

Kane County

Division of Transportation



Comprehensive Road Improvement
Plan for Impact Fees

COUNTY BOARD ADOPTED:

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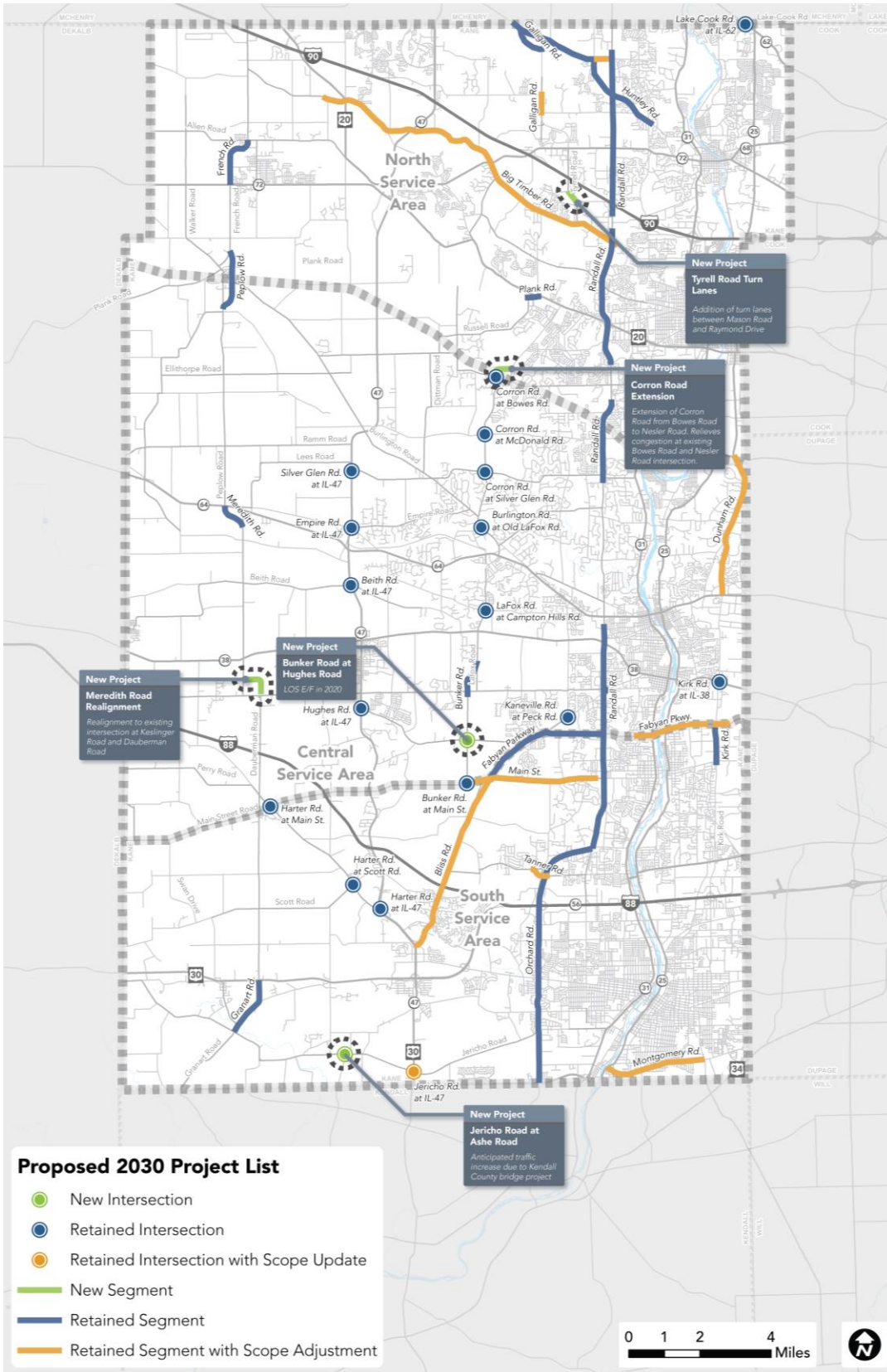
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Glossary of Terms

The following are terms and their associated meanings that may be found within the plan.

ADT: Average Daily Traffic. This is the typical number of vehicles traveling a section of road over the course of a normal 24-hour weekday.

Capacity: The maximum sustainable flow rate at which vehicles can be expected to traverse a uniform segment of a lane or roadway during a specified time period under given roadway, geometric, traffic, environmental and control conditions. Expressed in this report as vehicles per hour per lane of roadway, or vehicles per hour entering an intersection,

CMAP: The Chicago Metropolitan Agency for Planning.

County: The County of Kane, State of Illinois.

CRIP: The Comprehensive Road Improvement Plan for Impact Fees.

FY: Fiscal Year.

IDOT: The Illinois Department of Transportation.

ISTHA: The Illinois State Toll Highway Authority.

KDOT: The Kane County Division of Transportation.

Lane-Miles: The number of lanes multiplied by the length of a roadway segment.

Local Option MFT: Motor fuel tax imposed by the County and collected at the pump for the purposes of road improvements on roads under the jurisdiction of Kane County.

LOS: Level of Service. A qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience. For roadways, LOS is typically expressed in terms of average operating speed ranging from LOS A (highest speed) to LOS F (lowest speed, or failure). Intersection LOS is typically based on delay time; the greater the delay time, the worse the level of service. Again, poorest performance receives the lowest LOS grade (E or F).

MFT: Motor Fuel Tax. The state allocation of revenues collected on gasoline at the pump disbursed to Kane County.

VMT: Vehicle Miles of Travel. This is the average daily traffic (ADT) on a roadway segment or group of roadway segments, multiplied by the length of the roadway segment in miles.

Preface

Impact fee programs are widely used by local governments throughout the United States to offset the high cost of providing fire, police, water, sanitary, school, road, and other services to new residents and businesses locating within their jurisdiction. These programs are used particularly in fast growing suburban communities, locations with high tourism or high retirement development and areas of extreme environmental sensitivity. By and large, the fees collected do not cover all the costs a unit of government accrues in providing a service. These fees do allow the implementing agency the opportunity to use its primary funding sources such as property taxes, motor fuel taxes, and state and federal assistance for the purpose of maintaining the existing infrastructure, correcting existing deficiencies in the infrastructure, and supplementing other funding sources to enable construction of improvements to the capacity of the highway system.

In Illinois, revenues available for highway purposes are strictly limited by statute. The size of the state Motor Fuel Tax is limited and Kane County has raised its local option MFT to the maximum amount. Property tax levies are limited by the Property Tax Extension Limitation Law. The County aggressively seeks outside funding for highway improvement projects from the state and Federal governments. Impact fees are needed to help fill the gap between the extensive needs and limited tax revenues.

