KANE COUNTY

2030 TRANSPORTATION PLAN

APPENDICES

ADOPTED OCTOBER 12, 2004

Appendix A

Synopses of Prior & On-Going Studies

Synopsis of Report

2020 Transportation Plan

Prepared by *Bucher, Willis & Ratliff*

July 1996

The Kane County 2020 Transportation Plan was prepared to indicate the transportation infrastructure needs to support future land development. The Plan identifies Transportation Control Measures (TCMs) that can be useful in achieving planning objectives, identifies long-range transportation needs and recommends feasible strategies which address these needs.

The 2020 Plan presents a transportation mission statement, plan goals and objectives developed through meetings with the public, and with County and Regional public officials.

A major effort undertaken during the study was to collect and analyze data that describes the current transportation system. This phase of the study included functional classification of roadways, assembly of traffic and accident data, and analyses of traffic capacity and high accident locations.

A transportation model of the Kane County transportation system was developed specifically for this study by the Chicago Area Transportation Study (CATS). After the model was tested and calibrated by CATS against existing traffic counts, 2020 forecasts of population and employment growth prepared by the Kane County Development Department were used to generate 2020 traffic forecasts.

Forecast traffic was first assigned to the existing transportation system augmented by projects already committed for implementation. The results indicated that the existing plus committed transportation facilities were not sufficient to support future land use development in Kane County and adjacent counties.

Projects and strategies to reduce long term traffic congestion were identifies based on future traffic congestion levels obtained from the transportation model, development patterns, commuting trends, right-of-way opportunities and physical corridor constraints. Three types of improvements were studied:

- Transportation Control Measures (TCM)
- Transit Alternatives
- Highway/Roadway Construction

Recommended transportation strategies and projects were developed to satisfy projected future demand. However, even after the additional strategies and projects were tested, congestion was predicted to continue of small segments of north-south routes and on Fox River bridge crossings. The plan suggests that this remaining congestion be addressed by additional capacity projects, higher use of public transportation or the acceptance of congestion.

The plan presents policy recommendations for each of the following transportation elements;

- Land Use and Transportation
- Highway Transportation – Administrative, Access and Right-of-Way
- Highway Transportation – Maintenance
- Highway Transportation – Capacity and Safety Improvements
- Transportation Control Measures
- Bicycle and Pedestrian

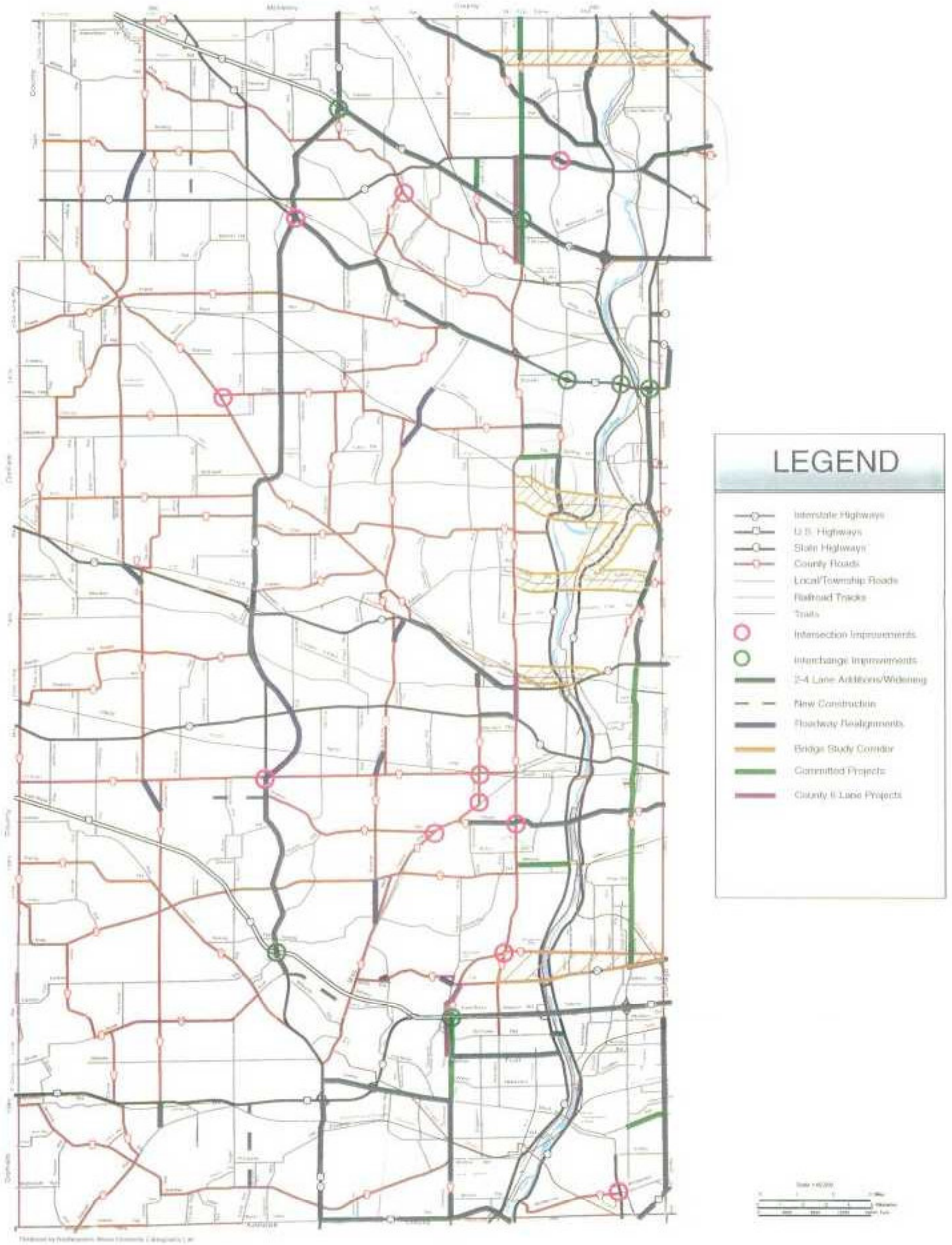
In the area of public transit, the plan supports and encourages commuter rail system extensions, new express transit service, increased fixed route system service and countywide paratransit service.

Estimated capital cost of roadway improvements ($ million) is as follows:

Committed Projects	$74.1
County/Township	$98.1
Municipal System	$63.2
State/US System	$347.6
Freeway	$116.4
Fox River Bridge Study	$29.5
SRA Projects	$72.5
TOTAL Roadway	$801.4

Six transportation revenue scenarios were estimated providing a range of resources between $247 million and $510 million over a 25-year planning period. Pace and Metra public transit systems are funded separately, primarily from transit fares and sales tax assessed within the RTA region.

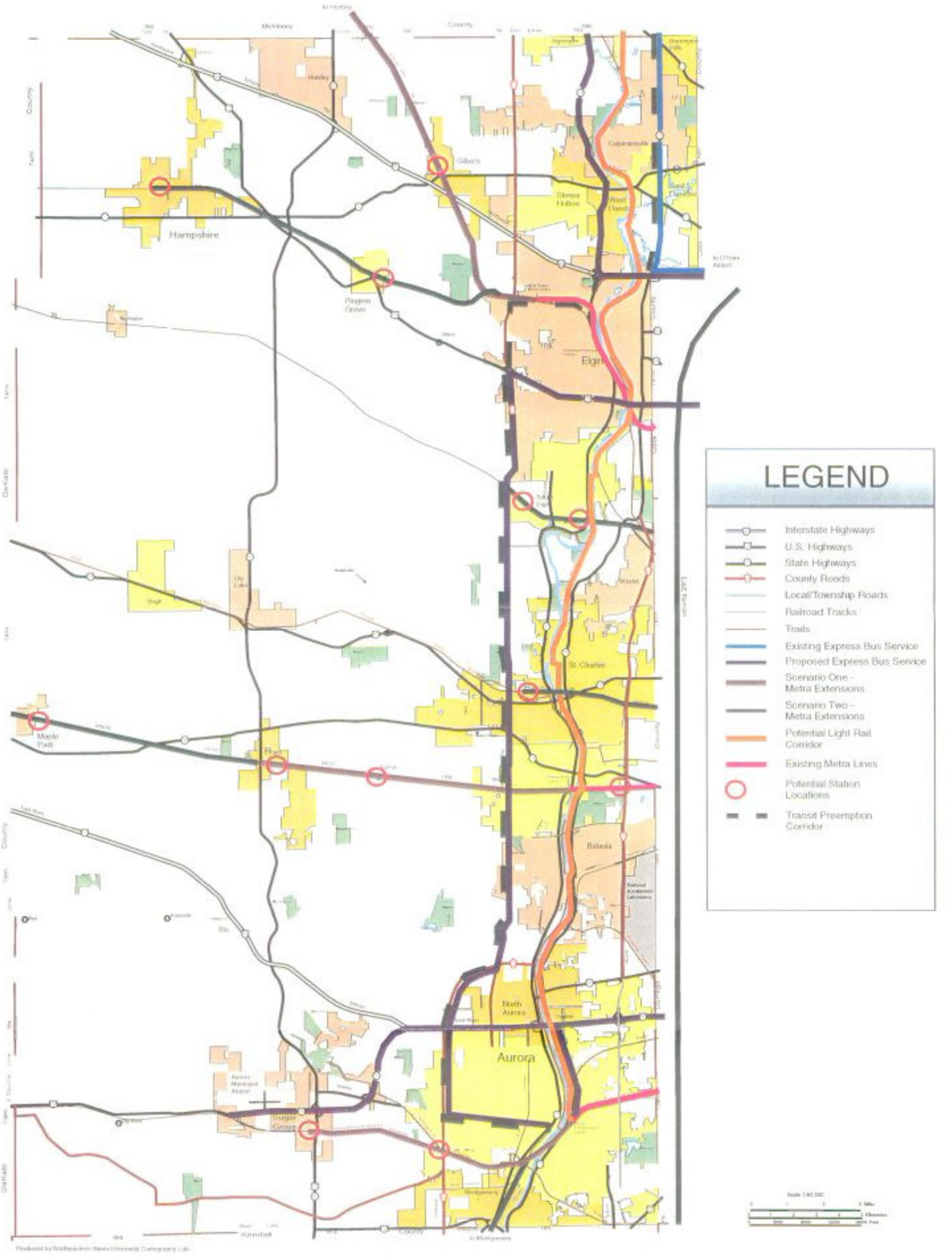
KANE COUNTY LONG RANGE TRANSPORTATION PLAN



BUCHER, WILLIS & RATLIFF CORPORATION

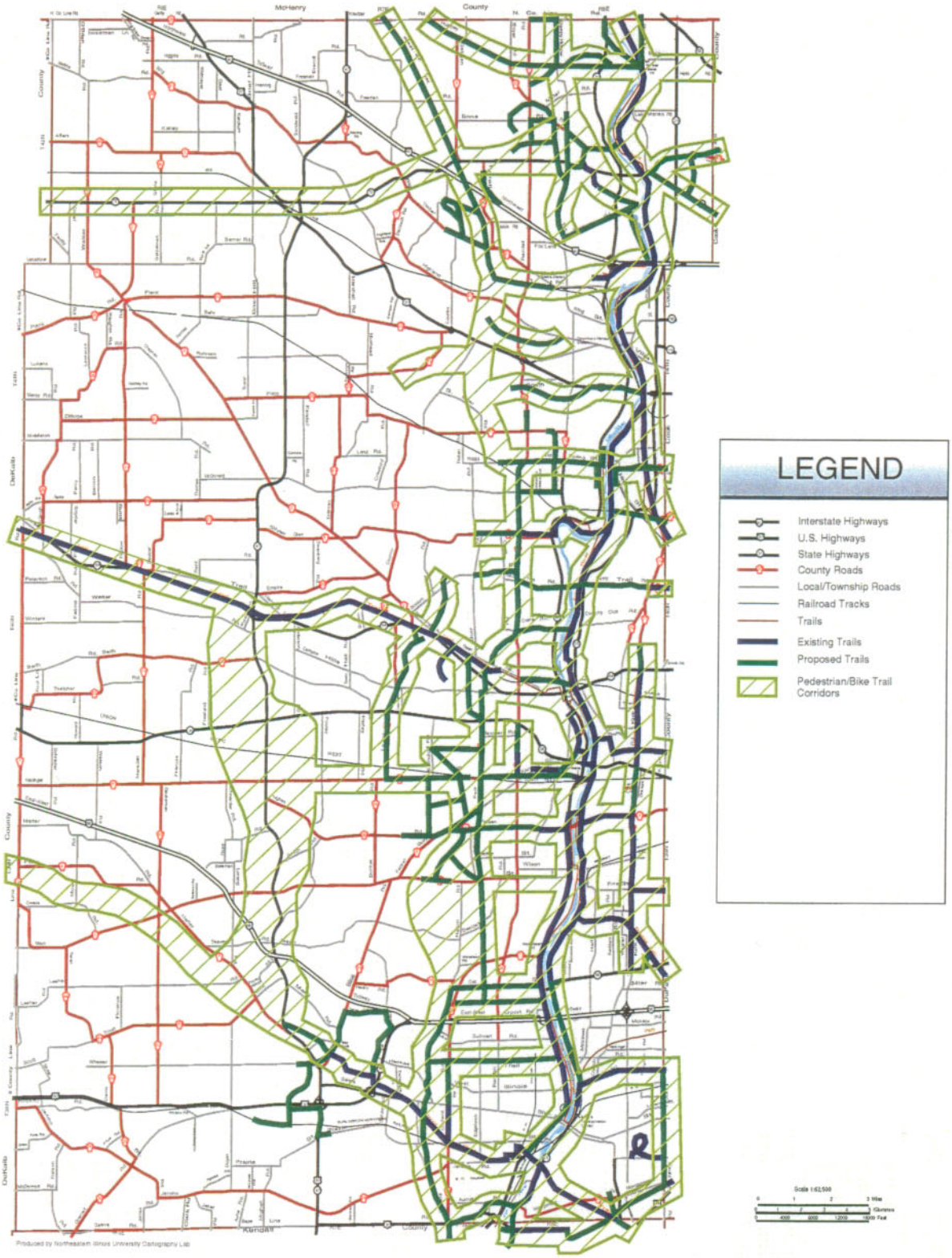
FIGURE 6-3 RECOMMENDED FUTURE HIGHWAY ELEMENT

KANE COUNTY LONG RANGE TRANSPORTATION PLAN



BUCHER, WILLIS & RATLIFF CORPORATION

FIGURE 6-4 TRANSIT ELEMENT



BUCHER, WILLIS & RATLIFF CORPORATION

FIGURE 6-5 BICYCLE / PEDESTRIAN SYSTEM

Synopsis of Report

Outer Circumferential Commuter Rail Feasibility Study

Prepared by *T.Y. Lin International Bascor*

April 1999

This study was initiated by Metra to examine the feasibility of an Outer Circumferential Commuter Rail Service (OCS) along the Elgin, Joliet and Eastern Railway (EJ&E) corridor. In contrast to Metra's suburb-to-downtown Chicago market, this rail line would most likely serve suburb-to-suburb market, as well as some of the traditional downtown Chicago market via transfer to existing Metra lines. The purpose of the study was to determine if commuter rail service is physically and operationally feasible along the rail line, and the likely cost of such service.

Existing Conditions

This section of the report documents physical and operating characteristics of the potential route, In general, there were no "fatal flaws" revealed which would preclude commuter service from being implemented along the EJ&E Railway.

Future Plans

Communities in the study corridor provided input regarding future development plans and concepts, in particular noting any interest in transit-oriented developments and how the new service could be an important component of each community's plans for the future. Ridership potential was assessed based on existing and future population and employment trends along the EJ&E Corridor (six miles in width). Although the rail line, itself, is not located in Kane County, the six-mile wide corridor spills over into Kane County along the county's eastern border.

Based on the data currently available, it would appear that there is come potential for OCS to be viable.

Potential Operations

Two types of stations (park-and-ride and transfer-only) were noted. This section of the report outlines the possibilities, including how an OCS commuter might utilize transfer stations and the associated implications of such transfers on Metra's existing lines.

Capital Improvements

Estimates are presented of capital expenditures utilizing either conventional or diesel multiple unit (DMU) rolling stock. Estimated capital costs of the entire potential EJ&E/OCS route vary, depending upon different operating scenarios and their resultant physical plant requirements, as type of rolling stock. The cost estimate to operate with DMUs in each

scenario is $33 million higher than with conventional rolling stock due to expected higher equipment costs.

Using conventional equipment, the comparative cost estimate ranges from $605 million to $1,314 million. Using DMUs, the comparable costs would be $638 million and $1,347 million.

Recommendations

Based on results of this study, further analysis of the entire EJ&E Railway corridor as a potential OCS route is recommended. Specific areas recommended for further study are:

- Major Investment Study
- Service Segments (phased implementation)
- Rail Facilities (required maintenance facilities)
- Rolling Stock
- Commuter Transfers (feasibility of providing for transfers)
- Interline Operation
- Vanpool and Feeder Bus Services
- Land Use Planning
- Environmental Impacts
- Ridership Projections
- Regional Benefits

EJ&E RAILWAY

INTERCHANGE POINTS WITH CONNECTING LINE HAUL RAILROADS

Synopsis of Report

West Suburban Commuter Rail Feasibility Study

Prepared by *T.Y. Lin International Bascor*

June 2000

Metra, the Commuter Rail Division of the Regional Transportation Authority (RTA), initiated this feasibility study to determine whether it could run a viable commuter rail service from Burlington (in Kane County) to Chicago using Illinois Central (IC) tracks and portions of existing Metra routes. This study broadly evaluates the line's physical and operational feasibility, and estimates order-of-magnitude costs for potentially providing commuter rail service along the study corridor. There are no estimates of commuter railroad patronage.

The study examined four alignment options, each of which would follow the present IC route and serve the same stations in Kane County. Kane County officials expressed their support for a West Suburban Service and a desire for commercial development around existing and potential commuter rail stations. The three suggested stations in Kane County would be Burlington, Plato Center and South Elgin. Part of this plan suggests that potential commuter station sites be situated in existing or planned communities and downtowns.

Burlington: The Village expressed their desire for a commuter rail station if the West Suburban Service is implemented. They identified Burlington Township's renovated railroad depot as an ideal potential station site. The depot currently houses Burlington Township's offices.

Burlington Township: The Township also gave their support for commuter rail service on the IC and suggested several potential station sites outside of the Village of Burlington. They believe that these sites would allow drivers from Genoa, Kingston and Kirkland to bypass Burlington and thus alleviate local road congestion. They did not suggest using their current offices in Burlington for a station.

Plato Township: Township officials stated that they would like a commuter rail station southeast of the Bowes Road/IC crossing if the West Suburban Service is implemented.

South Elgin: Village officials expressed their desire for a commuter rail station southwest of the Hopps Road/IC crossing if the West Suburban Service is implemented. They also met with Metra and conceptually planned a neo-traditional town center around the potential station site.

