shall be considered Major Collectors. Minimum design speed for Major Collectors is 55 mph.
- e. **COMMERCIAL/INDUSTRIAL STREET** – A street, or portion thereof, that serves an area predominantly zoned for business or industry. Access for business will require thoughtful planning based on current traffic studies and projected traffic patterns. Minimum design speed for Industrial Streets is 35 mph.
- f. **ARTERIAL** – A street of regional significance that serves both regional and intrastate traffic. Arterials include State Highways, U.S. Highways and Interstate Highways. These routes are generally maintained by the State of Illinois and will not be constructed as part of a subdivision development.

EXHIBIT A

MINIMUM STANDARDS FOR RURAL STREET DESIGN

KENDALL COUNTY

Street Type	Min. Design Speed	Minimum R.O.W. Width		Minimum Pavement Width		Minimum Shoulder Width	Horizontal Alignment		Vertical Alignment		Maximum Gradient		Minimum Pavement Structure	
		w/curb	w/o curb	w/curb	w/o curb		Min. Radius	Min. K Value	Crest	Sag	Agg.	Binder	Surface	
Local Street	30 mph	60'	70'	30'	24'	6'	*275'	40	50	8%	12"	2 1/2"	1 1/2"	
Local Subcollector	35 mph	70'	80'	32'	24'	6'	*415'	40	50	6%	12"	2 1/2"	1 1/2"	
Minor Collector	45 mph	80'	90'	36'	26'	7'	*830'	80	70	5%	12"	3 1/2"	1 1/2"	
Major Collector	55 mph	-	120'	-	28'	8'	1200'	150	100	4%	12"	4 1/2"	1 1/2"	
Commercial/Industrial	35 mph	80'	90'	36'	28'	8'	*415'	40	50	5%	12"	4 1/2"	1 1/2"	
Arterial	60 mph	-	±150'	-	28'	8'	1500'	†	†	4%	‡	‡	‡	

* Assuming no superelevation

† Use Design Controls for Stopping Sight Distance as required by IDOT's BDE Manual

‡ Use IDOT's Pavement Design Guidelines

NOTES

1. The above standards are minimum requirements. Additional R.O.W., modified pavement widths, etc. may be required depending on specific circumstances for each development. If design elements are not specifically addressed above, then AASHTO guidelines shall apply.
2. Shoulders shall be constructed of 8" of aggregate surface course (CA-6) from a state-approved source. Shoulders around intersection radius returns shall be constructed of 8" of bituminous concrete to a point not less than 10' past the point of tangency.
3. Curb and gutter shall be M-3.12 unless otherwise specified.
4. In addition to the pavement structure requirements listed above for commercial / industrial streets, a geotextile fabric shall be placed below the aggregate base course. The fabric shall be approved by the County Engineer and shall be installed in accordance with manufacturer's recommendations.
5. In general, roadways without curbs shall have ditch slopes of at least 1% unless otherwise approved by the County
6. Full-depth concrete pavement may be used in lieu of bituminous concrete. Minimum standard for concrete pavement includes 8" of unreinforced concrete pavement with at least 4" of sub-base granular material.