General Goals

The *Road Improvement Impact Fee Law* created by the State of Illinois in 1989 cites two general goals for those agencies implementing impact fee programs in Illinois.

1. ". . . the imposition of such road improvement impact fees is designed to supplement other funding sources so that the burden of paying for road improvements can be allocated in a fair and equitable manner."
2. ". . . to promote orderly economic growth throughout the State by assuring that new development bears its fair share of the cost of meeting the demand for road improvements through the imposition of road improvement impact fees."

Kane County supports these goals through the publication of this Comprehensive Road Improvement Plan for Impact Fees.

Objectives of the Plan

The Comprehensive Road Improvement Plan (CRIP) is a document required of each unit of local government wishing to implement the Road Improvement Impact Fee Law (605 ILCS 5/5-901 to et seq.). The Plan's primary function is to support the statute's goals by describing the existing roadway network and traffic conditions, quantifying the anticipated new development upon which the estimated improvements are based, identifying available funding sources, and listing the highway improvements anticipated to be needed, along with their estimated costs and anticipated year of construction.

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

Guide to the Plan

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

Section 1: Existing Highway System

Section 1 provides a description of all existing highways under the jurisdiction of the County, a list of deficiencies as of 2002 (the year of the County's initial CRIP), and an estimate of all costs related to curing the existing deficiencies, including but not limited to the upgrading, updating, improving, expanding or replacing of such highways and the current level of service of the existing highways.

Section 2: Commitment to Cure Existing Deficiencies

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

Section 3: Land Use Assumptions

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

Section 4: Proposed Roadway Improvement Plan

Section 4 provides a description of the County highways proposed to be improved, expanded, enlarged or constructed to serve new development identified in Section 3, Land Use Assumptions, together with an estimate of all costs related to the improvement, expansion, enlargement or construction of those County highways.

Section 5: Funding Sources

Section 5 identifies all sources and levels of funding available to the County for the financing of the highway improvements identified in Sections 1 and 4.

Section 6: Intergovernmental Agreements

As the County's proposed amended Road Improvement Impact Fee Ordinance provides only for the improvement of County Highways, this Section simply notes that any improvements to highways, roads or streets under another governmental jurisdiction may be funded with impact fees only to the extent needed to ensure the efficient operation of an adjacent intersection with a County Highway.

Section 7: Proposed Road Improvement Schedule

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

SECTION 1

Existing Highway System

As of 2020, the highway system in Kane County consisted of more than 2,100 miles of highways, including Interstate Highways, Freeways and Expressways, Arterials, Collectors and Local Streets. These highways are under the jurisdiction of the Illinois State Toll Highway Authority, the Illinois Department of Transportation (IDOT), Kane County, over thirty Municipalities, and sixteen Township Road Districts. Kane County has jurisdiction over approximately 300 miles of highways, primarily arterials and collectors, as defined by IDOT. Highways under the jurisdiction of Kane County are listed in **Table 1-1** and are shown on **Figure 1-1**.