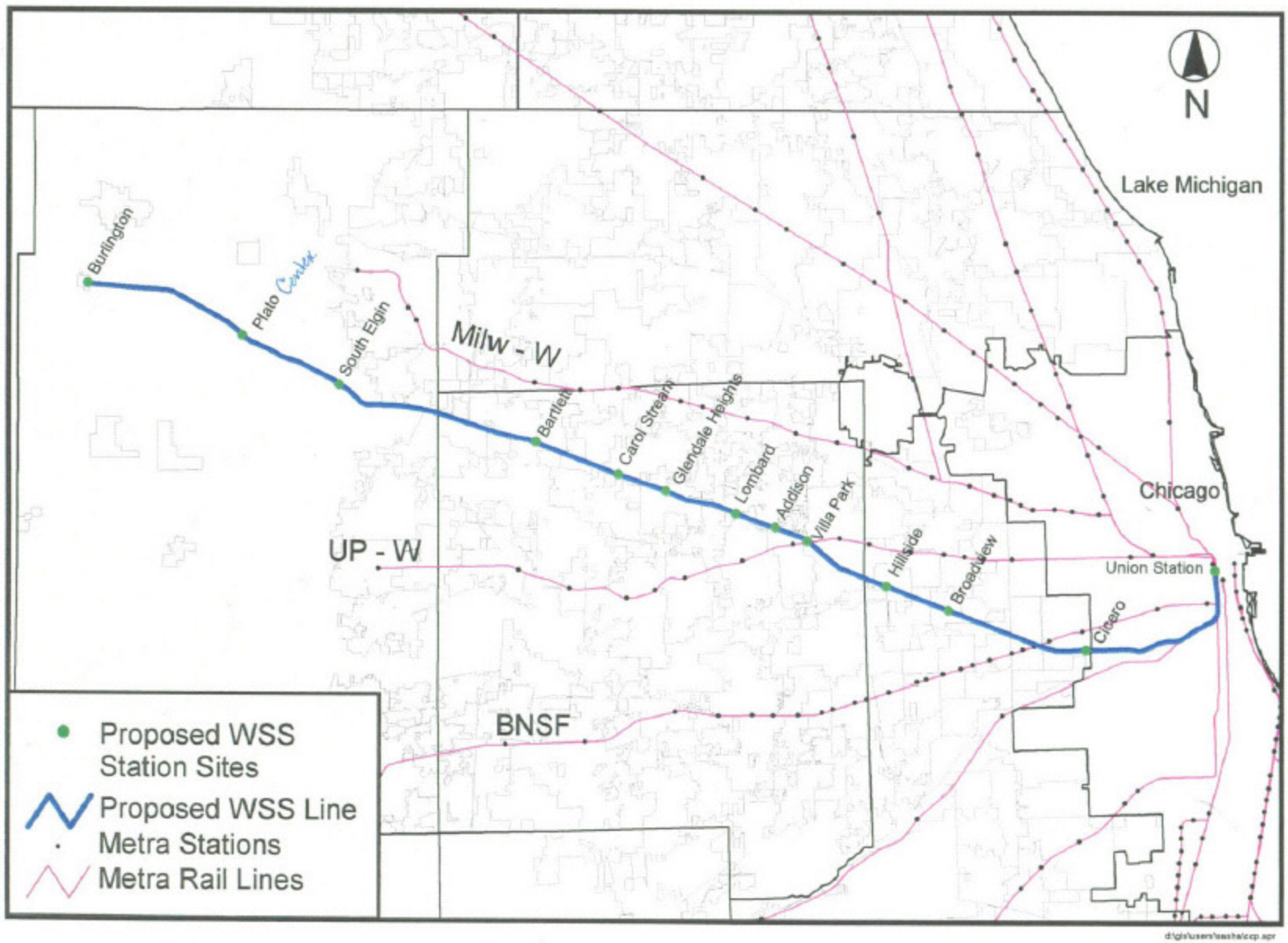
Elgin and St. Charles Townships: Officials from both townships offered their support for a West Suburban Service to help reduce worsening roadway congestion caused by Kane County's westward development.

Based on this report's summary evaluations, the study recommends that no further analysis of the West Suburban Service be pursued at this time (2000). The author's make the following qualifying statement.

> *"The recommendation is qualified since it is based only on this study's findings and does not account for any 'unknowns' that may emerge in the future that would necessitate reevaluating this corridor for potential service. Furthermore, this study's results cannot and should not be construed as indicating that further study of a potential West Suburban Service, or some derivative thereof, could not be reconsidered at a later date."*

Metra concludes that, given the significant and potential obstacles, no further study of the potential West Suburban Service should be pursued, unless either some significant circumstances along the corridor change or alternative solutions are found to address the issues raised in this study.

Figure 3: Potential Station Sites



Synopsis of Report

Pace Vision 2020—Moving into the Future

Prepared by *Pace*

July 2002

Pace's Vision 2020 represents a blueprint for the future is to provide efficient suburban mobility, and describes how Pace intends to achieve this objective.

Effectively providing suburban mobility means providing access to widely distributed trip origins and destinations while providing a time-competitive, long-distance line-haul service between suburban centers. *This includes an evaluation of the present fixed-route structure, the creation of community-based services, the implementation of line-haul routes , and the development of transportation centers and other passenger facilities.*

The plan will offer express routes on major roadways that will connect with smaller, community-based services at regional and community transportation centers. Along with the ability to move quickly throughout the region, the plan envisions a network of service that will get people to their specific destinations–workplaces, homes, entertainment or community events.

It calls for a network of new services, infrastructure improvements, and a decrease in travel times. Although challenging, this plan will bring Pace into the future, making viable public transportation available to the entire region.

By providing fast and convenient transit services throughout Pace's suburban service area, this plan is expected to substantially improve mobility for all segments of the suburban population, assist communities in their pursuit of improved quality of life, and promote regional smart growth goals.

Synopsis of Report

Kane County Transit Opportunity Assessment Study

Prepared by *Land Strategies, Inc., Okrent Associates, Schlickman & Associates, UIC-Urban Transportation Center*

October 2002

This report "defines niche markets for transit use in the urban, suburban and rural environment, typically dominated by the automobile."

The county is divided into *Transit Areas* and *Transit Corridors*. The transit areas are similar to the Planning Partnership Areas (PPIs) defined in earlier studies. The corridors selected for study are *Randall/Orchard Road* and *Kirk Road*.

There is an extensive discussion of land use and travel characteristics as well as public transportation services already available in Kane County. The relationship of Pace fixed bus routes to the combined population and employment density pattern in the County is set forth as a method of measuring bus system coverage. The report also describes current Pace and CATS paratransit, vanpool and ridesharing programs.

Potential Metra commuter rail service extensions are described in the following (County) priority groupings:

High Priority:

- MD-W Extension to Huntley or Marengo (UP Belvidere Subdivision)
- Union Pacific West Line Extension to Elburn
- BSNF Extension to Kendall County

Mid-Priority

- MD-W Extension to Hampshire
- Union Pacific St. Charles Branch
- BNSF Extension to Sugar Grove
- Outer Circumferential Service (EJ&E)

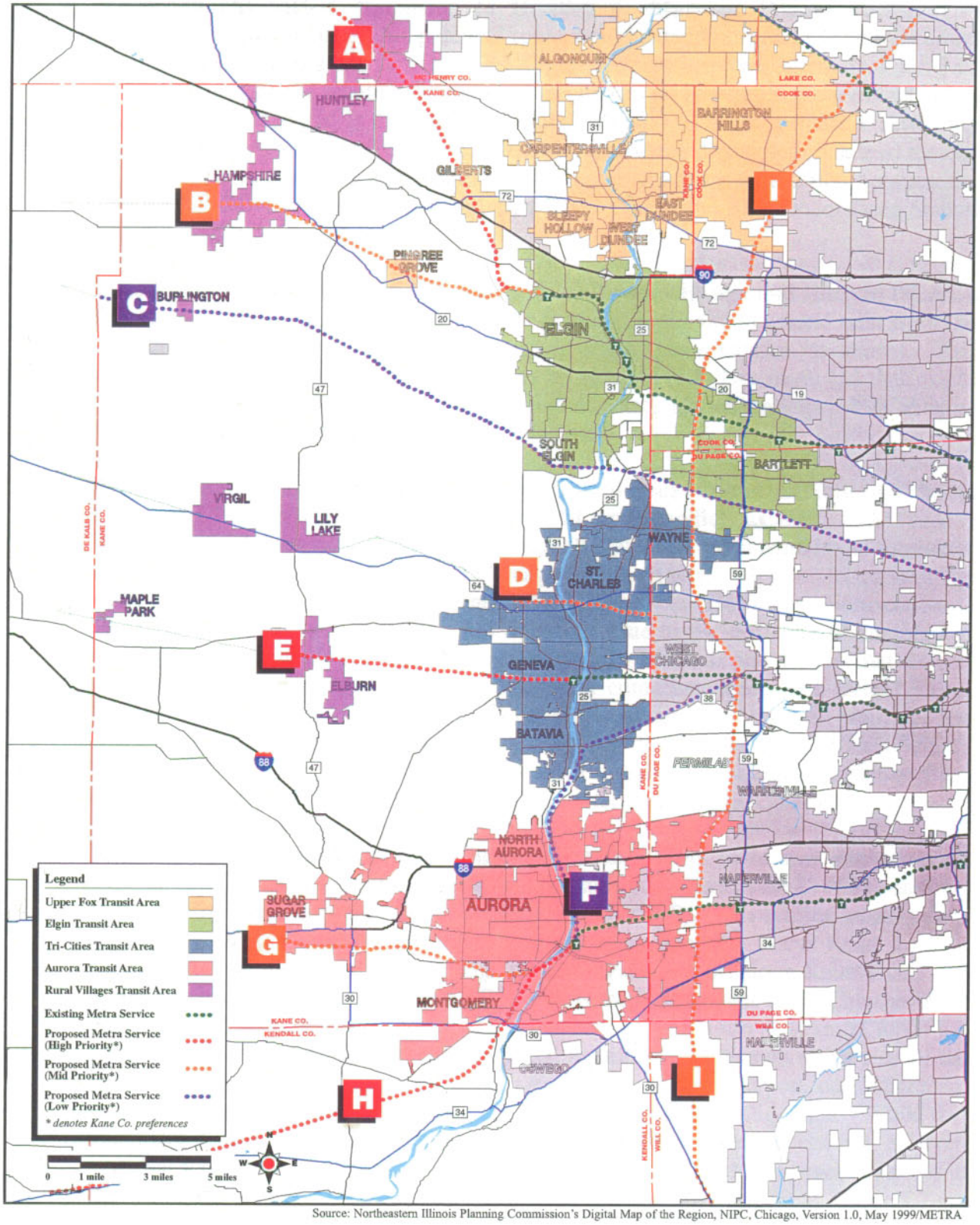
Low Priority

- West Suburban Commuter Rail Service
- BNSF Extension between Aurora and West Chicago

Transit Supportive Programs (Employer Sponsored Programs and Transportation Management Associations (TMAs)) are discussed as is Transit Supportive Land Planning.

Transit recommendations are made based on a comprehensive system of transit opportunities required to provide transportation options for the citizens. These options can be realized by requiring government agencies and employers to cooperate with CATS and Pace in their carpool and vanpool efforts; encouraging and supporting communities to adopt land use planning policies to support walking, biking and transit; and establishing a comprehensive county-wide system of transit opportunities. This would include establishing Transit Hubs, Transit Centers, and park'n'ride lots strategically placed throughout the county to support the multi-modal transit system that includes walkers, bicyclists, taxi service, carpool, vanpool, a variety of bus service, light rail and commuter rail.

EXHIBIT 13 – EXISTING AND PROPOSED METRA SERVICE



Source: Northeastern Illinois Planning Commission's Digital Map of the Region, NIPC, Chicago, Version 1.0, May 1999/METRA

Synopsis of Report

Kane/Kendall Commuter Rail Extension Feasibility Study

Phase One and Phase Two

Prepared by *Parsons Brinckerhoff*

August, 2001 and August, 2002

Phase One of the study was to determine the feasibility of extending the existing Metra-BNSF commuter rail line through Kane County and into Kendall County. Two alternatives were defined and evaluated:

A. Oswego Alternative: Extending the service from a stop at the current Aurora Transportation Center (ATC) to additional stops at Montgomery and Oswego, a total of 6.0 miles.

B. Plano Alternative: Extending the Alternative A service further to stops at Yorkville and the Amtrak station in Plano, an additional 8.4 miles.

The study concluded that the extension of commuter service would be feasible. The study found, however, that expected daily ridership west of Oswego fell sharply. In fact, the ridership projections for the Yorkville and Plano stations were only one-quarter or less of what had been estimated for the Oswego Station. Beyond Plano the drop was even more significant.

The project would provide for the restoration of a 3.2-mile third mainline track between the Aurora ATC and Aurora Junction. This trackage was removed approximately 30 years ago, though the full right-of-way and bridges associated with it are still in place.

For this preliminary assessment, the financial feasibility is evaluated by a cost effectiveness index (CEI) for the proposed extension. The proposed extension would be in the intermediate range of projects in terms of cost effectiveness, but the means of determining relative rankings in being re-evaluated by the FTA.

Phase Two is a refinement and expansion of the feasibility study developed in Phase One. Only the "Minimum Operable Segment" (MOS) was carried forward from Phase One for further work in this phase. The MOS would extend commuter rail service from a stop at the Aurora ATC to additional stops at U.S. 30 and Orchard Road, a total of 6.0 miles.

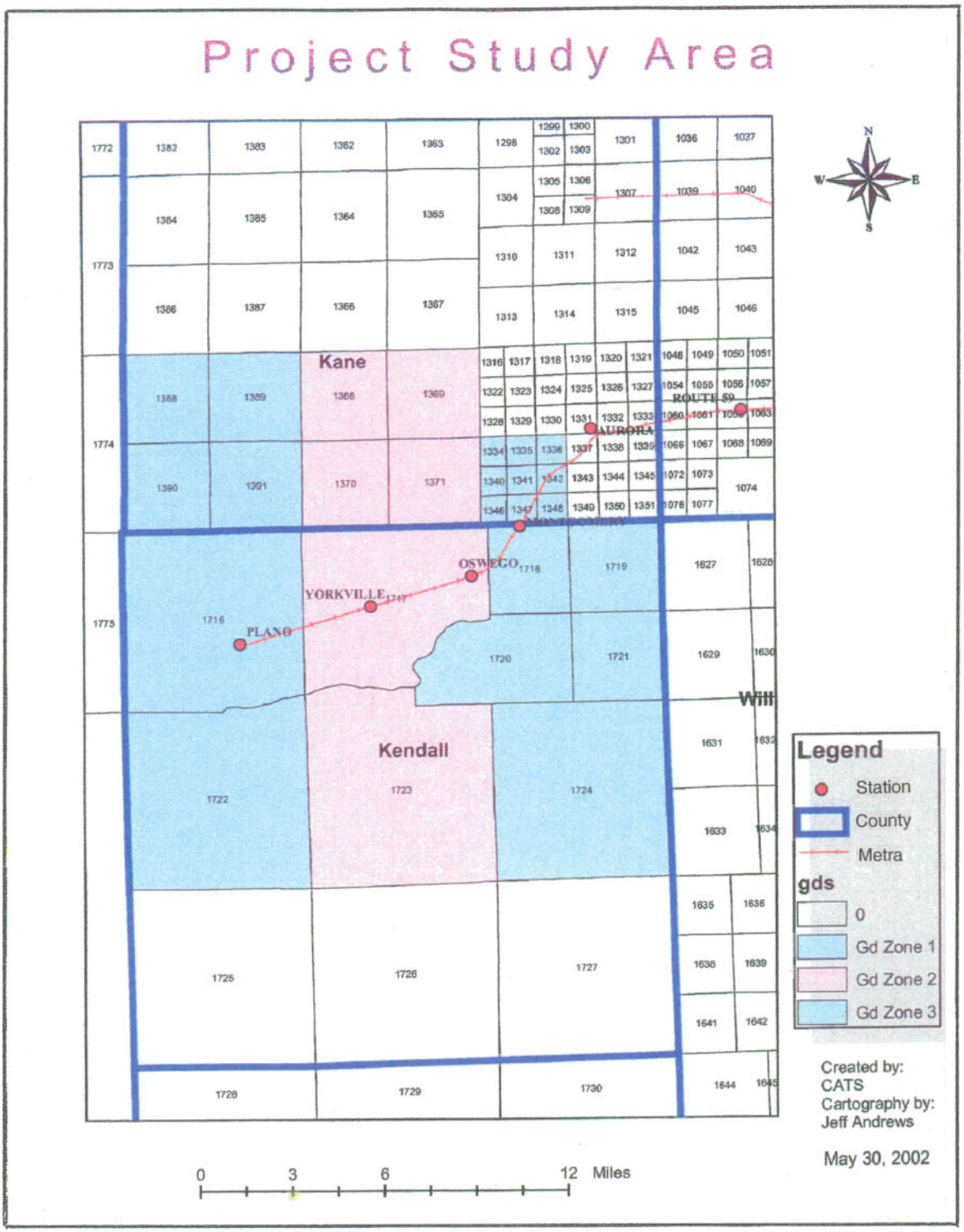
The Phase One Feasibility Study used a sketch planning approach for developing initial ridership forecasts. For Phase Two, the Chicago Area Transportation Study (CATS) developed ridership forecasts based on updated 2020 population and employment forecasts for Kendall County. These processes produced quite different results! The Phase Two ridership forecast is about double what was projected in Phase One. This difference is

largely due to the fact that the Phase Two effort made use of the CATS regional travel demand model as well as refined population and employment forecasts.

The only change to the Phase One recommended MOS improvements is the addition of a 0.6-mile extension to the north end of the Aurora siding on the BNSF line to Savanna. However, the Phase Two refinements resulted in an approximate 40% increase in the MOS estimated capital cost when compared to the Phase One results. ($95.6 million vs. $56.6 million.) But, even with the substantial change in cost, the MOS would have a lower cost per mile than other comparable projects in the Chicago metropolitan area (the UP-West and SouthWest Service).

The study concludes that "by all measures, the KKCR MOS extension continues to appear to be a feasible project, and one that should proceed into the next phase of study. The CEI for the MOS extension would be in the range of intermediate cost effectiveness as specified by the FTA.

Figure 7.1



Source: Chicago Area Transportation Study

Synopsis of Report

Kane County Bicycle and Pedestrian Plan

Prepared by *Edwards and Kelcey*

December, 2002

Kane County recently produced the *2020 Kane County Transportation Plan*. While this plan contains a bicycle and pedestrian component, it does not contain specific recommendations to increase infrastructure in a systematic method.

Some communities and park districts within Kane County have developed bicycle and pedestrian plans. However, there is no single plan that synthesizes local or park plans and creates a regional bikeway network. The broad objectives of the *Kane County Bicycle and Pedestrian Plan* are to collect all previous bicycle and pedestrian planning studies, comprehensively identify all existing, proposed, and conceptual bikeways, and strategically plan for bikeway projects to create a countywide network. This network will Improve public safety, encourage alternative modes of transportation, and increase recreational opportunities in the county.

Goals of the Plan

Goals, objectives and policies related to bikeways and pedestrian facilities are re-stated in the Goals and Objectives section (Section 3) of the 2030 Plan.

Existing Conditions

Only 7 of the 30 communities in Kane County Council of Mayors area have a bicycle plan. However, 19 of 30 communities have bike elements incorporated into their park district plans.

The inventory revealed that Kane County has an extensive trail system along abandoned railroad rights-of-way (rail-trails) and the Fox River. To a much lesser extent, there are on-street facilities, such as paved shoulders and curb lanes, used by experienced cyclists.

Selected roads in the study area were subjected to a Bicycle Level of Service (BLOS) analysis. The BLOS can be used to assess how a roadway improvement will impact bicyclists and ensure a basic level of service is incorporated into roadway design.

Best Practice Policy Recommendations

The Kane County Bicycle and Pedestrian Plan describes "best practice" policies, procedures, and programs that promote bicycle and pedestrian travel and safety.

Bicycle and Pedestrian Facility Design Recommendations

This plan recognizes that no single type of bicycle facility accommodates all types of bicyclists and therefore recommends design standards for various types of facilities. The plan describes design guidelines extracted from leading technical sources.

The public generally recognizes pedestrian facilities to be limited to sidewalks, however, they encompass a much broader scope of services and facilities. They include, but are not limited to, traffic control devices, curb ramps, grade separations (overpasses and underpasses), crosswalks, and traffic calming features intended to encourage pedestrian travel.

The plan contains design recommendations for pedestrian facilities. It also investigates various design options to reduce conflict and improve safety both at intersections and mid-block crossing locations.

Way-Finding

Way-finding design and placement standards are recommended in the plan to create a countywide way-finding strategy.

Bikeway Policy Recommendations

The average length of a bicycle trip is two miles. Many short trips within Kane County can be diverted from automobiles if a community is designed to make bicycle trips just as easy and convenient as automobile trips.

The first strategy is the construction of physical improvements to the bikeway and sidewalk network to connect people with popular destinations and origins. The second strategy is to have municipalities adopt policies and programs to encourage the development of bicycle and pedestrian facilities during roadway design and construction and to encourage bikeway connectivity to the existing trail system.

Physical Regional Bikeway Considerations

The objectives of physical improvements are to link bicycle and pedestrian destinations, increase pedestrian and bicyclist safety, improve trail network connectivity, support multimodal transportation, eliminate barriers that prevent bicycle trips, and develop future bikeway corridors. The physical considerations are divided into three types: bikeways that complete gaps in services, the development of new, conceptual bikeway corridors, and on-street improvements to improve the Bicycle Level of Service.

Funding Information

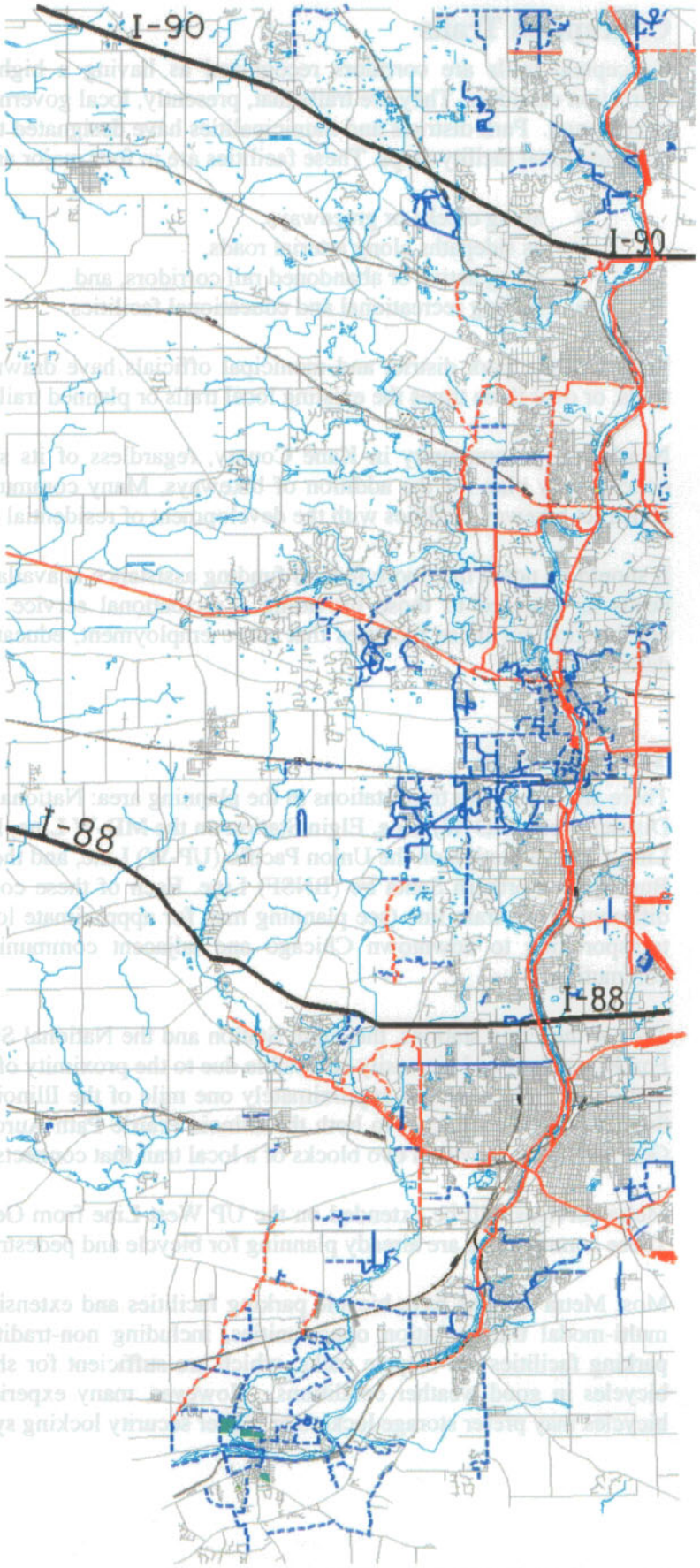
The plan lists numerous programs that offer funding assistance.

Anticipated Results

The Kane County Bicycle and Pedestrian Plan is intended to be endorsed by the KCCOM as a single body, in the hope that bicycle planning will become "institutionalized."

The expanding bikeway network allows the use of bicycles as a safe transportation option. Also, a safer environment with connections between origins and destinations encourages walking for short errands and improves access to transit. Bicycles and walking are considered integral parts of the transportation system and can be used in place of automobiles to meet air quality improvement goals. Bicycle and Pedestrian facilities have many positive effects on the community; they are environmentally sound, reduce congestion and associated air pollution, and provide health benefits.

Map 3: Kane County Existing & Proposed Bikeways



Synopsis of Report

Paratransit Coordination Study

Prepared by *Multisystems*

January 10, 2003

This project was undertaken to learn about the paratransit needs in Kane County and to develop recommended approaches to coordinate the existing services to best meet those needs.

To identify these issues, qualitative and quantitative analysis was conducted. Discussions with key stakeholders, a focus group meeting with users, and discussions with providers took place. A detailed survey of providers was conducted and analyzed.

Existing Services

A significant amount of paratransit service is currently provided in the county. Information supplied by the 16 organizations interviewed indicate that $1.6 million is spent annually to operate or purchase approximately 178,000 one-way passenger trips for elderly or disabled residents of Kane County. Some other features of present services are:

- Cost per passenger trip varies widely among agencies, ranging from a low of $0.50 (Village of Algonquin) to a high of $26.35 for Pace's ADA paratransit service.
- The number of vehicles owned and/or operated by the ten providers that reported information about their fleet totals 94.
- Major client groups include seniors, individuals with developmental disabilities or mental illness, and patients or residents of specific facilities.
- Transportation services are available primarily on weekdays, during typical business hours.
- There are a number of times during the day on weekdays when these providers have available capacity that could be used to provide other compatible trips.

Unmet Needs

Unmet transportation needs that were identified through the analysis of existing services and discussions with users and stakeholders included:

- Service in developing sections of the county such as Montgomery and the Randall Road corridor, and in the area west of Randall Road.
- Service between Kane County communities and locations in DuPage and Cook Counties such as Naperville and Schaumburg.

- Service during evening hours and on weekends an all communities, and service beyond mid-afternoon in some areas.

The lack of transportation options in certain areas and during off-peak hours especially affects paratransit users' ability to make work trips.

Key Findings

Key findings of the study were as follows:

- There is a gap between what transit and paratransit services are available and what people are aware of.
- There are areas of the County without any paratransit services, especially the six townships in the southwest part of the County.
- Where paratransit services are available, the hours are often too short or there is not enough service to be able to get a ride when needed.
- County and municipal borders defining services are not always consistent with the travel needs of residents.

Range of Alternative Strategies

After a review of the demographic characteristics of Kane County communities, existing transportation services, and comments from stakeholders and paratransit users, several alternative strategies for improving coordination among the county's paratransit services were developed. The recommendations represent a range – or a continuum – of options. In effect, the range represents a "blueprint" of potential coordination efforts that could be implemented over time. The range of recommended alternatives includes the following:

- Establishment of a Kane County Paratransit Coordinating Council
- Development of a Coordinated Marketing Program
- Implementation of a User-Side Taxi Subsidy Program
- Eastern Kane Regional Dial-A-Ride Service

Potential Coordination Strategies

Based on all of the information gathered in the project, a set of potential coordination strategies was formulated.

- A consolidated Dial-A-Ride program serving eastern Kane County, operated by Pace and a service contractor, or perhaps by a local Dial-A-Ride provider.
- Provision of feeder service to fixed routes by Dial-A-Ride operators.
- Provision of local ADA trips by Dial-A-Ride operators.
- Reciprocal arrangements among Dial-A-Ride operators to accept each others' customers, institute similar fare policies, require the same amount of advance notice for trip reservations, and arrange passenger transfers between services.

- A taxi subsidy program operating in eastern Kane County based on the DuPage County model, to provide service in currently unserved areas and on off-peak times such as nights and weekends.

Additionally, there are potential actions that would increase the usefulness of transit and paratransit services in the county regardless of whether other coordination strategies are implemented. These include a county-wide transportation information and marketing campaign, and the provision of centralized driver training and possibly vehicle maintenance services, offered by Pace.

Synopsis of Report

Kane County Transportation Planning Area Study

Existing Transportation Conditions and Forecasts of Future Travel Demand

Prepared by *CH2M HILL*

May 2001

The purpose of this report was to bring together the background data and forecasts that will guide development of transportation recommendations in Kane County.

There are (in 2001) roughly 550 miles of highway (excluding local roads) in Kane County of which 307 miles County highways. Public transportation in Kane County is provided by Metra and Pace, operating divisions of the Regional Transportation Authority (RTA). There are six bike trails in the county, and there are also bicycle or pedestrian accommodation on some of the county-maintained roads.

The traffic model was developed and calibrated in 2000 by the Kane County Division of Transportation with assistance from CH2M HILL. The work closely followed that done by CATS in 1996 for the *Kane Country Sub-Area Study* (2020 Transportation Plan). Examination of present travel desires showed the heaviest concentration of travel is in a north/south direction in the eastern portion of the county. In general, travel demand in Kane County drops off considerably toward the western parts of the County.

Three categories of performance were used to analyze performance of the Kane County transportation system;

- Traffic service measures –expressed as vehicle miles of travel (VMT), vehicle hours of travel (VHT), and vehicle hours of delay (VHD).
- Congestion measures –expressed as level of service (LOS)
- Traffic safety measures – expressed as the number of highway crashes and the resulting injuries and fatalities compared with the number that might be expected to occur considering traffic volume and type of highway.

In the base year, principal arterials carried approximately 70 percent of traffic and experienced 90 percent of delay on county highways, but made up only 25 percent of the county system. Also, only 6-7 percent of the county highways were rated as "congested", all in the easternmost portion of the county. In terms of traffic safety, 15 of the 307 miles of county highway exhibited crash experience that was classified in the "actual greatly exceeds expected" category.

The proportion of trips made by rail or bus in Kane County declined between 1989 and 1999, but the overall number of rides increased by over 29,000. In 1990, only approximately 2.8 percent of total work trips made by Kane County residents were made using rail or bus.

Committed highway projects include toll plaza improvements and lane additions to U.S. 30, Orchard Road and Randall Road. The committed improvements will increase the lane miles on County highways by 17 miles. Major committed public transit improvements include additional parking at the Aurora station, extension of the UP West commuter line to Elburn with new stations at Elburn and La Fox. There are also plans for new bicycle and pedestrian facilities.

Travel forecasts to the year 2020 were developed based on projections of population and employment growth provided by NIPC. The data predict an overall increase in county population from approximately 317,000 in 1990 to 552,000 in 2020. Households are projected to increase from 107,000 to 199,000, and employment from 174,000 to 211,000 over the same time period. The largest growth in population is projected for the Gilberts and Huntley areas. Large growth in employment is forecast to occur in northern Kane County, mainly concentrated in the areas near US 20 and I-90.

A growth factor was applied to the 1997 ADT counts to find the projected 2020 ADTs. The areas with the largest change are projected to be in Sugar Grove, West Geneva/ West Batavia, Elgin, and the Gilberts/Huntley area. The pattern of travel growth magnifies existing travel desires, the most significant travel of which would be in the north/south direction in the eastern portion of the County along the Fox River.

The travel forecast indicated that daily VMT in Kane County would grow by 93 percent. The increase in VHT and VDT over the same period would be 105 percent and 750 percent, respectively. For all highways, 56 percent of the route miles and 61 percent of the lane-miles are forecast to be congested in 2020. For county roads alone, 41 percent of the route miles and 47 percent of the lane miles would be congested. Congestion is expected to spread west into the critical growth area of the county. While only about one-quarter of Kane County experienced congestion in 1996, that area would expand to cover three-quarters of the county in 2020.

The next step in the planning process will be to identify and prioritize planning areas. Kane County has been separated into eight Planning Partnership Areas (PPA). The Upper Fox PPA and the Greater Elgin PPA, both located in the northeast corner of the county, would experience highest system usage. Three of the PPAs, Upper Fox, Greater Elgin, and Tri-cities, along the Fox River Valley, would be the most critical with regard to congestion. Overall, Greater Elgin is the only PPA in the immediate need category for all performance measures incorporated into the analysis.

Synopsis of Report

Kane County Transportation Planning Area Study

Delineation and Prioritization of Planning Areas

Prepared by *CH2M HILL*

July 2001

This report describes the process used and the findings to delineate and prioritize areas designated for further study in Kane County. A five-step process to define the planning areas. The steps were:

1) Analysis of Planning Partnership Areas (PPA's),
2) Layering of performance measures,
3) Delineation of transportation planning districts
4) Prioritization of districts, and
5) Selection of planning areas

At the county level, performance was evaluated by PPA to classify the relative priority of transportation need of each area. This assessment served as a guide to identifying locations of concern, but was not sufficient to delineate and prioritize the planning areas. Therefore, a more detailed assessment was made by bounding the areas of influence of the individual performance measures and then layering each of the measures to highlight concentrations of performance issues. Areas that had a clustering of performance problems were delineated to define the planning areas and then compared to one another to prioritize the order of study. Those areas classified as having immediate needs would be studied first and those areas designated to have longer term needs would be studied at a later date.

Performance of the existing and future transportation system was described using measures of traffic service, congestion and safety. Vehicle miles of travel (VMT) per lane mile and vehicle hours of travel (VHT) per lane mile are traffic service measures that describe system usage. Other performance measures – vehicle hours of delay (VHD) per lane mile, change in speed from 1996 to 2020, and percentage of roadways that are congested -- show the levels of congestion and performance of each PPA. Safety, was considered at the county level, but not by PPA.

The individual performance measures were summarized independently by areas of poor performance. This was done for six performance measures capturing the existing conditions, future conditions, and changes in performance between the base year and forecast year.

Areas where each individual performance measure exhibited poor performance were then layered together. When two independent layers overlapped the overlapping area darkened. The darkest areas in Kane County would be those areas with the highest concentration of poorly performing roadways.

The primary areas of concern in the Kane County Planning Area Study are those areas where rapid development is expected to occur. To identify these growth areas another layering was accomplished highlighting only **future** performance measures and changes in performance between existing and future.

Once the areas of poor performance had been identified through the PPA and layering techniques, delineation could be made of areas warranting further study. First, the layering graphic describing future poorly performing areas was overlaid with the PPA boundaries. An initial determination was made of areas with a high concentration of poor performance. The next step was to identify the deficient roadways within each of the problem areas and approximate the travel shed of each such transportation facility. Travel sheds were helpful in identifying nearby roads that would serve as an alternate to a poorly performing facility. The travel shed or combination of travel sheds were then combined to create a transportation planning district (TPD).

Once the TPD's had been defined, they were prioritized into three needs based categories: Immediate, Near-Term, and Long-Term. This was done ranking each district as to need for planning, presence of current deficiencies needing improvement, and anticipated population and employment growth. The priority assigned earlier to the PPA(s) in which the TPD is located was also included in the ranking.

The end result of this planing effort will be the development of improvement plans for up to four selected developing areas having projected future deficiencies. Areas with existing deficiencies that are already built out will not be incorporated into this analysis because the study is aimed at staying ahead of development and define the secondary road network. This can only be done in areas where development is yet to occur. The four planning areas to be designated may be a hybrid of the original eleven TPDs and include those TPDs where future development is expected to have the greatest impact.

Synopsis of Report

West Upper Fox Planning Area

Transportation Improvement Plan

Prepared by *CH2M HILL*

August 2002

In October 2000, the Kane County Division of Transportation and CH2M HILL began a planning study to develop a recommended set of transportation improvements for areas within the County. The project consists of two phases; first, a countywide assessment of existing and future conditions, and then a more detailed study of transportation issues within a designated planning area.

Previous 2020 travel forecasts for Kane County were based on population and employment projections by the Northeastern Illinois Planning Commission (NIPC). It was found that employment growth was fully represented in the NIPC forecast, but that residential growth was underestimated. In adjusting the Kane County travel forecasting model, 3,460 households were added in the West Upper Fox area, creating an increase in population of approximately 9,600 over the prior estimate.

Projected traffic increases in the West Upper Fox area would be among the greatest in Kane County. Performance of transportation facilities in the West Upper Fox area under future conditions (2020) was measured to identify roadways that would operate poorly. Considering all roadways including the tollway, 88 percent of lane-miles would be congested.

Two basic strategies were explored to improve transportation service in the West Upper Fox area. One strategy, referred to as the *arterial-based strategy,* would rely primarily on arterial improvements to upgrade transportation service. The second strategy, referred to as the *collector-based strategy*, would rely primarily on a collector roadway network to distribute local trips in the area.

Two arterial-based plans were created for the West Upper Fox area, one without modification of the Illinois Tollway (I-90), and another assuming tollway revisions.

The plan founded on the assumption that I-90 (tollway) would not be modified involves widening of Huntley Road, Randall Road, Galligan Road and IL 72. Three secondary road projects were also added to complete the plan. The number of local trips on arterial roads would not be reduced, but the arterials would be made more attractive for all types of trips. Total cost of the improvements for the arterial-based plan without I-90 improvements would be approximately $125 million.

The other arterial-based plan assumes that I-90 will be widened to six lanes between Randall Road and IL 47, and that a new interchange will be added at IL 72. This plan also includes widening of Galligan Road, Randall Road, and Huntley Road as well as the three secondary road projects incorporated into the other plan. This plan would result in a sizable reduction in

delay experienced by motorists, but the proportion of congested lane miles would remain unchanged. As with the other arterial-based plan, the improvements would not be effective in decreasing arterial road usage by local trips. Total cost of the improvements would be approximately $140 million.

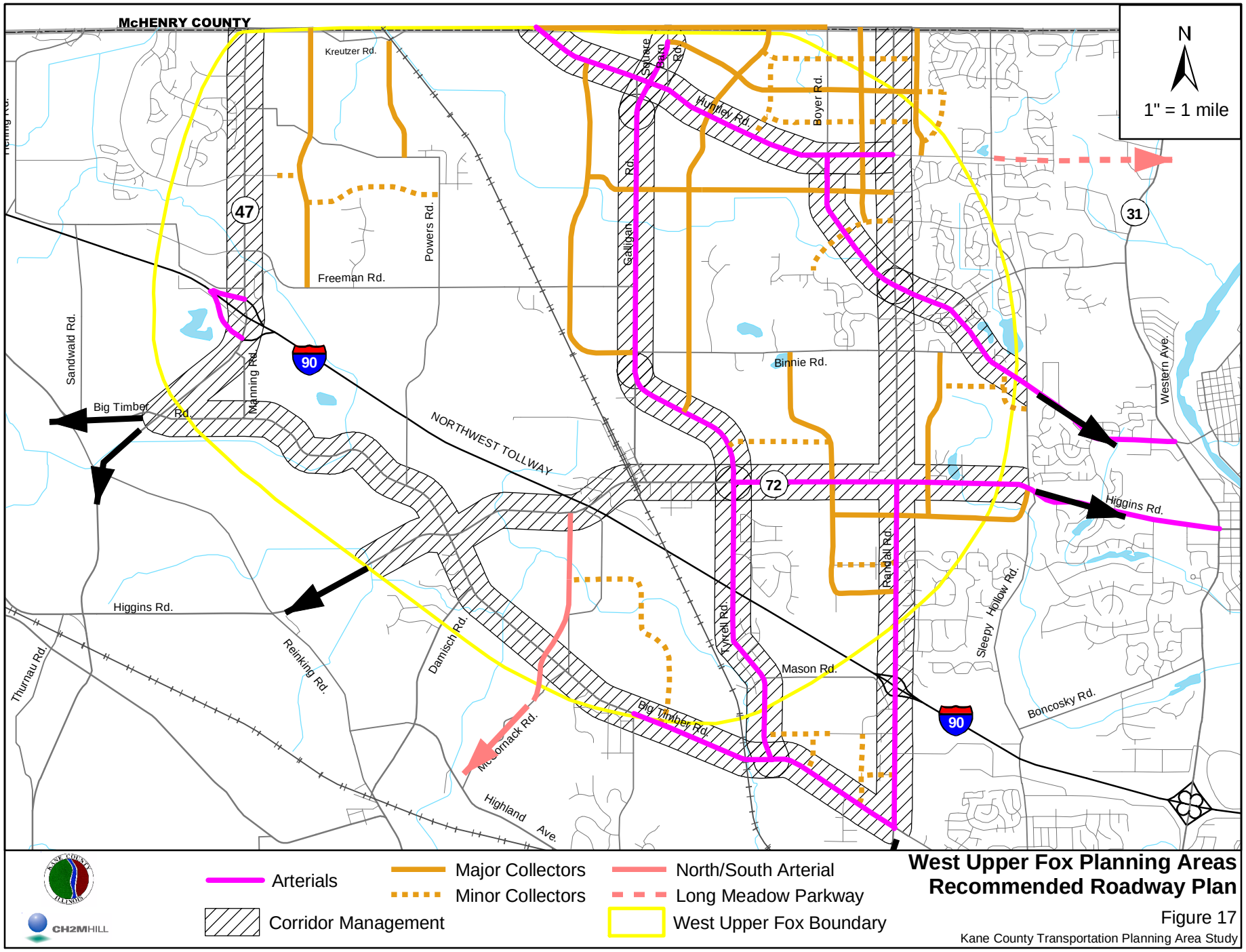
In contrast to the arterial-based strategies, a collector road plan would attempt to accommodate as much of the travel demand as possible on a system of parallel collector roads rather than arterials. The collectors would be effective in removing local traffic from the arterial roads, thereby providing for enhanced mobility on the arterials. Collector roads also would provide safe access to abutting residential areas and would help to control access onto the arterials.