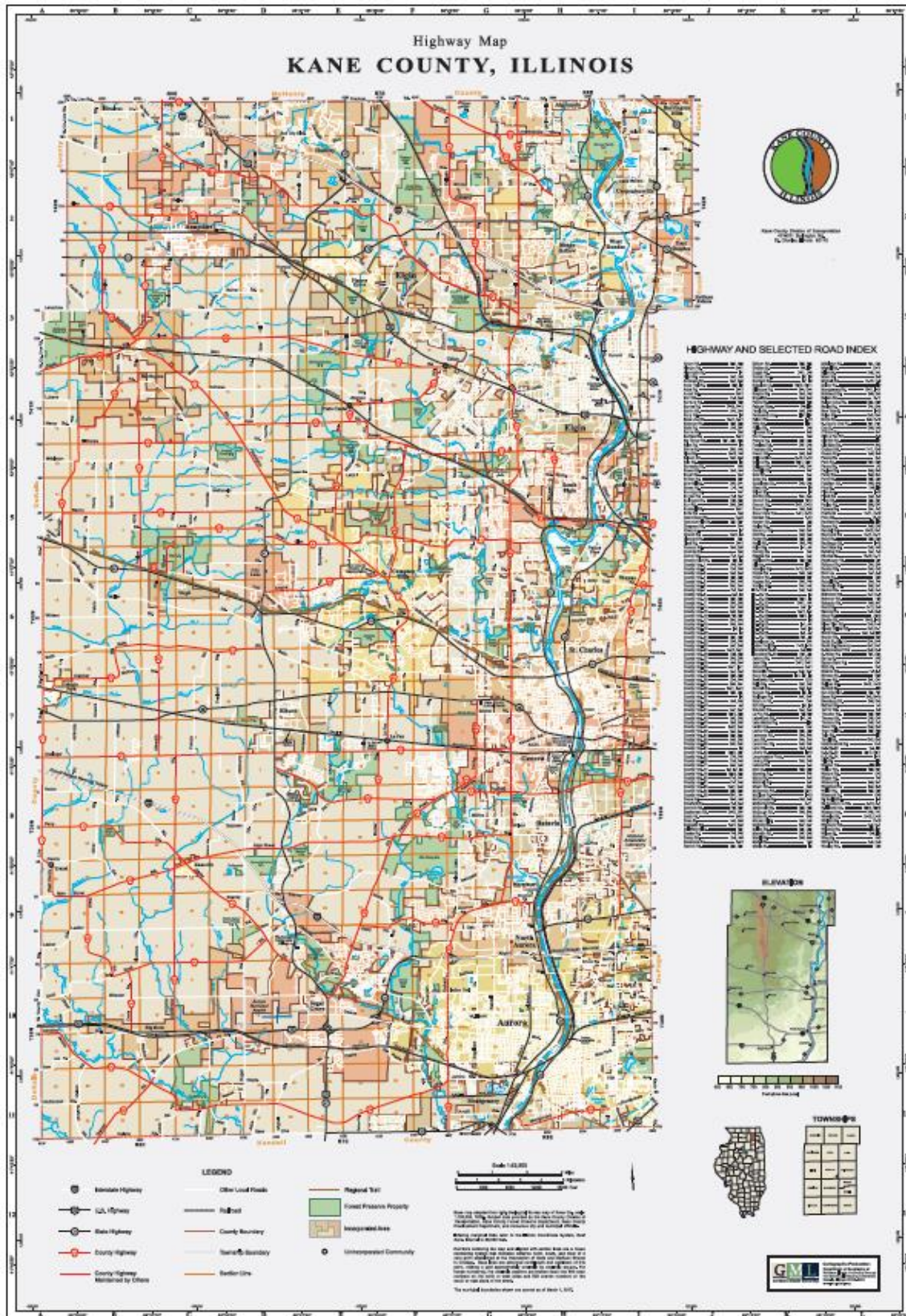
TABLE 1-1: KANE COUNTY HIGHWAYS

CH #	Route	From	To
1	West County Line Road	Main Street Road	IL-64
2	Burlington Road	Railroad Road	IL-64
3	Allen Road	Harmony Road	US-20
4	Harter Road	Perry Road	IL-47
5	Silver Glen Road	IL-47	IL-31
6	Galligan Road	IL-72	Huntley Road
8	Fabyan Parkway	Main Street Road	DuPage County Line
10	Main Street Road	West Co. Line Road	Randall Road
11	Peplow Road – French Road	IL-64	IL-72
14	Meredith Road	Keslinger Road	IL-64
15	Healy/Tanner Roads - Oak Street	Bliss Road	Orchard Road
16	Bunker Road	Main Street Road	Keslinger Road
17	Bowes Road	Muirhead Road	McLean Boulevard
18	McLean Boulevard	Spring Street	Bowes Road
19	Dunham Road	Kirk Road	IL-25
20	Army Trail Road	IL-25	DuPage County Line
21	Big Timber Road	Harmony Road	Randall Road
22	Plank Road	Burlington Road	US-20
23	Thatcher Road	DeKalb County Line	Beith Road
24	Jericho Road	US-30	Orchard Road

TABLE 1-1: KANE COUNTY HIGHWAYS

CH #	Route	From	To
26	Hughes Road	IL-47	Fabyan Parkway
27	Sauber Road - Lees Road	IL-64	IL-47
28	McGough Road	IL-64	Peplow Road
29	Montgomery Road	IL-25	Hill Avenue
30	Huntley Road	McHenry County Line	Sleepy Hollow Road
32	Plato Road	Burlington Road	Bowes Road
33	Russell Road	Plato Road	Plank Road
34	Randall Road	Orchard Road	McHenry County Line
35	Granart Road	Kendall County Line	Rhodes Street
36	Harmony – Getty	Allen Road	US-20
37	Stearns Road	Randall Road	DuPage County Line
38	Plank Road	DeKalb County Line	Burlington Road
41	Keslinger Road	DeKalb County Line	Randall Road
44	Davis – Scott – Swan Road	US-30	Main Street Road
45	Allen Road	DeKalb County Line	Harmony Road
46	Burlington – Walker Road	Plank Road	Allen Road
47	Highland Avenue	Coombs Road	Randall Road
48	Scott Road	Davis Road	Harter Road
49	Ellithorpe Road	McGough Road	Burlington Road
51	Dittman Road	Burlington Road	Plato Road
56	Ramm Road	McGough Road	IL-47
59	Tyrrell Road	Big Timber Road	IL-72
61	West Bartlett Road	IL-25	Cook County Line
62	Dauberman Road	US-30	Keslinger Road
69	Empire Road	IL-47	Burlington Road
71	Mooseheart Road	Randall Road	IL-31
77	Kirk Road	IL-56	Dunham Road
78	Bliss Road	IL-47	Main Street Road
80	Corron Road	Burlington Road	Bowes Road
81	LaFox Road	Keslinger Road	IL-64
83	Orchard Road	US-30	Randall Road
84	Kaneville – Peck Road	Fabyan Parkway	IL-38
86	Longmeadow Parkway	Huntley Road	IL-62

FIGURE 1-1: KANE COUNTY HIGHWAY SYSTEM



System Performance Measures

Transportation engineers measure the performance of a segment of highway or a highway intersection in terms of level of service (LOS) during the highest traffic period of the day; usually the afternoon peak hour of traffic. The level of service of a highway segment is measured in terms of average operating speed. The level of service of an intersection is measured in terms of average vehicular delay. Levels of service range from A, representing free-flow conditions, to F, representing heavy congestion and/or gridlock. LOS values of D or better are generally considered to be acceptable. Segments and Intersections that operate at a level of service of E or F are considered deficient due to excessive travel delays. The thresholds used to convert modeled travel speeds into LOS values are shown **Table 1-2**. Signalized intersections are rated in accordance with **Table 1-3**. These ratings are based on national standards adopted by the Transportation Research Board.

TABLE 1-2: URBAN HIGHWAY LEVEL OF SERVICE^A

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

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

TABLE 1-3: SIGNALIZED INTERSECTION LEVEL OF SERVICE

LOS	Average Vehicular Delay (Seconds)
A	<10
B	10-20
C	20-35
D	35-55
E	55-80
F	>80

Existing Deficiencies

When Kane County adopted its first Comprehensive Road Improvement Plan for impact fees, the County identified six highway segments and sixteen intersections that operated at a deficient level of service (LOS E or F). These are identified in **Table 1-4** and **Table 1-5**, respectively. These tables also identify the reason for the deficiency and the estimated cost to bring the intersection or roadway segment into an acceptable level of service based on 2002 traffic volumes.

TABLE 1-4: KANE COUNTY HIGHWAY SEGMENTS WITH A DEFICIENT LOS IN 2002Project	Roadway	Extents	Reason for Deficiency		Est. Cost
			LOS		
Included in Project #2	Big Timber Road	IL-72 to Damisch Rd.	E	Heavy westbound volumes	See Table 4-1 , project #2
Improvement Completed	Keslinger Road	Peck Rd. to Randall Rd.	E	Heavy eastbound volumes	-
Improvement Completed	LaFox Road	Keslinger Rd. to IL-38	E	Heavy northbound volumes at IL-38	-
Improvement Completed	LaFox Road	IL-38 to Campton Hills Rd.	E	Heavy southbound volumes at IL-38	-
Improvement Completed	Kirk Road	IL-56 to Wind Energy Pass	E	Heavy northbound and southbound volumes	-