With the collector-based plan, delay would be reduced and congestion would be lessened to approximately the same extent as with arterial-based plan (without tollway improvements). The proposed collector-based plan would also assist in establishing roads to connect future developments, and may even be partially constructed by the developers. Estimated cost of implementing the collector-based transportation plan would be approximately $160 million.

Either the arterial-based or collector-based strategies would ease congestion on arterial highways in the West Upper Fox area. Both strategies also would be effective in accomplishing the project objectives. The arterial-based plans, especially the plan which includes tollway enhancements, would improve regional connectivity, but would do little to improve local circulation. The collector–based strategy would provide local connectivity, but would not substantially benefit longer regional trips. Each of the plans would also improve transportation service to new developments.

The recommended plan for the West Upper Fox area would improvements to both the collector and arterial systems to create a complete roadway network. The cost of the improvements would be distributed among the county and municipal agencies as well as to future development creating a joint effort to improve transportation performance. Transit and pedestrian/bike trail improvements are also planned for the area. Additionally, the recommended plan would incorporate access management. The plan would recognize the importance of regional connectivity by incorporating improvements that are more regional in scope.

The estimated cost for the recommended transportation improvements would be approximately $290 million. This includes $160 million for development of the collector road and $130 million to reconstruct the arterials. The cost estimate excludes the cost of the regional connectors, transit improvements, and bike/pedestrian facilities.



West Upper Fox Planning Areas
Recommended Roadway Plan

Figure 17

Kane County Transportation Planning Area Study

Synopsis of Report

Elgin Far West Planning Area

Transportation Improvement Plan

Prepared by *CH2M HILL*

January 2003

The Elgin Far West Area is bounded by Randall Road on the east, Muirhead Road on the west, Highland Road on the north, and McDonald Road on the south The Elgin Far West Area is expected to grow rapidly over the next ten to twenty years with full build out expected by approximately 2020. New developments are expected to add 11,000 households, 2.8 million square feet of commercial floor space, and 2.3 million square feet of industrial land uses. The ultimate build out of proposed developments by 2020 would add approximately 17,600 weekday PM peak hour trips to the area's roadways. The City of Elgin expects eleven of the proposed developments to be completed or partially completed by the year 2010 adding 4,900 new households and 1.7 million square feet of new commercial development, and generating approximately 8,200 additional vehicle trips in the PM peak hour on a weekday.

The general transportation planning process used in the Elgin Far West area was similar to that developed and used earlier in the West Aurora Planning Area. The analysis method combined background traffic with site generated traffic from planned developments for two future time periods -- 2010, and 2020. The traffic from each of the developments was traced through the network, so that the impact of improvements could be apportioned back to the developer based on its relative impact on the roadway system. The analysis for 2020 would represent the ultimate plan, while the 2010 analysis would serve as an aid in prioritizing improvements.

The plan development phase of the study consisted of three stages. First, an operational analysis was conducted of present traffic demand on the existing roadway network. The intent of this analysis was to establish how much of the cost of roadway and intersection improvements would be attributable to existing deficiencies. This was followed by analysis and plan development assuming conditions expected in 2010. This analysis would indicate the level of improvement needed for an "interim plan." In addition, the 2010 recommended improvements would reflect the highest priority needs for the public agencies to consider in implementing transportation improvements as development occurs. Finally, the 2020 analysis would serve as the "ultimate plan." The ultimate plan would recommend a list of improvements needed to address the projected extensive growth in population and employment in the Elgin Far West Area.

Proposed improvements for both 2010 and 2020 were developed using a stepwise process. The intent of this process was to evaluate performance of the improvements at each step thereby assessing the extent of capacity enhancement needed to obtain an adequate level of service (LOS E) during the PM peak hour.

Future traffic demand incorporates background traffic with site generated traffic. Growing the existing traffic to projected 2010 and 2020 volumes produced background traffic. The City of Elgin provided information regarding areas planned for future development. Forecasted trips generated by each development for the years 2010 and 2020 were calculated and assigned to the study area roadway network.

2010 Interim Plan

Assignment of 2010 traffic to the existing roadway system showed that almost one-half of the study area intersections would operate at LOS F.

The first step in the plan development process was to incorporate the new collector roads into the traffic network. The new collector roads would serve a dual function of providing mobility as well as access to abutting land uses. Also included in approximately 16-route-miles of new roads is the Corron Road extension, which would improve system operational performance by redistributing some of the traffic from the existing arterial system. This redistribution of traffic would translate into operational performance improvements.

Three intersections along U.S. 20 (Weld Drive, Nesler Road and Coombs Road) would meet the warrants for signalization by 2010.Two other intersections on Corrin Road (Bowes Roand and McDonald Road) would be improved to all-way stop controlled. Operations of each of these intersections would be improved to LOS E or better.

Following the investigation of intersection control improvements, each of the remaining intersections still operating at LOS F were evaluated to determine the effect of improving intersection geometry. Geometric improvements would include the addition of turn lanes, and/or modification of signal timing and phasing to maximize performance. The costs of improving existing intersection deficiencies have been excluded from the cost estimates used in the allocation.

It was evident from the prior steps in the plan development process that improving intersection control and geometrics would yield some benefits, but widening of some existing roads still would be needed to manage the significant increase in traffic volumes. The interim plan was augmented, therefor, by widening of Randall Road to six-lanes between Highland Avenue and Hopps Road.

Overall the 2010 network would consist of:

- 15.9 route miles of new roadways (collector roadways and the Corron Road extension),
- Three intersections with improved signals and geometric modifications,
- Two intersections converted to all-way stop control with further geometric improvements,
- Seven intersections with only geometric improvements, and
- 7.4 new lanes miles of widening to existing roadways.

2020 Ultimate Plan

The process used in developing the 2020 ultimate plan was generally the same as that utilized for the 2010 plan.

The process began with assignment of forecasted 2020 traffic to the existing roadway network and then to the existing network augmented, as described earlier, with new collector roads and the Corron Road extension. Then, 2010 interim improvements were analyzed with 2020 traffic. Next, a determination was made of which existing stop-controlled intersections operating at LOS F might benefit from improved intersection control, and then each of the remaining intersections operating at LOS F was evaluated to determine the affect of improving intersection geometry. The final set of improvements incorporated into the 2020 plan would consist of widening existing roads.

The proposed improvements incorporated into the 2020 transportation plan include those described earlier for the 2010 interim plan along with signalization and geometric improvement of 11 intersections, all-way stop control at one intersection, further geometric improvements to 15 intersections, and widening of 7.7 lane-miles of roadway. With implementation of these projects, there would be just five intersections in the study area still operating at LOS F:

Total cost of all projects included in the 2020 transportation improvement plan for the Elgin Far West Area would amount to approximately $143 million at 2001 price levels.

One objective of this project was to establish a means of determining the cost of roadway improvements required to accommodate traffic generated by each proposed land development. A method was developed, therefore, to allocate attributable project implementation costs to proposed land developments in the Elgin Far West area.

Costs were allocated by first determining the percentage of total traffic generated by each development at a particular location and applying this percentage to the total project improvement cost for that location in order to determine how much of the total cost would be attributable to each development. The costs attributable to each development were then summed for all locations to arrive at the total estimated cost by development.

The City, County, and State would be responsible for approximately thirty six percent of the improvement cost. This is directly proportional to the volume of background traffic on the future network. If all of the remaining cost were allocated to proposed land development as described above, the average cost per residential unit would be $6,400, and the average cost per square-foot of commercial floor area would be $4.40.

The planning process calls for incrementally improving the network to reach an acceptable level of service. The 2020 Plan was used to determine the appropriate allocation of costs to land developments. The 2010 Interim Plan helped to identify projects that should be completed first.

N

1" = 3000'

McCornack Rd.

Big Timber Rd.

Highland Ave.

Randall Rd.

Switzer Rd.

Coombs Rd.

20

Plank Rd.

Muirhead Rd.

Russell Rd.

Detail 1

Detail 2

Larkin

Detail 3

Nesler Rd.

Water Rd.

Bowes Rd.

Crawford Rd.

Nolan Rd.

Hopps Rd.

Lenz Rd.

McDonald Rd.

Corron Rd.

Stevens Rd.

Randall Rd.

Umbdenstock Rd.

Silver Glen Rd.

Two-Way Stop Controlled	All-way Stop Controlled	Signalized	LOS
STOP	STOP		A, B, C
STOP	STOP		D
STOP	STOP		E
STOP	STOP		F

Study Area

New Roadway

X Eliminated Roadway Segments

Intersection Approach Geometry

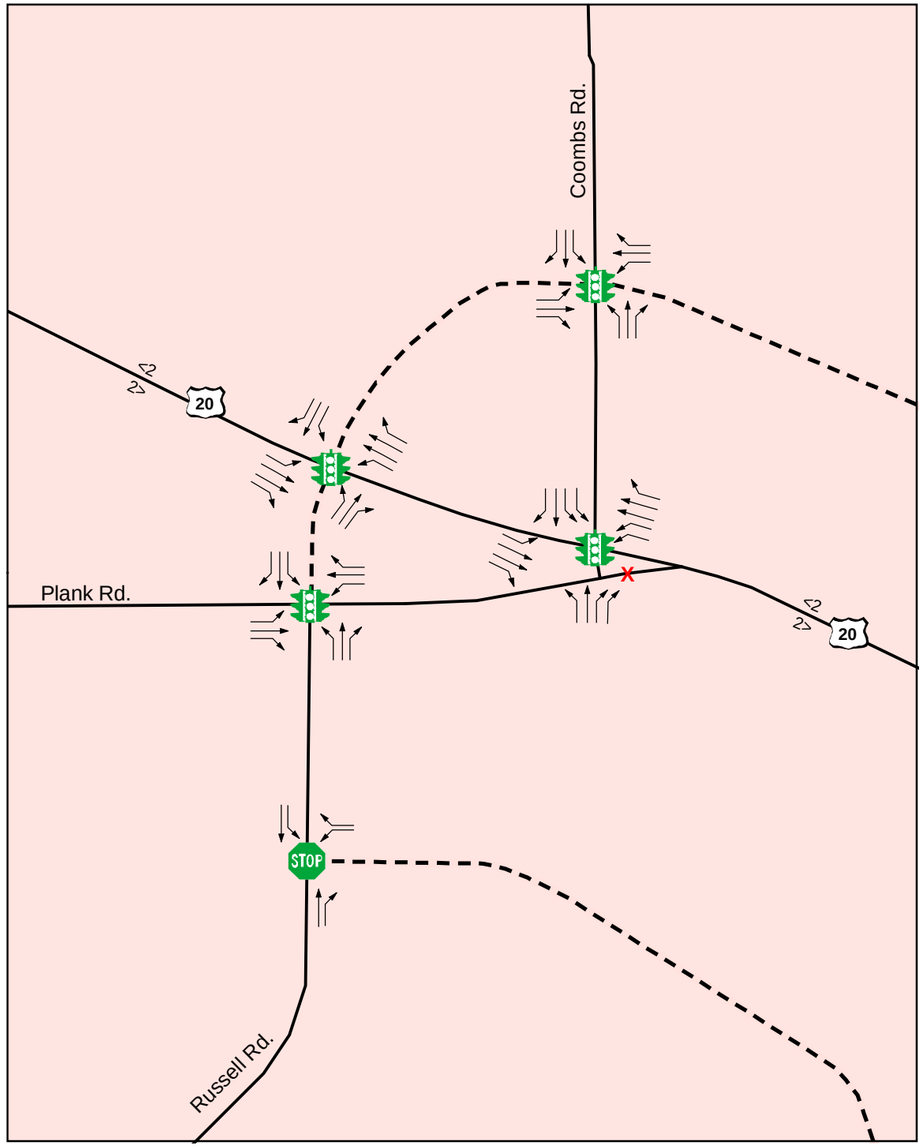
3> Number of Lanes on Segment by Direction

CH2MHILL

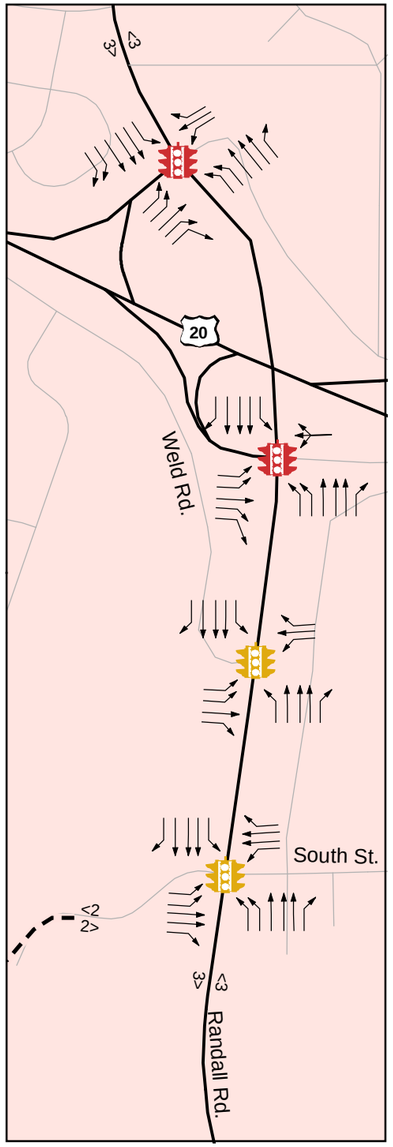
Elgin Far West Planning Area
2020 Ultimate Transportation Plan

Figure 15

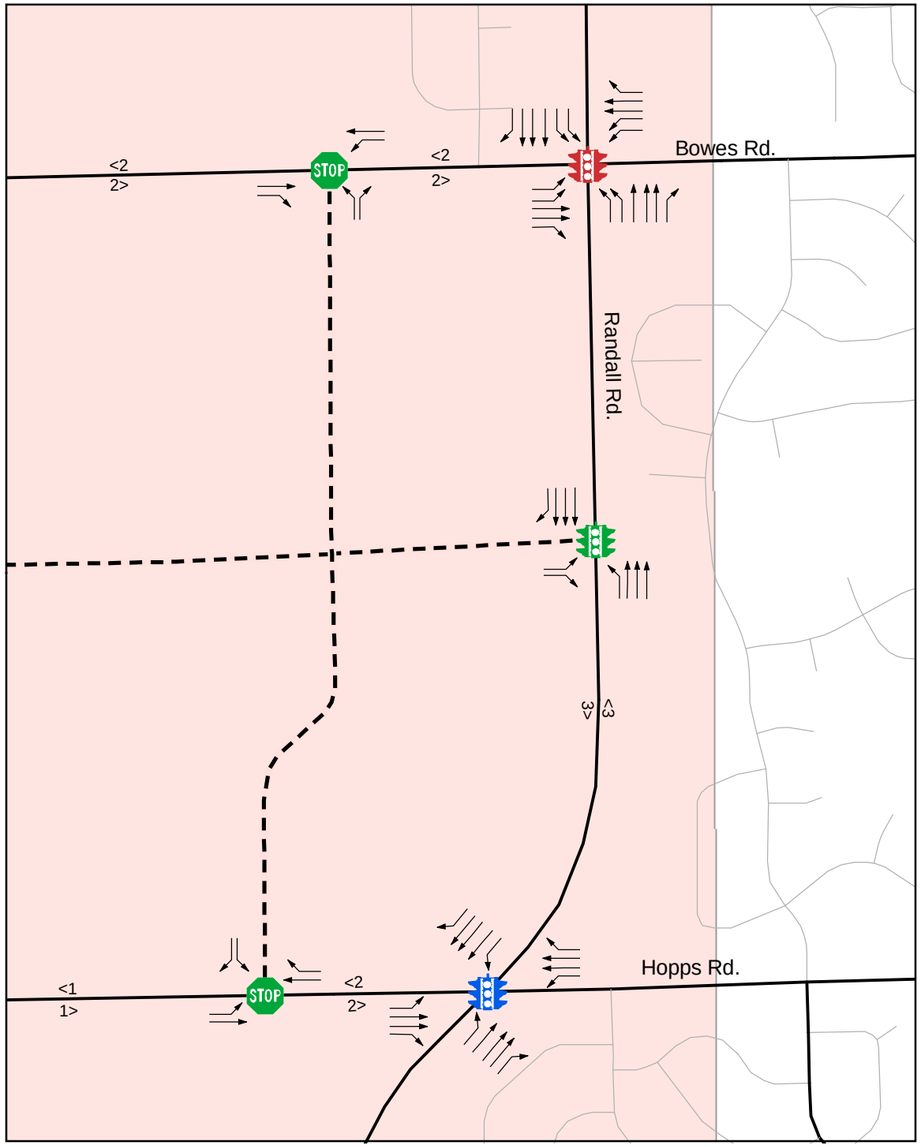
Kane County Transportation Planning Area Study



Detail 1



Detail 2



Detail 3

N

1" = 750'

Two-Way Stop Controlled	All-way Stop Controlled	Signalized	LOS
STOP	STOP		A, B, C
STOP	STOP		D
STOP	STOP		E
STOP	STOP		F

Study Area
New Roadway
X Eliminated Roadway Segments
Intersection Approach Geometry
3> Number of Lanes on Segment by Direction

Elgin Far West Planning Area
2020 Ultimate Transportation Plan
Detail Sheet

Figure 15A
Kane County Transportation Planning Area Study

Synopsis of Report

Sugar Grove, Aurora, Montgomery Planning Area

Transportation Improvement Plan

Prepared by *CH2M HILL*

November 2003

In October 2000, the Kane County Division of Transportation and CH2M HILL began a planning study to develop a recommended set of transportation improvements for areas within the County. The project consists of two phases; first, a countywide assessment of existing and future conditions, and then a more detailed study of transportation issues within a designated planning area. This report pertains to the Sugar Grove, Aurora, Montgomery (SAM) Planning Area.

Previous 2020 travel forecasts for Kane County were based on population and employment projections by the Northeastern Illinois Planning Commission (NIPC). It was found that employment growth was fully represented in the NIPC forecast, but that residential growth was underestimated. In adjusting the Kane County travel forecasting model, 8,870 households were added in the SAM area, creating an increase in population of approximately 24,600 over the prior estimate. The prior employment forecast was increased by 480 workers.

Performance of transportation facilities in the SAM area under future conditions (2020) was measured to identify roadways that would operate poorly. Considering all roadways including the tollway, 70 percent of lane-miles would be congested.

The process followed in developing a transportation plan in the SAM area was to first address a system of collector roads and then augment this with improved arterials.

The collector-based plan would improve local connectivity by adding an in-fill network to link land uses throughout the area, but the addition of collector roads alone would do little to improve the regional connectivity. Daily system-wide delay and congestion would be reduced. The proposed collector-based plan would also assist in establishing roads to connect future developments, and may even be partially constructed by the developers. The augmented collector road system would account for 54 percent of the area's lane-miles of roadway.

Once the collector road network had been established, modeled arterial improvements were added to create a network having sufficient capacity to meet anticipated traffic demand. The candidate roadway improvements were stratified into categories of major, secondary, or regional significance and cost estimates were determined for each of the individual improvements. The major improvements were modeled individually to determine the relative impact on the overall system performance. System performance for the alternative was then graphed against the cumulative cost of the alternative to compare the effectiveness of the improvements. The optimal performing improvement related to cost was selected as the first priority. The process was repeated by combining the remaining improvements with the one

selected previously and completing an independent assessment until the cost of adding improvements would not change the overall network performance.