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

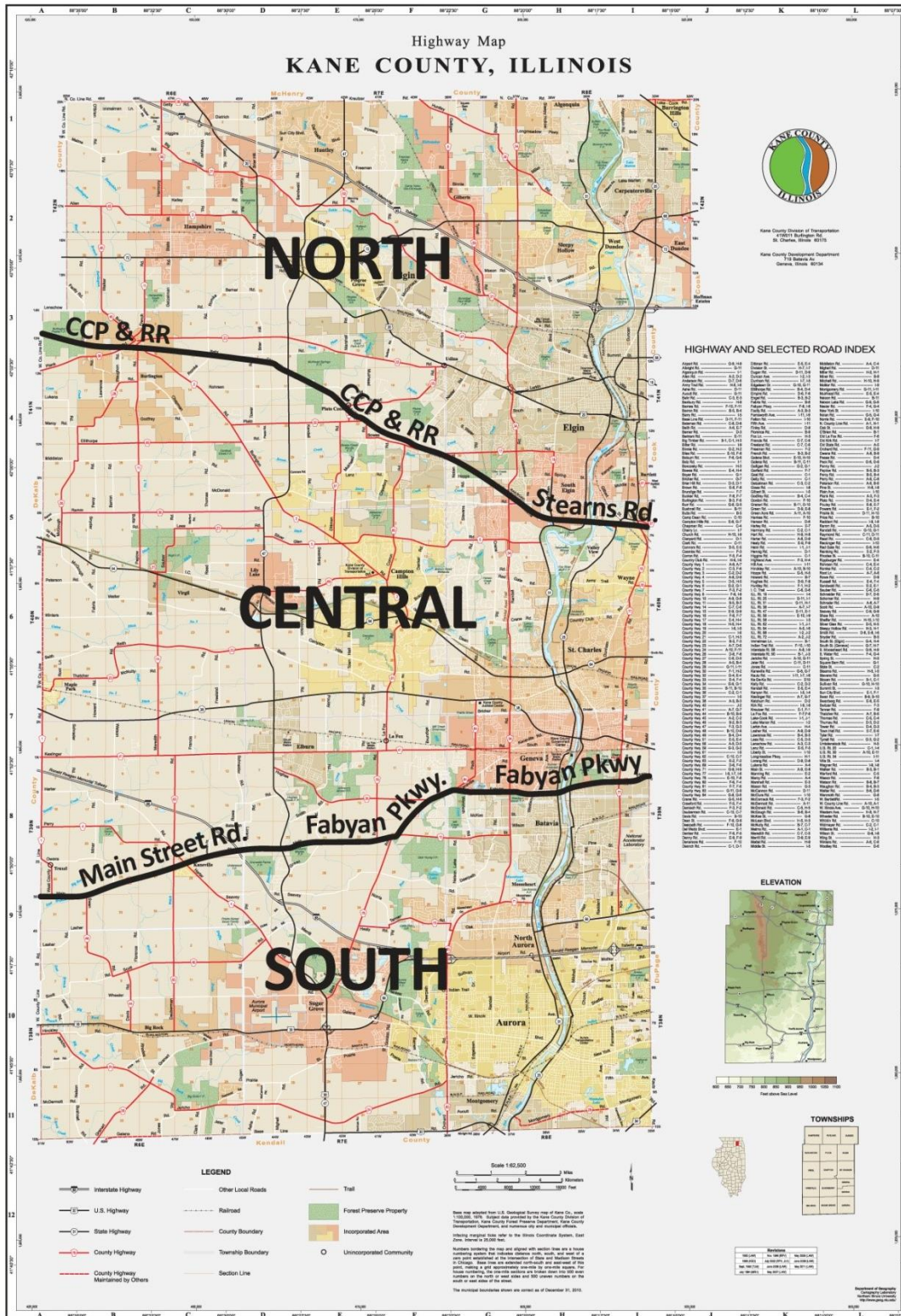
Project	Intersection	LOS	Reason for Deficiency	Est. Cost
Improvement Completed	Kirk Rd. @ IL-56	F	Heavy northbound and southbound approach volumes	-
Improvement Completed	Burlington Rd. @ IL-47	F	Heavy approach volumes on IL-47	-
Included in Project #2	Big Timber Rd. @ IL-72	F	Heavy westbound and southbound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

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

Impact Fee Service Areas

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

FIGURE 1-2: KANE COUNTY IMPACT FEE SERVICE AREAS



Kane County Highway System Performance Levels

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

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

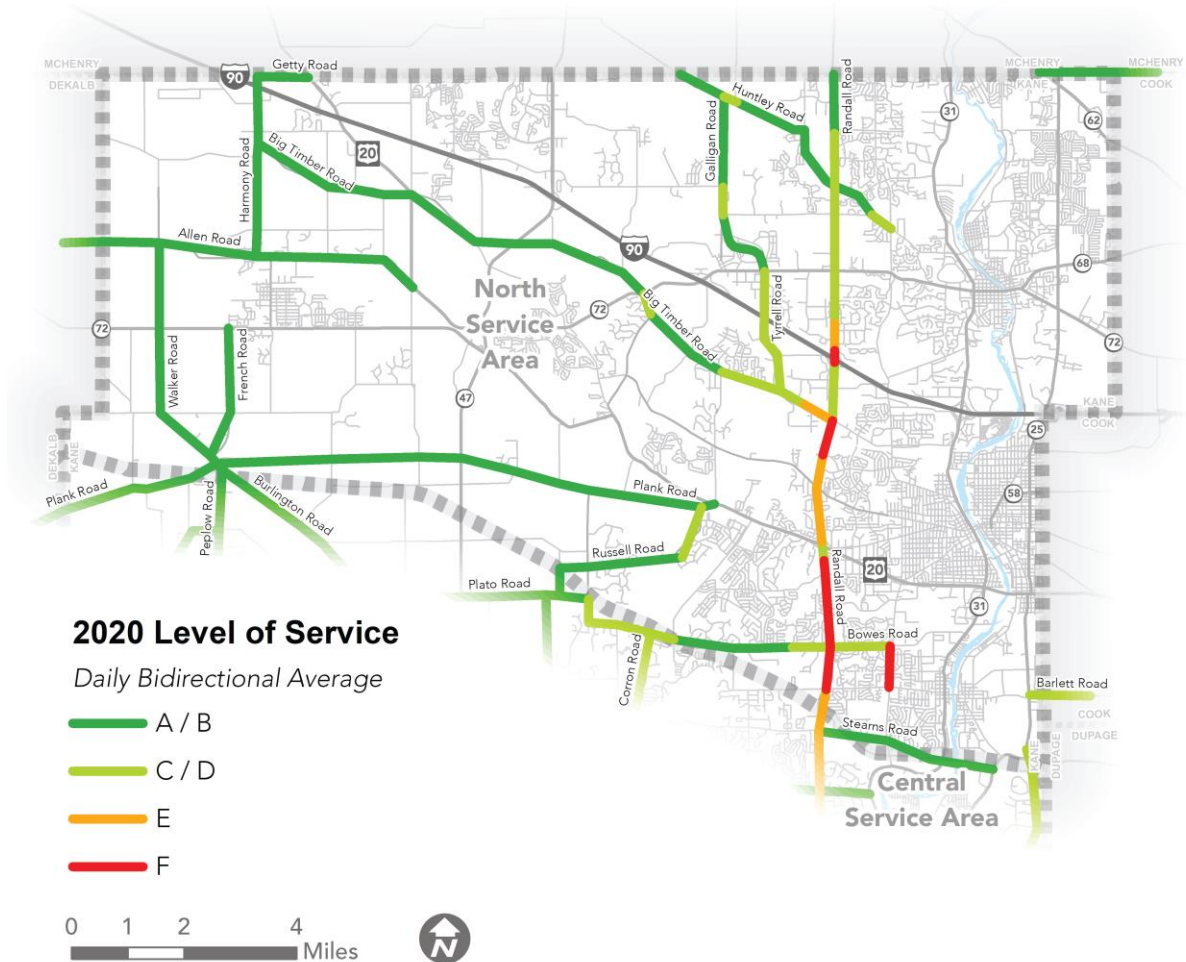


FIGURE 1-5: MODELED 2020 LEVEL OF SERVICE, SOUTH SERVICE AREA



SECTION 2

Commitment to Cure Existing Deficiencies

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

SECTION 3

Land Use Assumptions

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

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

The refined land use estimates for the 2030 CRIP update were validated at the county level using 2010 and 2020 Census and CMAP Regional assumptions to maintain consistency between regional and local planning efforts.

Adjustments to variations at the township level were reconciled and households, population and employment were re-allocated based on local coordination and input from KDOT staff to better reflect current and future projected land uses.

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

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

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

A - Political Township: Kane County GIS Department

B - 2015 and 2050 Households: CMAP 2018 Quarter 3 Conformity Analysis

C - 2020 and 2030 Households: CMAP 2018 Quarter 3 Conformity Analysis Adjusted Based on County and Municipality Feedback

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

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

A - Political Township: Kane County GIS Department

B - 2015 and 2050 Population: CMAP 2018 Quarter 3 Conformity Analysis

C - 2020 and 2030 Population: CMAP 2018 Quarter 3 Conformity Analysis Adjusted Based on County and Municipality Feedback

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

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

A - Political Township: Kane County GIS Department

B - 2015 and 2050 Employment: CMAP 2018 Quarter 3 Conformity Analysis

C - 2020 and 2030 Employment: CMAP 2018 Quarter 3 Conformity Analysis Adjusted Based on County and Municipality Feedback

SECTION 4

Proposed Highway Improvement Plan

Following adoption of the ten-year Land Use Assumptions by the Kane County Board, projected traffic volumes on County highways were estimated using a transportation planning model. Resulting traffic volumes were used to identify highway improvement projects needed to accommodate future development and maintain an acceptable level of service on County highways. The cost of those projects, including engineering, land acquisition and construction were estimated. The proposed roadway program was reviewed by the Impact Fee Advisory Committee and municipal comments were solicited. After extensive review and discussion, the projects identified in **Table 4-1** and depicted in **Figure 4-1** were recommended by the Impact Fee Advisory Committee. For those projects that in whole or in part are needed to address the existing deficiencies identified in Section 1, the portion of the total project cost needed to address existing deficiencies is not included in the impact fee-eligible portion of the project cost. The scope of proposed improvements included in each CRIP project is summarized in **Table 4-2**. The allocation of impact fee-eligible project costs to service areas is shown in **Table 4-3**.

TABLE 4-1: PROPOSED ROADWAY IMPROVEMENT PLAN

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

TABLE 4-1: PROPOSED ROADWAY IMPROVEMENT PLAN

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

TABLE 4-1: PROPOSED ROADWAY IMPROVEMENT PLAN

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

*Project Scope Codes

AWS	All Way Stop
BH	Bridge Rehabilitation
BR	Bridge Replacement
BW	Bridge Widening
CH	Channelization/Turn Lanes
GS	Grade Separation
IC	Interchange
NB	New Bridge
NR	New Road
RA	Roadway Realignment
SI	Traffic Signal Installation
WI-3	Add Left Turn Lane
WI-4	Widen to 4 through lanes
WI-6	Widen to 6 through lanes

**Eligibility Codes

Y	Eligible for IF funding
N	Ineligible for IF funding
P	Partially eligible for IF funding

Note: In some cases it may be possible to build a roundabout rather than install a traffic signal.