The recommended plan for the SAM area would encompass a full range of transportation solutions. Improvements would be made to both the collector and arterial systems to create a complete roadway network. The cost of the improvements would be distributed among the county and municipal agencies as well as to future development, creating a joint effort to improve transportation performance. Transit and pedestrian/bike trail improvements are also planned for the area. Additionally, the recommended plan would incorporate access management.

The plan would also recognize the importance of regional connectivity by incorporating improvements with a more regional scope. The proposed Prairie Parkway was also identified as another potential regional improvement affecting the SAM area, but it was agreed with the SAM planning group that it should not be considered at this point in the planning process. When a preferred alignment of the Prairie Parkway has been selected, the SAM plan can be reevaluated to address changes in land use and traffic patterns.

Estimated total cost of the recommended transportation improvements (construction and right-of-way) in the SAM area would amount to approximately $320 million. This includes $150 million for development of the collector road network. Widening the arterials, as opposed to full reconstruction would save $60 million, for a total construction cost of $260 million. The cost estimate excludes the cost of regional connections, transit, and bike/ pedestrian facilities.

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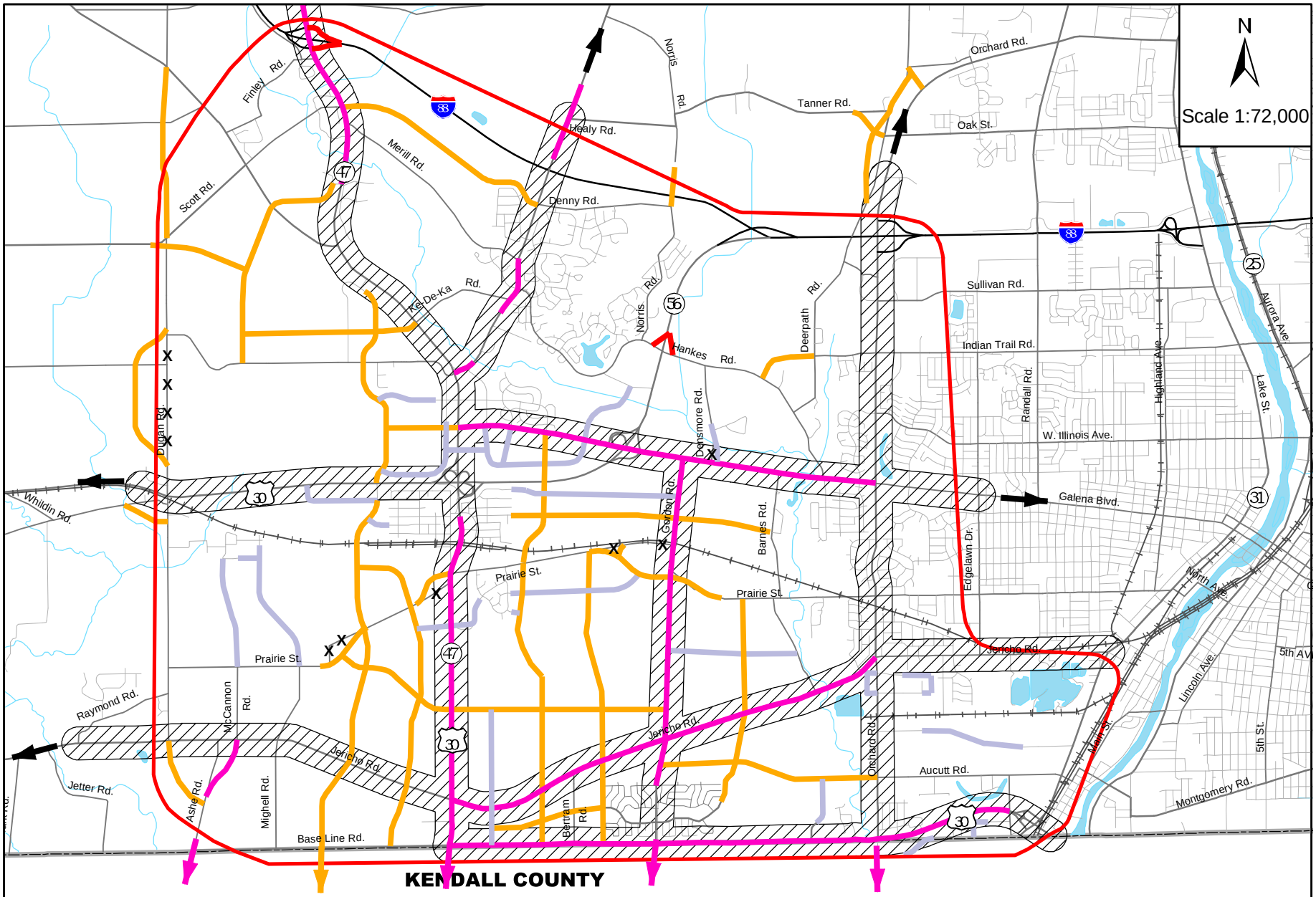


SAM Boundary
Corridor Management
Improved Facilities
Minor Collector
Major Collector
Arterial
Interchange

See Table 4 for Recommended Improvements

SAM Planning Area
Recommended Roadway Plan

Figure 14
Kane County Transportation Planning Area Study

Synopsis of Report

Kane County Impact Fee Study

Prepared by *CH2M HILL*

January 2004

The Kane County Impact Fee Program was a transportation study examining the impact of future development on county roads. The development of the program followed enabling IL legislation (605 ILCS 5/5 901 et seq.).

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."*

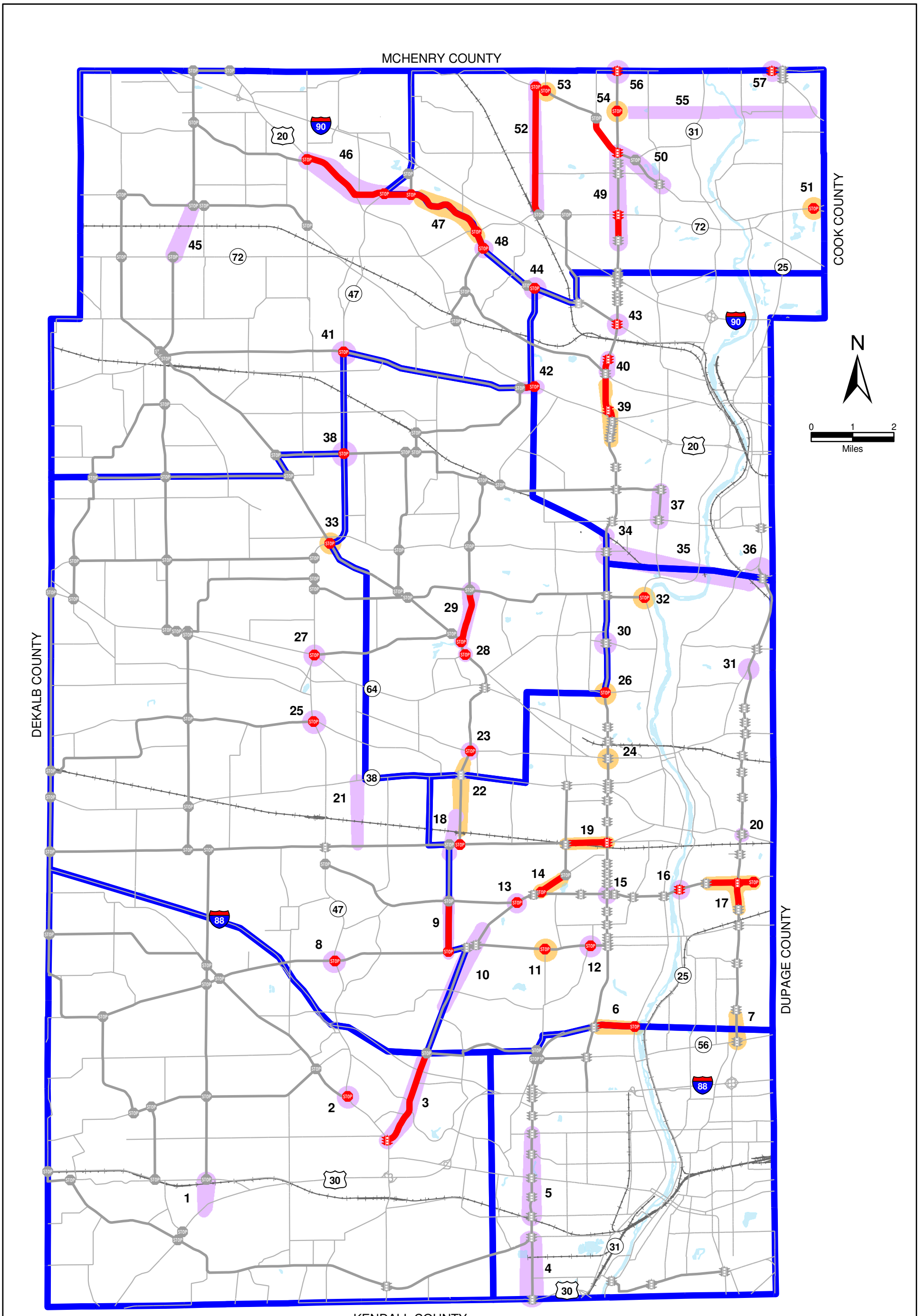
Following the impact fee program developed by Dupage County, the Kane County impact fee program uses a "needs based" approach in the determination of the fees. This approach is based on a conservative estimate of the impact each development will have on the county highways in its traffic district. The impact is estimated for various classes of land use by determining the number of vehicle trips a development will usually generate during the roadway design hour, and how far these vehicles are likely to travel over the county highway system. Under the premise that the county highway system is being fully utilized at the time in which a new development begins operating, it is the additional demand for highway capacity that is subject to impact fees. The gross fee was determined by calculating the additional lane miles that would be required to maintain a satisfactory roadway level-of-service, and by multiplying those roadway miles by the average cost of constructing one lane-mile of highway in Kane County.

A key component of the program is the Comprehensive Road Improvement Plan (CRIP). The ten-year Comprehensive Road Improvement Plan is a document required of each unit of local government wanting to implement an Impact Fee Program. The Plan's primary function is to support the goals set forth in the legislation by establishing a rational program for collection and distribution of road improvement impact fees in Kane County based on need for additional capacity.

Another objective of the Plan is to demonstrate the methods and procedures used to establish the impact of new developments. It is a specific requirement of the Road Improvement Impact Fee legislation that the implementing agency follow a reasonable set of procedures in implementing an impact fee program. Because the CRIP is designed to pertain only to roads under the Kane County jurisdiction, recommendations for short and

long-range improvements on roads maintained solely by other agencies are not included in the project list. Although, intersections with County roads and facilities that are under the jurisdiction of State and local agencies are included in the CRIP.

The Kane County Road Improvement Impact Fee Ordinance was approved by the County Board on January 13, 2004 and fee collection commenced on April 1, 2004.



Year 2013	Signalized Intersections	Unsignalized Intersections	County Road Segments
Acceptable LOS			
Deficient LOS			

See Table 8-1 for the Road Improvement Program

Service Area Boundary

Projects

Impact Fee Eligible

Not Impact Fee Eligible

Kane County Comprehensive Road Improvement Plan

Figure 8-1
Kane County FY 2004-2013
Comprehensive Road Improvement Plan Map

Table 8-1: Kane County FY 2004-2013 Comprehensive Road Improvement Plan

Project Number	Road	Location	Project Length (MI)	Estimated Engineering & Construction Cost (mil)	Estimated ROW Cost (mil)	Total Estimated Cost (mil)	Estimated County Portion of Cost (mil)	Type of Project	Project Year of Construction	Impact Fee Eligible	Service Area	Jurisdiction
22	La Fox Rd.	North of Keslinger Rd. to South of Campton Hills Dr.	NA	$1.28	$0.05	$1.33	$0.33	CH, SI	2004	No	Campton Hills/Tri - Cities	KC, IDOT
37	McLean Rd.	Hopps Rd. to Bowes Rd.	0.76	$8.40	$0.50	$8.90	$8.90	CH, WI	2004	Yes	Greater Elgin	KC
			2004 Cost	**$9.68**	**$0.55**	**$10.23**	**$9.23**					
5	Orchard Rd.	Prairie St. to Indian Trail Rd.	1.89	$13.21	$0.05	$13.26	$13.26	CH, WI	2005	Yes	Aurora	KC
7	Kirk Rd.	IL 56 to Wind Energy Pass Rd.	NA	$6.10	$2.15	$8.25	$2.06	CH, WI	2005	No	Aurora	KC, IDOT
36	Dunham Rd.	at Stearns Rd./IL 25	NA	$16.40	$6.00	$22.40	$11.20	IN, RA	2005	Yes	Tri - Cities/Greater Elgin	KC, IDOT
21	Anderson Rd.	Extension		$13.00	$0.00	$13.00	$1.50	NR	2005	Yes	West Central	KC
24	Randall Rd.	at IL 64	NA	$11.72	$9.00	$20.72	$5.00	CH, WI	2005	No	Tri - Cities	KC, IDOT
4	Orchard Rd.	U.S. 30 to Jericho Rd.	1.3	$17.29	$1.20	$18.49	$18.49	CH, WI	2005	Yes	Aurora	KC
			2005 Cost	**$77.72**	**$18.40**	**$96.12**	**$51.51**					
11	Main St.	at Nelson Lake Rd.	NA	$0.66	$0.04	$0.70	$0.70	CH, SI, RS	2006	No	Tri - Cities	KC, Local
12	Main St.	at Deerpath Rd.	NA	$0.97	$0.04	$1.00	$1.00	CH, SI, RS	2006	Yes	Tri - Cities	KC, Local
42	Plank Rd.	Russell Rd. to U.S. 20	0.35	$0.66	$0.07	$0.73	$0.24	CH, SI, RS	2006	Yes	Northwest/Campton Hills/Greater Elgin	KC, IDOT
18	Bunker Rd.	Extension		$12.35	$0.00	$12.35	$5.00	IN, RA	2006	Yes	Tri - Cities	KC
10	Bliss Rd.	Realignment to Fabyan Pkwy.		$0.30	$0.00	$0.30	$0.30	CH, RA	2006	Yes	West Central/Tri - Cities	KC
20	Kirk Rd.	at IL 38	NA	$6.07	$2.00	$8.07	$4.04	CH	2006	Yes	Tri - Cities	KC, IDOT
3	Bliss Rd.	IL 47 to Healey Rd.	2.38	$0.82	$0.00	$0.82	$0.41	CH, RS	2006	Yes	Southwest	KC, IDOT
15	Randall Rd.	at Fabyan Pkwy.	NA	$7.25	$0.00	$7.25	$2.00	CH, WI	2006	Yes	Tri - Cities	KC
			2006 Cost	**$29.08**	**$2.14**	**$31.23**	**$13.69**					
30	Randall Rd.	at Red Gate Rd.	NA	$0.75	$0.00	$0.75	$0.75	CH	2007	Yes	Campton Hills/Tri - Cities	KC
19	Keslinger Rd.	Peck Rd. to Randall Rd.	1.00	$0.50	$0.00	$0.50	$0.50	CH, RS	2007	No	Tri - Cities	KC
52	Galligan Rd.	IL 72 to Huntley Rd.	3.13	$0.44	$0.11	$0.55	$0.55	CH, RS	2007	Yes	Upper Fox	KC
53	Huntley Rd.	East of Galligan Rd. to Square Barn.	1.67	$0.66	$0.11	$0.77	$0.77	CH, SI, RS	2007	No	Upper Fox	KC, Local
23	La Fox Rd.	at Campton Hills Dr.	NA	$4.30	$0.06	$4.36	$4.36	CH, RS	2007	Yes	Campton Hills	KC, Local
33	Burlington Rd.	at IL 47	NA	$1.63	$0.07	$1.71	$0.85	CH, SI, RS	2007	No	West Central/Campton Hills	KC, IDOT
48	Big Timber Rd.	at Damisch Rd.	NA	$0.44	$0.05	$0.49	$0.49	CH, RS	2007	Yes	Northwest/Upper Fox	KC
9	Bunker Rd.	Main St. to Hughes Rd.	1.22	$0.66	$0.08	$0.74	$0.74	SI, CH, RS	2007	Yes	West Central/Tri - Cities	KC
14	Kaneville Rd.	Fabyan Pkwy. To Peck Rd.	NA	$0.30	$0.00	$0.30	$0.30	CH, SI	2007	No	Tri - Cities	KC
47	Big Timber Rd.	East of Manning Rd. to West of Damisch Rd.	2.43	$1.63	$0.14	$1.78	$0.89	CH, SI, RS	2007	No	Northwest/Upper Fox	KC, IDOT
54	Randall Rd.	at Longmeadow Pkwy.	NA	$0.26	$0.04	$0.30	$0.30	CH, SI	2007	No	Upper Fox	KC
35	Stearns Rd.	Bridge Corridor		$65.00	$20.00	$85.00	$8.50	BC	2007	Yes	Tri - Cities	KC
			2007 Cost	**$76.59**	**$20.66**	**$97.25**	**$19.01**					

Project Number	Road	Location	Project Length (MI)	Estimated Engineering & Construction Cost (mil)	Estimated ROW Cost (mil)	Total Estimated Cost (mil)	Estimated County Portion of Cost (mil)	Type of Project	Project Year of Construction	Impact Fee Eligible	Service Area	Jurisdiction
13	Fabyan Pkwy.	at Hughes Rd.	NA	$0.75	$0.18	$0.93	$0.93	CH, SI, RS	2008	Yes	Tri - Cities	KC
50	Huntley Rd.	Randall Rd. to Sleepy Hallow Rd.	1.31	$3.06	$0.25	$3.31	$3.31	IN, WI	2008	Yes	Upper Fox	KC
8	Main St.	at IL 47	NA	$1.42	$0.07	$1.49	$0.74	CH, RS	2008	Yes	West Central	KC, IDOT
28	Burlington Rd.	at Old LaFox Rd.	NA	$0.66	$0.11	$0.77	$0.77	CH, SI, RS	2008	Yes	Campton Hills	KC
29	Corron Rd.	Burlington Rd. to Silver Glen Rd.	1.29	$1.49	$0.07	$1.56	$1.56	CH, SI, RS	2008	Yes	Campton Hills	KC
43	Randall Rd.	at Big Timber Rd.	NA	$0.42	$0.04	$0.46	$0.46	CH	2008	Yes	Greater Elgin	KC
55	Longmeadow Pkwy.	Bridge Corridor		$64.00	$10.00	$74.00	$7.40	BC	2008	Yes	Upper Fox	KC
34	Randall Rd.	at IC RR	NA	$16.20	$0.20	$16.40	$16.40	GS	2008	Yes	Greater Elgin	KC
			2008 Cost	**$87.99**	**$10.92**	**$98.91**	**$31.57**					
31	Dunham Rd.	at Kirk Rd.	NA	$0.22	$0.00	$0.22	$0.22	SI	2009-2013	Yes	Tri - Cities	KC
26	Randall Rd.	at Crane Rd.	NA	$1.05	$0.07	$1.12	$1.12	CH, RS	2009-2013	No	Campton Hills/Tri - Cities	KC, Local
1	Dauberman/Granart	Realignment		$9.23	$1.50	$10.73	$10.73	RA	2009-2013	Yes	Southwest	KC
17	Fabyan Pkwy.	Fabyan Pkwy./Kirk Rd. Area	1.80	$0.47	$0.14	$0.61	$0.61	CH	2009-2013	No	Tri - Cities	KC
6	Mooseheart Rd.	Randall Rd. to IL 31	0.99	$0.71	$0.06	$0.77	$0.26	CH, SI, RS	2009-2013	No	Aurora	KC, IDOT
16	Fabyan Pkwy.	at IL 25	NA	$0.25	$0.07	$0.33	$0.16	CH	2009-2013	Yes	Tri - Cities	KC, IDOT
32	Silver Glenn Rd.	at IL 31	NA	$0.68	$0.04	$0.72	$0.36	CH, SI, RS	2009-2013	No	Tri - Cities	KC, IDOT
27	Empire Rd.	at IL 47	NA	$1.42	$0.14	$1.56	$0.78	CH, RS	2009-2013	Yes	West Central	KC, IDOT
38	Plato Rd.	at IL 47	NA	$1.49	$0.14	$1.63	$0.82	CH, AWS, RS	2009-2013	Yes	West Central/Campton Hills/Northwest	KC, IDOT
41	Plank Rd.	at IL 47	NA	$1.01	$0.14	$1.15	$0.58	CH, SI, RS	2009-2013	Yes	Campton Hills/Northwest	KC, IDOT
40	Randall Rd.	Highland Ave. to North of Royal Blvd.	0.64	$2.37	$0.42	$2.80	$2.80	CH, RS	2009-2013	Yes	Greater Elgin	KC
39	Randall Rd.	South of South St. to South of Highland Ave.	1.4	$38.56	$1.12	$39.68	$7.94	IC, CH, WI, RS	2009-2013	No	Greater Elgin	KC, IDOT
44	Big Timber Rd.	at Coombs Rd.	NA	$0.22	$0.04	$0.25	$0.25	CH, SI	2009-2013	Yes	Northwest/Greater Elgin/Upper Fox	KC, Local
46	Big Timber Rd.	Brier Hill Rd. to Manning Rd.	3.16	$2.87	$0.18	$3.05	$1.80	CH, SI, RS	2009-2013	Yes	Northwest	KC, IDOT
49	Randall Rd.	Joy Ln. to Huntley Rd.	2.84	$10.34	$1.13	$11.47	$11.47	CH, WI, RS	2009-2013	Yes	Upper Fox	KC
56	Randall Rd.	at N. County Line Rd.	NA	$0.25	$0.14	$0.40	$0.40	CH	2009-2013	Yes	Upper Fox	KC
51	Penny Rd.	at IL 68	NA	$0.68	$0.04	$0.72	$0.24	CH, SI, RS	2009-2013	No	Upper Fox	KC, IDOT
57	Lake Cook Rd.	at Algonquin Rd.	NA	$0.16	$0.04	$0.20	$0.07	CH	2009-2013	Yes	Upper Fox	KC, IDOT
2	Harter Rd.	at IL 47	NA	$0.09	$0.00	$0.09	$0.03	CH	2009-2013	Yes	Southwest	KC, IDOT
25	Beith Rd.	at IL 47	NA	$1.42	$0.05	$1.47	$0.73	CH	2009-2013	Yes	West Central	KC, IDOT
45	French/Harmony	Realignment		$9.70	$1.50	$11.20	$11.20	RA	2009-2013	Yes	Northwest	KC
			2009 - 2013 Cost	**$83.19**	**$6.96**	**$90.15**	**$52.55**					
			Total	**$364.25**	**$59.63**	**$423.88**	**$177.56**			41	Impact Fee Eligible Projects	