FIGURE 4-1: PROPOSED ROADWAY IMPROVEMENT PLAN

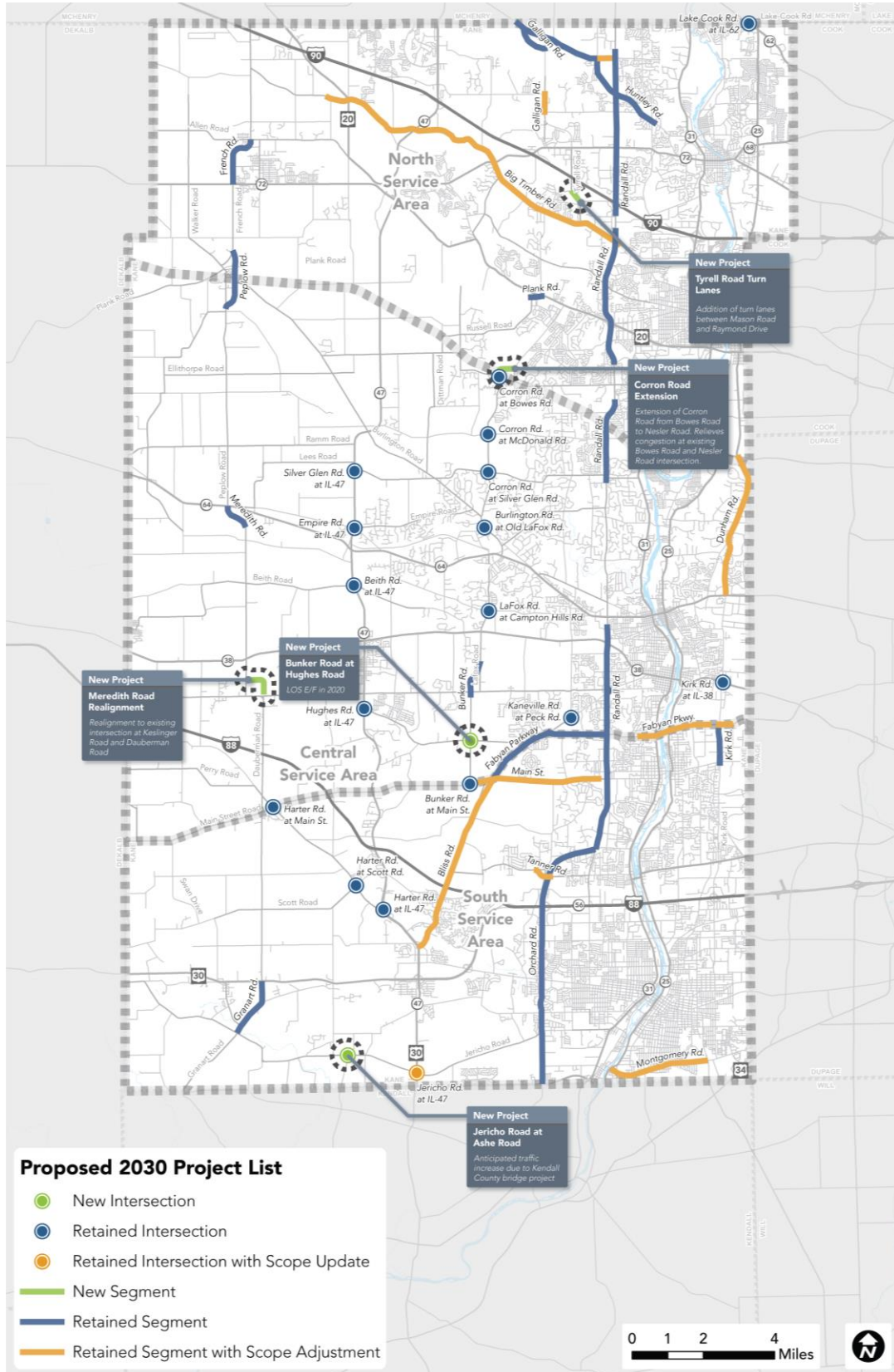


TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
1	<p>Beith Road at IL-47</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Installation of a traffic signal • Addition of left-turn lanes on all four legs
2	<p>Big Timber Road – Ketchum Road to Randall Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Widening Big Timber to a three-lane cross section from a point approximately 1000 feet west of Randall Road to Ketchum Road • Intersection Improvements at: <ul style="list-style-type: none"> ○ Ketchum Road – Installation of traffic signal ○ US-20 – Widening Big Timber Road to a four-lane cross section in intersection vicinity; addition of dedicated left- and right-turn lanes on Big Timber Road; modifications to existing traffic signal to accommodate expanded roadway cross section ○ Reinking Road – Realigning approximately 1000 feet of Reinking Road to form a new northbound approach to the existing intersection of Big Timber Road and Sandwald Road ○ Sandwald Road – Installation of traffic signal with realigned Reinking Road; installation of right and left-turn lanes ○ IL-47 – Widening Big Timber Road to a four-lane cross section in intersection vicinity; addition of right-turn lanes on Big Timber Road; modifications to existing traffic signal to accommodate expanded roadway cross section ○ Damisch Road – Installation of traffic signal; addition of a right-turn lane and left-turn lane ○ Coombs Road – Installation of traffic signal; addition of a left-turn lane on Coombs Road; addition of a right-turn lane on Big Timber Road <p>Non-eligible Scope Includes:</p> <ul style="list-style-type: none"> • Addition of right-turn lanes at IL-72
3	<p>Bliss Road – IL-47 to Fabyan Parkway/Main Street</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Reconstruction of Bliss Road to a three-lane cross section between IL-47 and Fabyan Parkway/Main Street • Realignment of Bliss Road to a point approximately 1,200 feet east of the existing terminus along Main Street, opposite Fabyan Parkway • Installation of a traffic signal at Bliss Road and Healy Road • Addition of right-turn lanes at Bliss Road and Healy Road • Additional improvements to Bliss Road at the intersection with Main Street are included in project #13
4	<p>Bunker Road and Hughes Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Installation of a traffic signal; intersection modifications

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
5	<p>Bunker Road at Main Street</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Installation of traffic signal • Addition of left-turn lanes on the eastbound and southbound intersection approaches • Addition of a right-turn lane on westbound approach
6	<p>Bunker Road Realignment with LaFox Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Extension of Bunker Road north and east to connect to LaFox Road at a point approximately 0.5 miles north of the existing UPRR grade crossing. Extension to have a two-lane cross section. • Installation of roundabout at Bunker Road and Keslinger Road
7	<p>Burlington Road at Old LaFox Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Installation of traffic signal • Addition of one left-turn lane on the northbound approach and one right-turn lane on the eastbound approach
8	<p>Corron Road at Bowes Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Installation of traffic signal • Addition of left-turn lanes on the northbound and westbound approaches, and addition of a right-turn lane on the eastbound approach
9	<p>Corron Road at Silver Glen Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Installation of traffic signal • Addition of left- and right-turn lanes on all four approaches
10	<p>Corron Road at McDonald Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Installation of traffic signal • Addition of left- and right-turn lanes on all four approaches
11	<p>Corron Road Extension to Nesler Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Extension of Corron Road north to Nesler Road
12	<p>Dunham Road – Stearns Road to Kirk Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Addition of left- and right-turn lanes at intersections on Dunham Road from approximately 500 feet south of Stearns Road to the intersection with Kirk Road

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
13	<p>Kirk Road – Dunham Road to IL-64</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Addition of left- and right-turn lanes at intersections on Kirk Road from Dunham Road to the high school entrance south of Fox Chase Drive • Widening Kirk Road to a six lane cross section in the vicinity of the IL-64 intersection; addition of one new left-turn lane on the northbound and southbound approaches in order to provide dual lefts
14	<p>Empire Road at IL-47</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Installation of traffic signal at Empire Road and IL-47 • Addition of left- and right-turn lanes on all four approaches • Addition of left-turn lane on IL-47 at Lily Lake Grade School entrance • Realignment of Hanson Road intersection with Empire Road, and addition of westbound left-turn lane on Empire Road at Hanson Road
15	<p>Fabyan Parkway – Main Street to Randall Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Widening Fabyan Parkway to a four-lane cross section from Main Street to Randall Road; minor alignment adjustments at Main Street to match with realigned Bliss Road • Intersection Improvements: <ul style="list-style-type: none"> ○ Main Street: Installation of a roundabout ○ Hughes Road: Realignment of side-street approach to improve intersection geometry; installation of a traffic signal; addition of north-eastbound and eastbound left-turn lanes; addition of a south-westbound right-turn lane ○ Wenmoth Road: Installation of a traffic signal; addition of left-turn lanes on the northbound and westbound approaches

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
16	<p>Fabyan Parkway – Western Avenue to Paramount Parkway</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Addition of a center left-turn lane on Fabyan Parkway from Heather Road to approximately 1,000 feet west of IL-31 • Widening Fabyan Parkway to a six-lane cross section from approximately 1,000 feet west of IL-31 to roughly 1,000 feet east of IL-25 • Expanding the existing Fox River bridge to accommodate the widened roadway cross section • Addition of a center left-turn lane on Fabyan Parkway from approximately 300 feet east of Raddant Road to approximately 500 feet west of Kirk Road • Addition of a center left-turn lane on Fabyan Parkway from approximately 300 feet east of Kirk Road to Paramount Parkway • Intersection improvements: <ul style="list-style-type: none"> ○ IL-31: Addition of turn lanes; signal modification to accommodate the expanded roadway cross section ○ IL-25: Addition of turn lanes; signal modification to accommodate the expanded roadway cross section ○ Louis Bork Drive / Kautz Road Extension: Installation of traffic signal and turn lanes <p>Non-Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Installation of a traffic signal at Fabyan Parkway and Paramount Parkway
17	<p>French Road Realignment with Harmony Road – IL-72 to Allen Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Extension of French Road on a new two-lane alignment from IL-72 to Allen Road, terminating at the existing intersection with Harmony Road • Construction of a new two-lane overpass over CPRR (formerly Soo Line) trackage • Intersection improvements: <ul style="list-style-type: none"> ○ IL-72: Installation of a traffic signal and addition of with turn lanes on all four approaches ○ Allen Road: Installation of a traffic signal and addition of with turn lanes on all four approaches
18	<p>Galligan Road – Freeman Road to Binnie Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Addition of a center left-turn lane from Freeman Road to Binnie Road • Addition of a left-turn lanes at the Freeman Road intersection and Binnie Road intersection
19	<p>Galligan Road Realignment South of Huntley Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Realignment of Galligan Road to a point west of its current intersection with Huntley Road; realigned street to have a two-lane cross section

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
20	<p>Granart Road – Jericho to US-30 / Dauberman</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • New north-south alignment from the intersection of Dauberman and US-30, due south to existing Granart, including a grade separation at the BNRR and US 30 • Profile adjustment on Dauberman to accommodate vertical alignment of railroad overpass • Addition of turn lanes on all legs at the Jericho Road and US-30 intersections • Realignment of the east leg of the new intersection with Granart Road formed by the Dauberman extension south • Addition of turn lanes on Granart at Rhodes Avenue • Construction of approximately 3,200 lineal feet of new 2-lane rural roadway
21	<p>Harter Road at IL-47</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Installation of traffic signal • Addition of southbound and eastbound right-turn lanes
22	<p>Harter Road at Scott Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Installation of traffic signal • Addition of left-turn and right-turn lanes on all four intersection approaches
23	<p>Harter Road at Main Street</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Installation of traffic signal • Addition of left-turn and right-turn lanes on all four intersection approaches

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
24	<p>Hughes Road at IL-47</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Installation of a traffic signal • Addition of a left-turn lane on the westbound approach; addition of a right-turn lane on the northbound approach
25	<p>Huntley Road – County Line Road to Sleepy Hollow Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Widening of Huntley Road to a four-lane cross section from Kreutzer Road to Sleepy Hollow Road • Intersection Improvements: <ul style="list-style-type: none"> ○ Galligan Road: Signal modifications and channelization improvements to accommodate the widened roadway cross section along Huntley Road ○ Square Barn Road: Addition of a right-turn lane on the southbound approach; signal modifications and channelization improvements to accommodate the widened roadway cross section along Huntley Road ○ Longmeadow Parkway: Signal modifications to accommodate the widened roadway cross section ○ Randall Road: Improvements included as part of project #40 ○ Miller Road: Signal modifications and channelization improvements to accommodate the widened roadway cross section along Huntley Road ○ Binnie Road: Installation of traffic signal; addition of a right-turn lane on the eastbound approach ○ Sleepy Hollow Road: Signal modifications and channelization improvements to accommodate the widened roadway cross section along Huntley Road
26	<p>Jericho Road and Ashe Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Addition of left-turn lanes on the northbound and westbound approaches • Addition of a right-turn lane on the eastbound approach
27	<p>Jericho Road at IL-47</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Addition of eastbound and westbound left-turn lanes; signal modifications to accommodate widening of IL 47
28	<p>Kaneville Road at Peck Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Installation of traffic signal • Addition of a left-turn lane on the eastbound approach; addition of right-turn lane on the southbound approach
29	<p>Kirk Road at IL-38</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Widening of Kirk Road to a six-lane cross section in the intersection vicinity • Expansion of existing bridge over UPRR tracks to accommodate wider roadway cross section

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
30	<p>Kirk Road – Fabyan Parkway to south of Wilson Street</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Widening to a six-lane cross section and addition of turn lanes from Fabyan Parkway to approximately 1,000 feet south of Wilson Street • Addition of a left-turn lane on the southbound approach at Kirk Road and Lathem Road
31	<p>LaFox Road at Campton Hills Drive</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Installation of a traffic signal • Addition of left-turn lanes on all four intersection approaches • Addition of right-turn lane on eastbound approach • Lengthening of the Mill Creek box culvert to accommodate wider roadway cross section following addition of turn lanes
32	<p>Lake Cook Road at IL-62</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Addition of a right-turn on the north-westbound approach
33	<p>Longmeadow Parkway – Huntley Road to Randall Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Widening of Longmeadow Parkway to a four-lane cross section from Huntley Road to a point approximately 400 feet west of Randall Road.
34	<p>Main Street – Bunker Road to Randall Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Widening of Main Street to a three-lane cross section and right turn lanes from Bunker Road to shopping center access drive east of Barton Trail • Intersection Improvements: <ul style="list-style-type: none"> ○ Bunker Road: Signalization and addition of turn lanes included in project #4 ○ Bliss Road/Fabyan Parkway: Bliss Road to be realigned to existing Fabyan Parkway and Main Street intersection as part of project #3; addition of a roundabout as part of project #13 ○ Wenmoth Road: Installation of a traffic signal; addition of a left-turn lane on the southbound approach <p>Non-eligible Scope Includes:</p> <ul style="list-style-type: none"> • Eastbound and northbound right-turn lanes at Main Street and Nelson Lake Road; westbound left-turn lane at Main Street and Nelson Lake Road
35	<p>Meredith Road Realignment with Dauberman Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Extension of Meredith Road south to connect to Dauberman Road. Extension to have a two-lane cross section. • Installation of a traffic signal at the Meredith Road at Keslinger Road intersection

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
36	<p>Meredith Road Realignment with Peplow Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Construction of a new two-lane road from a point on Meredith Road approximately 1,500 feet north of Welter Road to the existing intersection of Peplow Road and IL-64 • Installation of a traffic signal at Peplow Road and IL-64 • Addition of left-turn lanes on all four approaches (including the new northbound approach) of the Peplow Road and IL-64 intersection
37	<p>Montgomery Road – IL-25 to Hill Avenue</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Widening of Mill Street (IL-25 to Broadway), Broadway (Mill Street to Montgomery Road), and Montgomery Road (Broadway to east of Hill Avenue) to a three-lane cross section from IL-25 to approximately 800 feet east of Hill Avenue • Intersection Improvements: <ul style="list-style-type: none"> ○ IL-25: Signal modifications to support 3-lane section and right-turn lanes on east leg ○ Douglas Road: Addition of northbound right-turn lane ○ Hill Avenue: Widening of Montgomery Road to a four-lane cross section in the intersection vicinity, addition of a right-turn lane on the southbound approach, and signal modifications to accommodate the widened roadway cross section
38	<p>Orchard Road – US-30 to Randall Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Widening of Orchard Road to a six-lane cross section from US-30 to Randall Road • Widening existing bridge over I-88 to accommodate the expanded roadway cross section • Widening of existing railroad (BNSF) and pedestrian (Virgil Gilman Trail) overpasses between Prairie Street and Jericho Road
39	<p>Peplow Road Realignment with French Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Construction of a new 2-lane road from a point on Peplow Road approximately 1,200 feet north of McGough Road to an intersection with French Road approximately 1,200 feet northeast of Main Street. • Construction of a grade-separated crossing of CNRR (formerly ICRR) tracks between Burlington Road and Plank Road • Intersection Improvements: <ul style="list-style-type: none"> ○ Burlington Road: Installation of a traffic signal; addition of left-turn lanes on all four intersection approaches ○ Plank Road: Installation of a traffic signal; addition of left-turn lanes on all four intersection approaches