Notes: 1 Type of Improvement

AWS - All-Way Stop Controlled	NR - New Road
BC - Fox River Bridge Corridor	RA - Realignment
CH – Channelization	RS – Resurfacing
GS - Grade Separation	SI - Signalization
IN - Intersection Improvements	WI – Widening
IR - Intersection Reconstruction	IC - Interchange

2 Project 39 cost estimate assumes no additional ROW will be required for the interchange.

Synopsis of Report

Northwest Kane County Planning Area

Transportation Improvement Plan

Prepared by *CH2M HILL*

May 2004

In October 2000, the Kane County Division of Transportation and CH2M HILL began a planning study to develop a recommended set of transportation improvements for areas within the County. The project consists of two phases; first, a countywide assessment of existing and future conditions, and then a more detailed study of transportation issues within a designated planning area.

In May 2003, the Kane County Department of Transportation initiated a sub-area planning study of Northwest portion of the County. Several communities in this area were engaged in the planing process including, Huntley, Hampshire, Gilberts, Elgin, Pingree Grove, and Burlington. In addition, development that would be projected to occur west and north of the Kane County line was also considered. For this reason, anticipated growth in the southern part of McHenry County and the eastern portion of DeKalb County in the vicinity of the planning area was investigate. To evaluate this growth, a comparison was made of the 2030 socioeconomic forecasts by NIPC and the projected development from the local communities in the Northwest Planning Area. It was found that employment growth was fully represented in the NIPC forecast, but that residential growth was underestimated. In adjusting the Kane County travel forecasting model, 3,006 households were added in the Northwest area, creating an increase in population of approximately 8,300 over the prior estimate.

Projected traffic increases in the Northwest Planning area would be appreciable. The largest increases would occur on the I-90, IL 47, IL 72, U.S. 20, and Big Timber Road. Performance of transportation facilities in the Northwest area under future conditions (2030) was measured to identify roadways that would operate poorly. Considering all roadways including the tollway, 51 percent of lane-miles would be congested.

Two basic strategies were explored to improve transportation service in the Northwest Planning area. One strategy, referred to as the *arterial-based strategy,* would rely primarily on arterial improvements to upgrade transportation service. The second strategy, referred to as the *collector-based strategy*, would rely primarily on a collector roadway network to distribute local trips in the area.

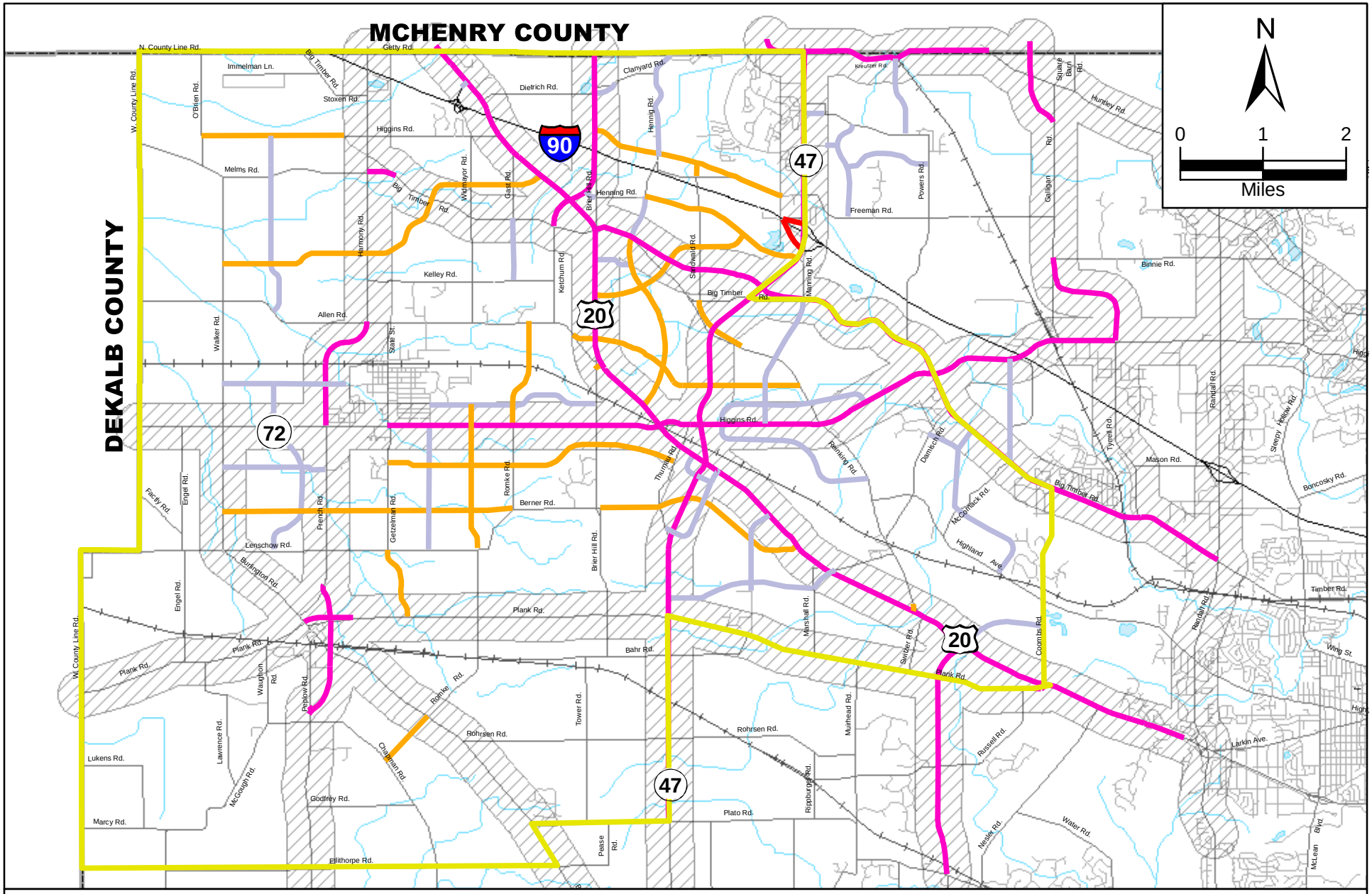
The collector roads would provide an infill street network to accommodate local traffic. The collectors would be effective in removing local traffic from the arterial roads, thereby providing for enhanced mobility on the arterials. Collector roads also would provide safe access to abutting residential areas and would help to control access onto the arterials.

Either the arterial-based or collector-based strategies would ease congestion on arterial highways in the Northwest Planning Area. Both strategies also would be effective in

accomplishing the project objectives. The arterial-based would improve regional connectivity, but would do little to improve local circulation. The collector–based strategy would provide local connectivity, but would not substantially benefit longer regional trips.

The recommended plan for the Northwest area would improve traffic performance on both the collector and arterial systems. The cost of the improvements would be distributed among the county and municipal agencies as well as future development creating a joint effort to improve transportation performance. Transit and pedestrian/bike trail improvements are also planned for the area. Additionally, the recommended plan would incorporate access management. The plan would recognize the importance of regional connectivity by incorporating improvements that are more regional in scope.

The estimated cost for the recommended transportation improvements would be approximately $540 million. This includes $225 million for development of the collector road and $315 million to reconstruct the arterials. The cost estimate excludes the cost of the regional connectors, transit improvements, and bike/pedestrian facilities.



NWKC Planning Area
Recommended Roadway Plan

Figure 13
Kane County Transportation Planning Area Study

Appendix B

Model Output - 2003

Jurisdiction Summary

(Summary of links with Rte Code)

Jurisdiction	Distance (miles)		Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
Interstate	93.7	8.5%	46.9	8.5%	211	14.9%	2,167,210	32.1%	37,282	22.0%	512	15.1%
US Highway	62.8	5.7%	31.4	5.7%	71	5.0%	279,754	4.1%	6,660	3.9%	58	1.7%
State Highway	330.1	29.8%	165.0	29.8%	432	30.5%	2,561,775	37.9%	73,524	43.4%	2,055	60.5%
County	620.5	56.0%	310.3	56.0%	701	49.5%	1,745,108	25.8%	51,747	30.6%	772	22.7%
Other	1.4	0.1%	0.7	0.1%	1	0.1%	1,188	0.0%	34	0.0%	0	0.0%
	1,108.6		554.3		1,416.2		6,755,034.8		169,246.2		3,397.0	

Functional Class Summary

(Summary of ALL links)

Route	Distance (miles)		Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
Collector	1,022.2	45.1%	511.1	45.1%	1,065	40.0%	1,454,211	16.0%	50,807	20.6%	1,745	26.2%
County Freeway & SRA	284.6	12.6%	142.3	12.6%	413	15.5%	2,554,148	28.2%	73,753	29.9%	1,824	27.4%
Freeways and Ramps	121.7	5.4%	60.9	5.4%	256	9.6%	2,446,911	27.0%	43,467	17.6%	994	14.9%
Minor Arterials	426.7	18.8%	213.3	18.8%	453	17.0%	711,079	7.8%	22,517	9.1%	580	8.7%
Principal Arterials	410.9	18.1%	205.5	18.1%	473	17.8%	1,901,738	21.0%	56,353	22.8%	1,518	22.8%
	2,266.1		1,133.1		2,659.8		9,068,087.3		246,896.1		6,661.2	

County Road Functional Class Summary

(Summary of links with Rte Code < 110)

Route	Distance (miles)		Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
Collector	28.7	4.6%	14.4	4.6%	29	4.1%	20,308	1.2%	636	1.2%	1	0.2%
County Freeway & SRA	95.9	15.5%	48.0	15.5%	176	25.1%	1,233,610	70.7%	36,548	70.6%	667	86.4%
Minor Arterials	330.9	53.3%	165.4	53.3%	331	47.2%	289,641	16.6%	8,803	17.0%	30	3.9%
Principal Arterials	165.0	26.6%	82.5	26.6%	165	23.6%	201,550	11.5%	5,759	11.1%	73	9.5%
	620.5		310.3		700.5		1,745,108.3		51,747.0		771.9	

Summary by Level of Service

(Summary of links with Rte Seg Codes)

Route	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD
A	1,269.6	634.8	1,325	1,174,257	28,558	0
B	346.0	173.0	399	1,189,945	32,388	19
C	207.1	103.5	298	1,741,404	43,828	248
D	140.5	70.3	218	1,241,791	35,520	480
E	162.5	81.2	250	2,322,817	59,021	1,729
F	116.4	58.2	145	1,256,625	42,562	3,320
	2,242.0	1,121.0	2,635.1	8,926,839.5	241,877.4	5,796.1

County Road LOS Summary

(Summary of links with Rte Code < 110)

LOS	Distance (miles)		Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
A	459.9	74.0%	230.0	74.0%	460	65.6%	291,887	16.7%	8,452	16.3%	0	0.0%
B	52.5	8.5%	26.3	8.5%	63	9.0%	209,171	12.0%	6,046	11.7%	1	0.2%
C	36.3	5.8%	18.2	5.8%	56	8.0%	308,312	17.7%	9,176	17.7%	44	5.6%
D	39.8	6.4%	19.9	6.4%	76	10.9%	549,926	31.5%	15,989	30.9%	198	25.7%
E	17.1	2.7%	8.5	2.7%	21	3.0%	157,880	9.0%	4,650	9.0%	111	14.4%
F	15.8	2.5%	7.9	2.5%	25	3.6%	229,034	13.1%	7,470	14.4%	418	54.1%
	621.5		310.7		701.5		1,746,210.9		51,783.7		771.9	

Summary by Planning Partnership Area (PPA)

(Summary of links with Rte Seg Codes)

PPA	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Speed	Weighted VC	LOS
Upper Fox	213.7	106.9	260	1,385,649	36,099	831	38.39	0.79	E
Greater Elgin	238.1	119.1	339	1,919,052	54,135	2,214	35.45	0.82	E
Tri-Cities	377.2	188.6	459	1,786,111	54,972	1,150	32.49	0.74	D
Aurora Area	323.2	161.6	420	2,094,240	58,474	1,548	35.81	0.74	D
Campton Hills	169.1	84.6	169	207,674	5,772	11	35.98	0.37	B
Northwest	308.4	154.2	322	549,329	11,338	24	48.45	0.41	B
West Central	345.1	172.6	383	632,004	12,564	12	50.30	0.28	B
Southwest	267.2	133.6	283	352,782	8,524	7	41.39	0.31	B

Summary by Planning Partnership Area (PPA) and Road Jurisdiction

(Summary of links with Rte Seg Codes - including RTE codes = 0 - NO CENTROID CONNECTORS)

Jurisdiction	Distance (miles)		Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	Sum of Volume	
Aurora Area													
Interstate	19.5	17.54%	9.8	17.54%	50	28.41%	666,620	47.95%	12,183	35.20%	203.4	487,907	20.46%
US Highway	4.8	4.33%	2.4	4.33%	5	2.75%	41,311	2.97%	1,304	3.77%	52.3	65,899	2.76%
State Highway	35.4	31.84%	17.7	31.84%	51	28.95%	290,931	20.93%	9,012	26.04%	201.4	787,515	33.03%
County	32.0	28.76%	16.0	28.76%	42	23.88%	202,646	14.58%	5,801	16.76%	43.3	360,304	15.11%
Other	19.5	17.52%	9.7	17.52%	28	16.01%	188,709	13.57%	6,312	18.24%	678.8	682,480	28.63%
	111.3		55.6		175		1,390,217		34,612			2,384,105	
Campton Hills													
State Highway	18.4	21.94%	9.2	21.94%	18	21.94%	86,032	54.87%	1,985	47.54%	9.3	114,409	51.13%
County	65.4	78.06%	32.7	78.06%	65	78.06%	70,769	45.13%	2,190	52.46%	0.0	109,331	48.87%
	83.8		41.9		84		156,801		4,175			223,740	
Greater Elgin													
Interstate	13.0	11.49%	6.5	11.49%	39	20.73%	512,818	35.89%	9,393	25.15%	149.6	557,181	20.98%
US Highway	10.3	9.14%	5.2	9.14%	17	8.88%	108,528	7.60%	2,293	6.14%	3.5	263,924	9.94%
State Highway	34.1	30.17%	17.1	30.17%	47	24.97%	430,144	30.11%	13,914	37.25%	919.2	947,646	35.68%
County	32.4	28.69%	16.2	28.69%	49	26.00%	274,703	19.23%	8,219	22.01%	129.0	440,188	16.58%
Other	23.2	20.51%	11.6	20.51%	36	19.41%	102,588	7.18%	3,531	9.45%	330.5	446,680	16.82%
	113.1		56.5		188		1,428,782		37,350			2,655,619	
Northwest													
Interstate	13.1	6.51%	6.6	6.51%	26	12.17%	260,931	52.76%	4,024	41.27%	10.5	170,224	36.45%
US Highway	23.2	11.54%	11.6	11.54%	24	11.20%	53,339	10.78%	1,220	12.51%	0.0	77,378	16.57%
State Highway	28.4	14.11%	14.2	14.11%	28	13.19%	109,873	22.21%	2,446	25.09%	3.6	111,435	23.86%
County	111.8	55.57%	55.9	55.57%	112	51.96%	58,645	11.86%	1,736	17.80%	0.0	73,661	15.77%
Other	24.7	12.27%	12.4	12.27%	25	11.48%	11,817	2.39%	325	3.33%	2.6	34,313	7.35%
	201.3		100.6		215		494,606		9,750			467,011	

Jurisdiction	Distance (miles)		Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	Sum of Volume	
Southwest													
US Highway	24.4	15.23%	12.2	15.23%	26	14.58%	76,576	29.14%	1,843	31.03%	2.3	100,209	26.75%
State Highway	16.4	10.21%	8.2	10.21%	31	17.66%	108,477	41.28%	1,914	32.22%	0.0	147,929	39.48%
County	102.4	63.87%	51.2	63.87%	102	58.04%	71,507	27.21%	2,014	33.90%	1.9	102,990	27.49%
Other	17.2	10.69%	8.6	10.69%	17	9.72%	6,204	2.36%	169	2.85%	0.0	23,554	6.29%
	160.4		80.2		176		262,763		5,939			374,682	
Tri-Cities													
State Highway	81.6	42.28%	40.8	42.28%	116	42.72%	715,722	46.67%	21,889	47.20%	448.7	1,559,550	50.44%
County	111.4	57.72%	55.7	57.72%	156	57.28%	817,889	53.33%	24,485	52.80%	527.7	1,532,555	49.56%
	192.9		96.5		272		1,533,611		46,374			3,092,105	
Upper Fox													
Interstate	10.4	7.31%	5.2	7.31%	21	11.20%	355,946	27.69%	5,887	18.02%	148.9	68,636	4.53%
State Highway	57.6	40.62%	28.8	40.62%	82	44.01%	636,769	49.54%	17,781	54.43%	460.8	1,055,951	69.63%
County	52.0	36.69%	26.0	36.69%	61	33.02%	206,433	16.06%	6,115	18.72%	70.0	264,283	17.43%
Other	21.8	15.38%	10.9	15.38%	22	11.77%	86,231	6.71%	2,884	8.83%	110.5	127,710	8.42%
	141.8		70.9		185		1,285,380		32,667			1,516,580	
West Central													
Interstate	37.8	17.48%	18.9	17.48%	76	29.75%	370,894	61.81%	5,796	49.77%	0.0	58,464	15.64%
State Highway	58.2	26.93%	29.1	26.93%	58	22.92%	183,826	30.64%	4,584	39.37%	11.6	268,498	71.83%
County	113.0	52.31%	56.5	52.31%	113	44.53%	42,516	7.09%	1,187	10.19%	0.0	41,593	11.13%
Other	7.1	3.28%	3.5	3.28%	7	2.79%	2,781	0.46%	78	0.67%	0.0	5,251	1.40%
	216.1		108.0		254		600,018		11,644			373,806	

Area Routes Summary

(Summary of links with a route code > 0)