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
40	<p>Plank Road – Russell Road to US-20</p> <p>Eligible Scope includes:</p> <ul style="list-style-type: none"> • Widening of Plank Road to a 4-lane cross section from approximately 0.5 miles west of Russell Road to US-20 • Potential realignment of Plank Road • Installation of a traffic signal at Russell Road • Addition of right-turn lane to the northbound approach at the Plank Road and Russell Road intersection
41	<p>Randall Road – Silver Glen Road to Corporate Parkway</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Construction of Randall Road on a six-lane cross section from 1,000 feet south of Silver Glen Road to approximately 1,000 feet south of South Corporate Boulevard. • Construction of a grade separation at the ICRR. • Includes widening the US-20, railroad and I-90 overpasses, as well as interchange improvements and major intersection improvements at South Street, Highland Avenue, Big Timber Road, the I-90 ramp terminals, Point Boulevard, Northwest Parkway/Joy Lane, Huntley Road and IL-72. <p>Non-eligible Scope Includes:</p> <ul style="list-style-type: none"> • Randall Road at US 20/Foothill Ramp; Northbound Randall to Eastbound US 20; Southbound Randall to Eastbound US 20; Northbound Randall to Eastbound Foothill; Southbound Randall to Westbound US 20.
42	<p>Randall Road – Orchard Road to north of Oak Street (St. Charles)</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Construct Randall Road to a six-lane cross section from Orchard Road to approximately 1,000 feet north of Oak Street. • Includes the intersection improvement at Fabyan Parkway and widening the UPRR overpass as well as the widening of Keslinger Road to a 4-lane cross section at the intersection with Randall Road. <p>Non-eligible Scope Includes:</p> <ul style="list-style-type: none"> • Dual left-turn lanes for westbound Kaneville/South Street and eastbound right-turn lane at the intersection of Keslinger Road.
43	<p>Silver Glen Road at IL-47</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Installation of traffic signal • Addition of a left-turn lane on the southbound approach • Addition of a right-turn lane on westbound approach
44	<p>Tanner Road Realignment with Deerpath Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Realignment of Tanner Road to intersect with Deerpath Road at Oak Street; realigned section of Tanner Road to contain three-lane cross section
45	<p>Tyrell Road –Raymond Drive to Mason Road</p> <p>Eligible Scope Includes:</p> <ul style="list-style-type: none"> • Widening of Tyrell Road to a three-lane section from Raymond Drive to Mason Road

TABLE 4-2: SCOPE OF PROPOSED IMPROVEMENTS

Project	Scope
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Notes:

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

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

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

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

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

SECTION 5

Funding Sources

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

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

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

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

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

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TABLE 5-2: ANNUAL PROJECTED HIGHWAY REVENUE, FY 2021-2030^A

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

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

SECTION 6

Intergovernmental Agreements

The Illinois Road Improvement Impact Fee Law allows counties to collect impact fees from developers of new development for the impacts of that new development on State, Township and Municipal highways, roads and streets, provided that the County enters into an intergovernmental agreement with the appropriate government entity covering the collection and expenditure of the impact fees. Kane County has elected to collect impact fees only for the development impact on the County highway system; therefore no such intergovernmental agreements are necessary.

In the event that improvements are made to a state, township or municipal highway, road or street as part of a project funded by impact fees, the County and the appropriate unit of government will enter into an intergovernmental agreement that defines the project and specifies its funding sources. Furthermore, any improvements made to state, township or municipal highways, roads or streets will only be funded by impact fees to the extent needed to address the safe and efficient operation of an adjacent Kane County highway intersection.

SECTION 7

Proposed Road Improvement Schedule

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

TABLE 7-1: PROPOSED ROADWAY IMPROVEMENT PLAN

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

TABLE 7-1: PROPOSED ROADWAY IMPROVEMENT PLAN

Project	Route	Location/Limits	Project Scope**	Estimated Calendar Year Construction to Start
23	Harter Rd.	at Main St.	CH, SI	MYP*
24	Hughes Rd.	at IL-47	CH, SI	MYP*
25	Huntley Rd.	County Line Rd. to Sleepy Hollow Rd.	WI-4, CH, SI, OPT	MYP*
26	Jericho Rd.	at Ashe Rd.	CH, SI	MYP*
27	Jericho Rd.	at IL-47	CH	MYP*
28	Kaneville Rd.	at Peck Rd.	CH, SI	MYP*
29	Kirk Rd.	at IL-38	CH, BW	MYP*
30	Kirk Rd.	Fabyan Pkwy. to south of Wilson St.	WI-6, CH	MYP*
31	LaFox Rd.	at Campton Hills Dr.	CH, SI	MYP*
32	Lake Cook Rd.	at IL-62	CH	MYP*
33	Longmeadow Pkwy.	Huntley Rd. to Randall Rd.	WI-4	MYP*
34	Main St.	Bunker Rd. to Randall Rd.	WI-3, CH, SI	MYP*
35	Meredith Rd.	Realignment with Dauberman Rd.	RA, NR, CH, SI	MYP*
36	Meredith Rd.	Realignment with Peplow Rd.	RA, NR	MYP*
37	Montgomery Rd.	IL-25 to Hill Ave.	WI-4, WI-3, CH	2023***
38	Orchard Rd.	US-30 to Randall Rd.	WI-6, BW	MYP*
39	Peplow Rd.	Realignment with French Rd.	RA, NR, GS	MYP*
40	Plank Rd.	Russell Rd. to US-20	WI-4, CH, SI	MYP*
41	Randall Rd.	Silver Glen Rd. to Corporate Pkwy.	IC, CH, WI-6	MYP*
42	Randall Rd.	Orchard Rd. to north of Oak St. (St. Charles)	WI-6, WI-4, BW, BR, CH	MYP*
43	Silver Glen Rd.	at IL-47	CH, SI	MYP*
44	Tanner Rd.	Realignment with Deerpath Rd.	RA	MYP*
45	Tyrell Rd.	Raymond Dr. to Mason Rd.	WI-3	MYP*

* Multi-Year Program – Subject to funding, portions of a project could advance sooner independently

**Project Scope Codes

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

*** Portion going to letting, the rest MYP

Appendix

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