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
1	W. County Line Rd.	20.6	10.3	20.6	2,673	76	0.0	35.0
2	Burlington Rd.	23.7	11.8	23.7	43,514	1,307	0.0	33.3
3	Allen Rd.	5.4	2.7	5.4	7,871	225	0.0	34.9
4	Perry Rd.	17.7	8.8	17.7	9,613	275	0.0	35.0
5	Silver Glen R.	16.0	8.0	16.0	21,285	714	9.3	29.8
6	Galligan Rd.	6.2	3.1	6.2	2,769	79	0.0	35.0
7	Damisch	4.0	2.0	4.0	1,249	36	0.0	34.3
8	Fabyan Pkwy.	15.1	7.6	22.9	111,282	3,148	19.6	35.4
10	Main St.	26.8	13.4	26.8	26,250	671	0.0	39.1
11	Peplow Rd.	17.7	8.8	17.7	5,423	162	0.0	33.6
14	Meredith Rd.	10.6	5.3	10.6	2,738	78	0.0	35.0
15	Healy Rd./Tanner Rd.	8.5	4.2	8.5	5,682	172	0.0	33.1
16	Bunker Rd.	5.1	2.6	5.1	3,077	88	0.0	35.1
17	Bowes Rd.	10.8	5.4	10.8	7,861	262	0.0	30.0
18	McLean Rd.	1.5	0.7	1.5	8,662	296	6.8	29.3
19	Durham	4.2	2.1	4.2	46,827	1,528	109.0	30.7
20	Army Trail Rd.	2.9	1.4	2.9	8,855	296	1.0	29.9
21	Big Timber Rd.	23.6	11.8	23.6	19,708	564	0.0	35.0
22	Plank Rd.	17.9	9.0	17.9	9,579	280	0.0	34.2
23	Thatcher Rd	13.2	6.6	13.2	6,213	178	0.0	35.0
24	Jericho Rd.	26.3	13.1	26.3	39,882	1,141	1.2	34.9
26	Hughes Rd.	9.9	5.0	9.9	5,413	160	0.0	33.8
27	Sauber Rd./Lees Rd.	3.7	1.8	3.7	445	13	0.0	35.1
28	McGough Rd.	11.6	5.8	11.6	2,929	84	0.0	34.9
29	Montgomery Rd.	5.5	2.8	5.5	25,547	867	15.6	29.5
30	Huntley Rd.	9.6	4.8	9.6	43,975	1,300	43.8	33.8
32	Plato Rd.	8.6	4.3	8.6	4,989	148	0.0	33.8
33	Russell Rd.	7.2	3.6	7.2	10,490	310	0.0	33.9
34	Randall Rd.	50.7	25.3	100.0	744,000	21,983	427.4	33.8
35	Granart Rd.	7.9	4.0	7.9	13,399	383	0.0	35.0
36	State St.	9.0	4.5	9.0	4,025	127	0.0	31.6

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
38	Plank Rd.	5.7	2.9	5.7	2,631	75	0.0	35.0
40	Penny Rd.	2.0	1.0	2.0	2,235	74	0.0	30.0
41	Keslinger Rd.	27.0	13.5	27.0	17,486	444	0.0	39.4
44	Davis Rd.	9.4	4.7	9.4	1,938	55	0.0	35.0
45	Allen Rd.	6.0	3.0	6.0	1,023	29	0.0	35.1
46	Burlington Rd./Walker Rd.	8.8	4.4	8.8	7,372	225	0.0	32.8
47	Highland Rd.	8.0	4.0	8.0	8,877	254	0.0	35.0
48	Scott Rd.	8.5	4.2	8.5	2,509	72	0.0	35.0
49	Ellithorpe	9.4	4.7	9.4	3,415	98	0.0	35.0
51	Dittman Rd.	6.8	3.4	6.8	1,572	52	0.0	30.0
52	Manning Rd.	1.3	0.6	1.3	799	23	0.0	34.9
56	Ramm Rd.	11.6	5.8	11.6	2,093	60	0.0	35.0
59	Tyrrell Rd.	4.3	2.1	4.3	3,977	113	0.0	35.1
61	West Bartlett Rd.	2.2	1.1	2.2	6,977	234	1.1	29.9
62	Dauberman Rd.	16.0	8.0	16.0	3,434	98	0.0	35.0
69	Empire Rd.	6.7	3.4	6.7	3,182	106	0.0	30.0
71	Mooseheart Rd.	2.0	1.0	2.0	9,986	337	4.6	29.6
77	Kirk Rd.	19.3	9.7	34.3	252,468	7,681	131.2	32.9
78	Bliss Rd	10.2	5.1	10.2	14,995	376	0.0	39.9
80	Corron Ext.	14.3	7.2	14.3	8,920	269	0.0	33.2
81	LaFox Rd.	9.9	4.9	9.9	6,501	205	0.0	31.7
83	Orchard Rd.	14.9	7.5	22.9	110,111	3,085	0.0	35.7
84	Kaneville Rd/Peck Rd.	5.7	2.8	5.7	8,802	270	0.0	32.6
90	Longmeadow Pkwy.	2.0	1.0	2.0	3,445	138	0.0	25.0
101	Galena Rd.	3.5	1.8	3.5	8,371	240	1.3	34.9
102	Lake Cook Rd.	4.2	2.1	4.2	5,153	172	0.0	30.0
103	Haegers Bend Rd.	0.4	0.2	0.4	1,712	50	0.0	34.1
188	Interstate 88	57.3	28.6	125.3	1,037,514	17,978	203.4	57.7
190	Interstate 90	36.5	18.2	85.9	1,129,696	19,303	309.0	58.5
220	US 20	36.3	18.2	46.3	204,140	4,311	3.5	47.4
230	US 30	27.1	13.6	28.4	98,043	2,484	11.9	39.5
234	US 34	2.1	1.1	2.1	19,843	663	42.6	29.9
319	IL 19	1.2	0.6	2.4	10,734	326	0.0	33.0
325	IL 25	63.7	31.8	79.9	656,726	20,127	802.9	32.6

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
331	IL 31	64.7	32.4	101.8	710,173	22,061	854.7	32.2
338	IL 38	36.8	18.4	46.5	208,085	5,846	93.6	35.6
347	IL 47	56.4	28.2	68.0	323,133	7,688	24.5	42.0
356	IL 56	14.6	7.3	22.3	110,326	2,129	0.0	51.8
358	IL 58	1.1	0.5	2.1	8,353	252	0.0	33.1
362	IL 62	5.4	2.7	6.2	49,113	1,536	42.2	32.0
364	IL 64	39.8	19.9	50.6	208,168	6,146	133.0	33.9
368	IL 68	6.3	3.2	6.3	39,983	1,190	11.3	33.6
372	IL 72	40.1	20.1	45.4	236,980	6,223	92.4	38.1
601	Drendl Rd	3.9	2.0	3.9	10,641	307	2.8	34.7
602	Kreutzer Rd	4.5	2.2	4.5	975	28	0.0	35.0
603	Powers Rd	7.1	3.6	7.1	441	13	0.0	35.0
604	Freeman Rd	6.0	3.0	6.0	1,706	49	0.0	35.0
605	Binnie Rd	5.3	2.7	5.3	2,864	82	0.0	35.0
606	Miller Rd	2.8	1.4	2.8	8,377	269	1.3	31.2
607	Boyer Rd	2.5	1.2	2.5	2,566	73	0.0	35.0
609	Coombs Rd	4.7	2.4	4.7	5,597	160	0.0	35.0
610	Mason Rd	2.1	1.0	2.1	1,858	53	0.0	34.9
611	Square Barn Rd	4.1	2.0	4.1	6,894	197	0.0	35.0
701	Marshall Rd	2.1	1.1	2.1	394	11	0.0	34.9
702	Rohrsen Rd	9.4	4.7	9.4	1,522	44	0.0	35.0
703	Muirhead Rd	6.2	3.1	6.2	2,569	74	0.0	34.6
704	Lenz Rd	2.5	1.3	2.5	190	6	0.0	32.4
705	Crawford Rd	1.7	0.8	1.7	76	3	0.0	30.0
706	McDonald Rd	17.3	8.7	17.3	7,001	213	0.0	32.9
708	Stevens Rd	3.5	1.7	3.5	1,301	43	0.0	30.0
709	Nolan Rd	1.6	0.8	1.6	682	23	0.0	30.0
710	Hopps Rd	5.0	2.5	5.0	4,617	154	0.0	30.0
711	Water Rd	3.0	1.5	3.0	230	8	0.0	30.0
712	Nesler Rd	5.1	2.6	5.1	5,833	194	0.0	30.0
713	South St	2.9	1.4	2.9	7,875	264	1.0	29.9
715	Umbdenstock Rd	1.8	0.9	1.8	1,675	56	0.0	30.0
801	Prairie St	17.6	8.8	17.7	18,041	590	0.0	30.6
802	Galena Blvd	11.4	5.7	17.1	90,713	2,618	21.7	34.7

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
803	Hankes Rd	6.3	3.1	6.3	22,348	664	3.8	33.7
804	Sullivan Rd	6.3	3.2	6.3	14,411	453	8.9	31.8
805	Indian Trail Rd	9.8	4.9	19.5	64,544	1,940	0.0	33.3
806	West Illinois Ave	7.8	3.9	12.3	26,637	860	4.7	31.0
807	Wheeler Rd	11.3	5.7	11.3	149	4	0.0	35.1
808	Dugan Rd	8.3	4.1	8.3	9,677	276	0.0	35.0
809	Baseline Rd	4.3	2.1	4.3	9,342	267	0.0	35.0
810	Seavey Rd	14.6	7.3	14.6	741	21	0.0	35.1
811	Ke-De-Ka Rd	1.6	0.8	1.6	718	21	0.0	34.9
812	Merrill Rd	3.6	1.8	3.6	10,199	292	0.9	34.9
813	Denny Rd	2.2	1.1	2.2	300	9	0.0	35.0
814	Norris Rd	5.6	2.8	5.6	3,639	104	0.0	35.1
815	Deerpath Rd	11.9	5.9	11.9	5,800	176	0.0	32.9
817	Gordon Rd	1.4	0.7	1.4	1,188	34	0.0	35.1
818	Barnes Rd	3.7	1.9	3.7	267	8	0.0	35.1
819	Bertram Rd	1.2	0.6	1.2	283	8	0.0	35.0
820	Mighell Rd	3.1	1.5	3.1	2,876	82	0.0	35.0
821	Ashe Rd	1.8	0.9	1.8	3,831	109	0.0	35.0
822	Aucutt Rd	3.9	1.9	4.4	16,116	555	18.2	29.0
824	Jericho Rd	3.7	1.9	3.7	7,316	245	1.6	29.8
848	Scott Rd	6.3	3.1	6.3	2,027	58	0.0	35.0
1001	Melms Rd.	5.6	2.8	5.6	3,828	109	0.0	35.0
1002	Higgins Rd.	3.1	1.6	3.1	3,809	109	0.0	35.1
1003	Widmayer Rd.	4.5	2.2	4.5	1,198	34	0.0	35.1
1004	Kelley Rd.	4.5	2.3	4.5	2,814	81	0.0	34.9
1005	Gast Rd.	1.6	0.8	1.6	296	8	0.0	35.0
1006	Ketchum Rd.	2.3	1.2	2.3	2,542	73	0.0	35.0
1007	Dietrich Rd.	2.7	1.4	2.7	1,054	30	0.0	35.1
1008	Brier Hill Rd.	5.4	2.7	5.4	2,430	70	0.0	34.9
1009	Clanyard Rd.	4.1	2.0	4.1	2,591	74	0.0	35.0
1010	Hennig Rd.	3.8	1.9	3.8	3,938	112	0.0	35.0
1011	Freeman Rd.	2.1	1.1	2.1	7,641	225	6.6	33.9
1014	County Line Rd.	1.5	0.8	3.0	3,007	86	0.0	35.1
1015	Sandwald Rd.	3.9	2.0	3.9	4,335	124	0.0	35.0

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
1017	Sleepy Hollow Rd.	10.8	5.4	10.8	27,857	895	1.2	31.1
1018	Huntley Rd.	4.9	2.5	4.9	34,267	1,234	91.5	27.8
1019	Algonquin Rd.	5.6	2.8	5.6	18,148	607	2.2	29.9
1020		2.2	1.1	2.2	2,599	104	0.0	25.0
1021	Lake Marian Rd.	2.7	1.4	4.0	6,853	232	0.0	29.6
1022	Van Buren Rd.	4.5	2.2	4.5	2,242	90	0.0	25.0
1023	Helm Rd.	3.1	1.6	3.1	5,093	170	0.0	30.0
1024		2.2	1.1	2.2	2,607	104	0.0	25.0
1025		7.1	3.6	7.1	1,201	40	0.0	30.0
1026		3.1	1.5	3.1	10,863	363	1.4	29.9
1027	Washington Rd.	2.0	1.0	2.0	8,917	321	3.0	27.8
1028		4.8	2.4	4.8	17,639	593	5.0	29.7
1029	Boncosky Rd.	3.0	1.5	3.0	11,823	395	1.3	29.9
1030	Duncan Ave.	8.4	4.2	8.4	61,154	2,472	421.7	24.7
1031		1.6	0.8	1.6	5,713	192	1.2	29.8
1032	McLean Blvd.	4.3	2.2	6.8	20,553	669	2.7	30.7
1033	Reinking Rd.	6.6	3.3	6.6	899	26	0.0	34.2
1034	Kendall Rd.	4.4	2.2	4.4	548	16	0.0	35.0
1035	Connors Rd.	1.0	0.5	1.0	344	10	0.0	35.2
1036	Ellithorpe/Pease Rd.	1.6	0.8	1.6	883	25	0.0	34.9
1037	Tower Rd.	4.0	2.0	4.0	78	2	0.0	35.1
1038	Thurnau Rd.	0.6	0.3	0.6	1,693	48	0.0	35.0
1039	Brier Hill Rd.	7.0	3.5	7.0	5,221	149	0.0	35.0
1040	Berner Rd.	2.0	1.0	2.0	149	4	0.0	35.1
1041	Bahr Rd.	6.5	3.3	6.5	677	19	0.0	35.0
1042	Romke Rd.	7.7	3.8	7.7	1,301	37	0.0	35.0
1043	Getzelman Rd.	2.9	1.5	2.9	676	19	0.0	35.0
1044	Lenschow Rd.	11.6	5.8	11.6	1,294	37	0.0	35.0
1045	Engel Rd.	5.7	2.8	5.7	1,450	42	0.0	34.9
1046	Factly Rd.	3.2	1.6	3.2	279	8	0.0	35.0
1047	Waughon Rd.	1.9	0.9	1.9	357	11	0.0	31.4
1048		1.1	0.5	1.1	18	1	0.0	34.9
1049	Lawrence Rd.	3.2	1.6	3.2	356	10	0.0	35.0
1050	Lukens Rd.	2.1	1.0	2.1	270	8	0.0	34.9

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1051	Marcy Rd.	2.0	1.0	2.0	345	10	0.0	35.2
1052	Chapman Rd.	5.7	2.9	5.7	585	17	0.0	35.0
1053	Godfrey Rd.	2.6	1.3	2.6	503	14	0.0	35.0
1054	Middleton Rd.	8.5	4.3	8.5	724	21	0.0	34.9
1055	Percy Rd.	3.1	1.6	3.1	66	2	0.0	35.0
1058	Snyder Rd.	2.8	1.4	2.8	161	5	0.0	35.0
1059	Thomas Rd.	3.3	1.7	3.3	516	15	0.0	35.0
1060		2.3	1.2	2.3	71	2	0.0	30.0
1061		2.9	1.4	2.9	3,439	115	0.0	30.0
1062		1.5	0.8	1.5	2,629	88	0.0	30.0
1063	Spring St.	2.7	1.3	2.7	12,184	425	18.7	28.7
1064	Kenyon Rd.	2.5	1.3	2.5	258	9	0.0	30.0
1065	Barry Rd.	0.9	0.4	0.9	116	5	0.0	24.9
1066	Middle St.	2.3	1.2	2.3	4,777	159	0.0	30.0
1067	Gilbert St.	2.6	1.3	2.6	21,220	770	62.6	27.6
1068	Raymond St.	5.5	2.8	5.5	30,999	1,055	21.3	29.4
1069	Bluff City St.	2.5	1.2	2.5	12,674	430	7.4	29.5
1070	Larkin St.	4.4	2.2	6.5	20,760	705	13.1	29.4
1071		4.2	2.1	4.2	3,073	123	0.0	25.0
1072	Wing St.	1.8	0.9	2.7	10,800	384	23.6	28.2
1073		2.5	1.2	2.5	3,325	133	0.0	25.1
1074		2.8	1.4	2.8	6,087	244	0.0	25.0
1075		2.6	1.3	2.6	1,735	69	0.0	25.0
1076		2.3	1.1	2.3	2,489	99	0.0	25.1
1077		2.8	1.4	2.8	9,430	389	11.4	24.2
1078	Lawrence Ave./Kimball St.	4.6	2.3	5.4	18,073	687	44.2	26.3
1079	Chicago St.	1.8	0.9	3.6	11,674	414	3.2	28.2
1080	Congdon Ave.	3.7	1.8	3.7	11,715	453	18.6	25.9
1081		2.2	1.1	2.2	2,376	95	0.0	25.0
1082		1.6	0.8	1.6	1,847	75	0.8	24.7
1083		0.5	0.3	0.5	872	35	0.0	24.9
1084		1.5	0.8	1.5	1,746	70	0.0	25.1
1085	National St.	2.6	1.3	2.6	9,460	383	49.0	24.7
1086		1.3	0.6	2.6	375	15	0.0	24.9

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1087		2.1	1.0	2.1	9,395	382	6.0	24.6
1088	Summit St.	1.6	0.8	2.5	5,608	183	0.0	30.6
1089	Dundee Ave.	2.3	1.1	4.5	31,640	1,132	77.0	28.0
1090	Villa St.	13.5	6.8	26.8	39,402	1,301	27.9	30.3
1091	Old State Rd.	1.3	0.7	1.3	79	2	0.0	34.9
1092	Peterson Rd.	2.3	1.2	2.3	175	5	0.0	35.0
1093	Fabris Rd.	2.9	1.4	2.9	617	18	0.0	35.0
1094	I.C. Tr.	5.8	2.9	5.8	1,075	31	0.0	35.0
1095	Read Rd.	3.3	1.6	3.3	1,337	38	0.0	35.1
1096	Hanson Rd.	1.9	1.0	1.9	1,149	33	0.0	35.1
1097	Swanberg Rd.	2.5	1.3	2.5	1,483	42	0.0	35.0
1098		2.2	1.1	2.2	484	16	0.0	30.0
1099	Bolcum Rd.	6.2	3.1	6.2	12,627	421	0.0	30.0
1100	Burr Rd.	6.1	3.1	6.1	1,822	61	0.0	30.0
1101	Crane Rd.	4.9	2.4	4.9	3,993	133	0.0	30.0
1102	Red Gate Rd.	3.2	1.6	3.2	1,708	57	0.0	30.0
1103		2.9	1.5	2.9	943	31	0.0	30.0
1104		2.1	1.0	2.1	107	4	0.0	30.0
1105	Welter Rd.	9.7	4.8	9.7	59	2	0.0	35.1
1106	Winters Rd.	6.6	3.3	6.6	555	16	0.0	35.0
1107	Beith Rd.	4.2	2.1	4.2	1,418	40	0.0	35.0
1108	Root Rd.	1.2	0.6	1.2	713	20	0.0	34.9
1109	Howard Rd.	2.5	1.2	2.5	1,653	47	0.0	35.0
1110	McNulty Rd.	2.3	1.2	2.3	198	6	0.0	35.0
1111	Francis Rd.	6.1	3.1	6.1	444	13	0.0	35.1
1112	Freeland Rd.	3.3	1.6	3.3	26	1	0.0	34.8
1113	Schrader Rd.	4.0	2.0	4.0	971	28	0.0	35.1
1114	Watson Rd.	4.7	2.4	4.7	2,038	58	0.0	35.1
1115	Harter Rd.	6.4	3.2	6.4	2,689	77	0.0	35.0
1116	Miner Rd.	3.4	1.7	3.4	212	6	0.0	35.0
1117	Owens Rd.	1.9	1.0	1.9	101	3	0.0	34.9
1118	Lasher Rd.	12.3	6.2	12.3	569	16	0.0	34.9
1119	Shaw Rd.	2.1	1.0	2.1	136	4	0.0	34.8
1120	Hinckley Rd.	1.8	0.9	1.8	29	1	0.0	35.0

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1122	Price Rd.	1.2	0.6	1.2	392	11	0.0	35.1
1124	McDermott	2.0	1.0	2.0	407	12	0.0	34.9
1125	Greenacre Rd.	2.2	1.1	2.2	80	2	0.0	34.9
1126	Bushnell Rd.	2.6	1.3	2.6	675	19	0.0	35.0
1127	Nelson Rd.	2.5	1.3	2.5	683	20	0.0	35.0
1128	Jones Rd.	1.7	0.9	1.7	3,166	90	0.0	35.0
1129	Clark Rd.	1.6	0.8	1.6	902	26	0.0	35.0
1131	Lorang Rd.	5.1	2.5	5.1	804	23	0.0	35.0
1132	Green Rd.	4.4	2.2	4.4	4,495	129	0.0	35.0
1133	Smith Rd.	2.5	1.3	2.5	917	28	0.0	32.4
1134	Bateman Rd.	4.1	2.0	4.1	1,780	51	0.0	35.0
1135	Rowe Rd.	2.6	1.3	2.6	692	20	0.0	35.0
1136	Schneider Rd.	2.8	1.4	2.8	89	3	0.0	35.0
1137	Pouly Rd.	5.6	2.8	5.6	2,998	86	0.0	35.0
1138	Harley Rd.	3.3	1.7	3.3	307	9	0.0	35.0
1139	Anderson Rd.	4.6	2.3	4.6	904	26	0.0	34.2
1140		1.5	0.7	1.5	232	8	0.0	30.0
1141	Campton Hills Rd.	11.7	5.9	11.7	3,446	115	0.0	30.0
1142	Town Hall Rd.	2.5	1.2	2.5	1,736	55	0.0	31.6
1143	Brown Rd.	2.0	1.0	2.0	186	6	0.0	30.0
1144	Dean St.	6.1	3.1	6.1	3,725	137	0.0	27.2
1145		2.3	1.1	2.3	4,127	138	0.0	30.0
1146	Country Club Rd.	3.0	1.5	3.0	2,733	91	0.0	30.0
1147		2.8	1.4	2.8	25,143	974	135.6	25.8
1148	Kautz Rd.	5.2	2.6	5.2	12,735	426	1.1	29.9
1149		1.6	0.8	1.6	4,455	149	0.0	30.0
1150		1.9	1.0	1.9	3,752	125	0.0	30.0
1151	Brundige Rd.	3.0	1.5	3.0	1,056	30	0.0	34.9
1152		2.6	1.3	2.6	733	21	0.0	35.0
1153	Wenmoth Rd.	2.7	1.3	2.7	2,102	70	0.0	30.0
1154	McKee St.	5.4	2.7	5.4	2,998	109	0.0	27.4
1155	Nelson Lake Rd.	2.7	1.3	2.7	1,196	40	0.0	30.0
1156		2.6	1.3	2.6	5,155	172	0.0	30.0
1157	Banbury Rd.	2.6	1.3	2.6	4,013	134	0.0	30.0

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
1158	Mettel Rd.	1.7	0.8	1.7	876	29	0.0	30.0
1159	Schomer Rd.	1.1	0.6	1.1	2,765	92	0.0	30.0
1160	Molitor Rd.	2.9	1.4	2.9	13,051	453	18.3	28.8
1161		2.3	1.2	2.3	2,332	78	0.0	30.0
1162	Mitchell Rd.	4.6	2.3	4.6	13,437	453	5.6	29.6
1163	Hart Rd.	7.9	4.0	7.9	8,466	309	0.0	27.4
1164	Raddant Rd.	7.7	3.9	7.7	8,913	308	0.0	29.0
1165	Church Rd.	6.1	3.1	6.1	29,557	1,084	72.9	27.3
1166		5.5	2.8	5.5	1,392	51	0.0	27.3
1167		1.2	0.6	1.2	307	10	0.0	30.0
1168	Western Ave.	4.2	2.1	4.2	4,857	171	0.0	28.4
1169		2.4	1.2	2.4	2,308	92	0.0	25.1
1170		0.7	0.4	0.7	502	20	0.0	25.1
1171		4.0	2.0	4.0	3,176	122	0.0	26.1
1172	Wilson St.	8.0	4.0	8.0	36,936	1,153	10.7	32.0
1173		1.7	0.9	1.7	2,249	90	0.0	25.1
1174		2.5	1.3	3.7	20,944	477	5.5	43.9
1175		1.0	0.5	1.0	1,501	50	0.0	30.0
1176	South St.	3.3	1.7	3.3	2,310	77	0.0	30.0
1177		0.3	0.1	0.3	376	15	0.0	24.7
1178		0.7	0.4	0.7	942	38	0.0	25.0
1179		3.2	1.6	3.2	2,957	118	0.0	25.0
1180	Kaneville Rd.	2.5	1.3	2.5	6,801	227	0.0	30.0
1181		1.1	0.5	1.1	68	3	0.0	25.0
1182		1.6	0.8	1.6	1,058	42	0.0	25.0
1183	Bricher St.	2.9	1.5	2.9	371	14	0.0	26.9
1184		2.1	1.0	2.1	3,422	137	0.0	25.0
1185	Prairie St.	3.0	1.5	3.0	16,108	572	20.4	28.2
1186		0.4	0.2	0.4	1,042	41	0.0	25.2
1187		0.5	0.3	0.5	383	15	0.0	24.9
1188		2.3	1.1	2.3	394	16	0.0	25.0
1189	Illinois St.	1.0	0.5	1.0	1,905	76	0.0	25.2
1191		2.3	1.2	2.3	180	7	0.0	25.0
1192		1.3	0.7	1.3	1,710	68	0.0	25.1

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
1193	Richards/2nd St.	3.3	1.7	3.3	5,055	205	0.0	24.6
1194		2.5	1.3	2.5	5,263	210	0.0	25.0
1195	7th St/East Side St.	4.3	2.1	4.3	3,502	140	0.0	25.0
1196		2.6	1.3	2.6	3,450	123	0.0	27.9
1197	Edgelawn Dr.	6.0	3.0	6.0	9,306	365	0.0	25.5
1198		2.6	1.3	2.6	3,658	146	0.0	25.1
1199		2.0	1.0	2.0	41	2	0.0	25.2
1200		4.3	2.1	4.3	8,197	307	0.0	26.7
1201		4.0	2.0	4.0	6,223	249	0.6	25.0
1202	Highland Ave.	4.9	2.5	5.8	7,998	320	0.0	25.0
1203		3.7	1.9	3.7	7,330	289	6.7	25.4
1204		2.3	1.1	2.3	1,568	63	0.0	25.0
1205	Ashland Ave.	3.6	1.8	3.6	2,789	111	0.0	25.0
1206	5th Ave.	6.0	3.0	6.0	34,227	1,167	72.0	29.3
1207		1.9	1.0	3.8	14,100	473	3.3	29.8
1208		2.3	1.2	3.7	9,861	351	5.3	28.1
1209		1.7	0.9	1.7	8,153	278	5.0	29.4
1210	Lincoln Ave.	3.9	1.9	3.9	14,804	628	33.2	23.6
1211		4.0	2.0	4.0	6,853	268	0.0	25.6
1212	Root St.	4.2	2.1	4.2	4,042	163	1.0	24.9
1213	Union St.	7.3	3.7	7.3	15,075	606	3.3	24.9
1214		2.1	1.1	2.1	3,841	153	0.0	25.1
1215	Liberty/Claim St.	5.9	2.9	5.9	10,039	367	0.0	27.4
1216	Kautz Rd.	2.0	1.0	2.0	3,590	120	0.0	30.0
1217	Farnsworth Rd.	1.6	0.8	1.6	2,893	96	0.0	30.0
1219	New York St./Galena Blvd.	3.7	1.8	7.4	65,533	2,234	151.0	29.3
1220	Hill Ave.	4.8	2.4	4.8	46,074	1,559	163.6	29.5
1222	Main St.	4.3	2.1	5.6	6,817	245	0.0	27.8
1223	North. Ave.	0.9	0.5	1.1	2,175	71	0.0	30.7
1224		2.7	1.3	2.7	2,476	99	0.0	25.1
1225		1.6	0.8	1.6	572	23	0.0	24.9
1226		2.4	1.2	2.4	4,461	149	0.0	30.0
1227		1.9	1.0	1.9	339	11	0.0	29.9
1228		1.1	0.6	1.1	486	19	0.0	26.1

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
1229		1.4	0.7	1.4	278	10	0.0	26.6
1230	New York St.	3.2	1.6	6.4	34,433	1,091	13.5	31.6
1231	Ohio St.	5.2	2.6	5.2	31,453	1,157	146.9	27.2
1232		0.9	0.5	0.9	4,190	169	1.5	24.7
1233		0.8	0.4	0.8	1,151	38	0.0	30.0
1234	Sheffer Rd./Forest St.	4.6	2.3	4.6	15,250	569	0.8	26.8
1235		1.0	0.5	1.0	1,362	55	0.0	24.9
1236		1.0	0.5	1.0	1,461	59	0.0	24.9
1237	Montgomery Rd.	2.5	1.2	2.5	22,062	831	95.5	26.6
1238	McClure Rd.	2.7	1.4	2.7	10,318	369	25.5	27.9
1239		1.1	0.5	1.1	583	21	0.0	28.0
1240	Felten Rd.	2.3	1.2	2.3	691	23	0.0	30.0
1241	Reckinger Rd.	2.4	1.2	2.4	2,097	70	0.0	30.0
1242	Albright Rd.	0.6	0.3	0.6	3,130	106	1.7	29.5
1243	Densmore Rd.	1.6	0.8	1.6	102	3	0.0	31.3
1244	Geise Rd.	1.0	0.5	1.0	611	24	0.0	25.0
1245	Pine Rd.	2.2	1.1	2.2	1,115	45	0.0	24.9
1246		0.4	0.2	0.4	172	7	0.0	24.8
1247		1.6	0.8	1.6	148	6	0.0	24.9
1248		1.2	0.6	1.2	249	10	0.0	25.0
1249		0.5	0.2	0.5	63	3	0.0	25.1
1250	Farnsworth Ave.	9.3	4.7	17.2	128,382	4,019	147.1	31.9
1251	Raymond Rd.	1.7	0.9	1.7	2,948	84	0.0	34.9
1253	Main St.	0.6	0.3	0.6	14	0	0.0	35.3
1254		1.3	0.7	1.3	413	12	0.0	35.0
1255	Peck Rd.	1.5	0.7	1.5	3,290	94	0.0	35.0
1256	Crane Rd.	2.1	1.1	2.1	1,054	35	0.0	30.0
1257		1.4	0.7	1.4	938	31	0.0	30.0
1258		0.3	0.2	0.3	362	14	0.0	25.4
1259		1.0	0.5	1.0	719	29	0.0	24.9
1260		1.2	0.6	1.2	2,262	91	0.0	24.9
1261	Dunham Rd.	2.6	1.3	4.2	5,868	196	0.0	30.0
1262		1.7	0.9	1.7	1,076	36	0.0	30.0
1263		1.3	0.7	1.3	293	10	0.0	30.0

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
1264		0.3	0.2	0.3	34	1	0.0	29.9
1265		1.3	0.7	1.3	2,748	92	0.0	30.0
1266	Denker Rd.	2.8	1.4	2.8	1,182	39	0.0	30.0
1267		1.1	0.5	1.1	4,385	148	1.4	29.7
1268	Highland Ave.	1.0	0.5	1.0	287	8	0.0	35.0
1269	Barrington Rd.	1.6	0.8	1.6	1,277	43	0.0	30.0
1270		0.5	0.3	0.5	1,223	49	0.0	24.9
1271		1.3	0.7	1.3	107	4	0.0	24.9
1272	County Line Rd.	4.5	2.3	4.5	1,011	29	0.0	35.0
1274	Oak St.	2.2	1.1	2.2	3,588	144	0.0	25.0
1275	Army Trail Rd.	3.6	1.8	3.6	1,666	56	0.0	30.0
1276	Beith Rd.	6.9	3.5	6.9	9,625	275	0.0	35.0
1277	McGough Rd.	1.0	0.5	1.0	79	2	0.0	35.1
1278	Randall Rd.	4.4	2.2	4.4	22,045	795	16.3	27.7
1279	Granart Rd.	5.8	2.9	5.8	12,318	351	0.0	35.1
1280	Walker Rd.	3.0	1.5	3.0	1,961	56	0.0	35.0
1281	Ramm Rd.	2.2	1.1	2.2	349	10	0.0	35.0
1282	Main St.	2.9	1.5	2.9	3,997	133	0.0	30.0
1283	McClean Rd.	3.4	1.7	3.4	10,713	357	0.0	30.0
1284		7.3	3.6	13.0	76,861	2,781	218.5	27.6
1285	Big Timber Rd.	4.3	2.1	8.5	40,427	1,161	6.9	34.8
1286	Sauber Rd.	1.0	0.5	1.0	5	0	0.0	35.0
1287	Old Burlington Rd.	1.6	0.8	1.6	6,679	192	1.4	34.9
1288	Highland Ave.	6.5	3.3	6.9	20,774	732	19.6	28.4
1289	Peck Rd.	1.5	0.8	1.5	1,434	43	0.0	33.1

Route-Segment Summary

(Summary of links with a route code > 0)

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
1 W. County Line Rd.	Main St. (CH 10) to Perry Rd. (CH 4)	4.1	2.0	4.1	180	5	0.0	34.9	0.01	A
1 W. County Line Rd.	Perry Rd. (CH 4) to Keslinger Rd. (CH 41)	4.0	2.0	4.0	244	7	0.0	35.0	0.01	A
1 W. County Line Rd.	Keslinger Rd. (CH 41) to IL 38	2.7	1.4	2.7	131	4	0.0	35.0	0.01	A
1 W. County Line Rd.	Thatcher Rd. (CH 23) to IL 64	9.8	4.9	9.8	2,119	61	0.0	35.0	0.03	A
2 Burlington Rd.	Peplow Rd. (CH 11) to Ellithorpe Rd. (CH 49)	8.5	4.2	8.5	9,682	297	0.0	32.7	0.17	A
2 Burlington Rd.	Ellithorpe Rd. (CH 49) to IL 47	3.8	1.9	3.8	4,677	134	0.0	35.0	0.16	A
2 Burlington Rd.	IL 47 to Silver Glen Rd. (CH 5)	4.6	2.3	4.6	9,458	271	0.0	35.0	0.28	A
2 Burlington Rd.	Silver Glen Rd. (CH 5) to LaFox Rd. (CH 81)	4.0	2.0	4.0	11,180	363	0.0	30.8	0.42	B
2 Burlington Rd.	LaFox Rd. (CH 81) to IL 64	2.7	1.4	2.7	8,517	243	0.0	35.0	0.51	C
3 Allen Rd.	State St. (CH 36) to US 20	5.4	2.7	5.4	7,871	225	0.0	34.9	0.24	A
4 Perry Rd.	W. County Line Rd. (CH 1) to Main St. (CH 10)	8.0	4.0	8.0	714	20	0.0	34.8	0.07	A
4 Harter Rd.	Main St. (CH 10) to Scott Rd. (CH 48)	7.4	3.7	7.4	6,195	177	0.0	35.0	0.15	A
4 Harter Rd.	Scott Rd. (CH 48) to IL 47	2.3	1.2	2.3	2,705	77	0.0	35.0	0.21	A
5 Silver Glen R.	IL 47 to Burlington Rd. (CH 2)	4.5	2.3	4.5	1,725	53	0.0	32.6	0.06	A
5 Silver Glen R.	Burlington Rd. (CH 2) to Corron Rd. (CH 80)	3.0	1.5	3.0	1,966	66	0.0	30.0	0.10	A
5 Silver Glen R.	Corron Rd. (CH 80) to Randall Rd. (CH 34)	6.7	3.4	6.7	7,225	241	0.0	30.0	0.21	A
5 Silver Glen R.	Randall Rd. (CH 34) to IL 31	1.8	0.9	1.8	10,370	355	9.3	29.2	0.90	E
6 Galligan Rd.	IL 72 to Huntly Rd. (CH 30)	6.2	3.1	6.2	2,769	79	0.0	35.0	0.06	A
7 Damisch	US 20 to Highland Ave. (CH 47)	1.7	0.8	1.7	358	11	0.0	32.8	0.04	A
7 Damisch	Highland Ave. (CH 47) to Big Timber Rd. (CH 21	2.3	1.2	2.3	892	26	0.0	34.9	0.07	A
8 Fabyan Pkwy.	Main St. (CH 10) to Kaneville Rd. (CH 84)	4.2	2.1	4.2	11,192	339	0.0	33.1	0.37	B
8 Fabyan Pkwy.	Kaneville Rd. (CH 84) to Randall Rd. (CH 34)	3.2	1.6	3.2	6,039	178	0.0	33.9	0.19	A
8 Fabyan Pkwy.	Randall Rd. (CH 34) to IL 31	2.8	1.4	5.6	20,303	616	0.0	33.0	0.38	B
8 Fabyan Pkwy.	IL 31 to Kirk Rd. (CH 77)	3.6	1.8	7.2	49,667	1,476	13.9	33.6	0.67	D
8 Fabyan Pkwy.	Kirk Rd. (CH 77) to County Line	1.4	0.7	2.8	24,082	539	5.7	44.7	0.76	D
10 Main St.	W. County Line Rd. (CH 1) to Swan Rd. (CH 44)	2.0	1.0	2.0	131	4	0.0	35.1	0.01	A
10 Main St.	Swan Rd. (CH 44) to Harter Rd. (CH 4)	5.9	3.0	5.9	3,151	88	0.0	36.0	0.09	A
10 Main St.	Harter Rd. (CH 4) to IL 47	5.7	2.8	5.7	3,171	79	0.0	40.0	0.07	A
10 Main St.	IL 47 to Fabyan Pkwy (CH 8)	6.9	3.4	6.9	10,844	277	0.0	39.2	0.24	A
10 Main St.	Fabyan Pkwy (CH 8) to Randall Rd (CH 34)	6.3	3.2	6.3	8,954	224	0.0	40.0	0.18	A
11 Peplow Rd.	IL 64 to Ramm Rd. (CH 56)	3.3	1.7	3.3	601	17	0.0	35.0	0.02	A

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
11 Peplow Rd.	Ramm Rd. (CH 56) to Ellithorpe Rd (CH 49)	4.0	2.0	4.0	881	25	0.0	35.0	0.03	A
11 Peplow Rd.	Ellithorpe Rd. (CH 49) to McGough Rd. (CH 28)	3.5	1.8	3.5	809	23	0.0	35.0	0.03	A
11 Peplow Rd.	McGough Rd. (Ch 28) to Burlington Rd. (CH 2)	2.2	1.1	2.2	443	15	0.0	30.0	0.03	A
11 French Rd.	Burlington Rd. (CH 46) to IL 72	4.7	2.4	4.7	2,689	81	0.0	33.0	0.08	A
14 Meredith Rd.	Keslinger Rd. (CH 41) to IL 38	2.1	1.1	2.1	569	16	0.0	34.9	0.04	A
14 Meredith Rd.	IL 38 to Beith Rd. (CH 23)	4.2	2.1	4.2	844	24	0.0	35.1	0.03	A
14 Meredith Rd.	Beith Rd. (CH 23) to I.C. Trail (CH 27)	4.3	2.1	4.3	1,324	38	0.0	35.0	0.04	A
15 Healy Rd./Tanner Rd.	Bliss Rd. (CH 78) to Orchard Rd. (CH 83)	6.2	3.1	6.2	3,737	107	0.0	34.9	0.12	A
15 Oak St.	Orchard Rd. (CH 83) to Randall Rd (CH 83)	2.3	1.1	2.3	1,945	65	0.0	30.0	0.13	A
16 Bunker Rd.	Main St. (CH 10) to Hughes Rd. (CH 26)	2.4	1.2	2.4	1,803	51	0.0	35.1	0.10	A
16 Bunker Rd.	Hughes Rd. (CH 26) to Keslinger (CH 41)	2.7	1.4	2.7	1,274	36	0.0	35.0	0.06	A
17 Bowes Rd.	Muirhead Rd. (CH 32) to Corron Rd. (Ch 80)	2.2	1.1	2.2	539	18	0.0	30.0	0.04	A
17 Bowes Rd.	Corron Rd. (CH 80) to Randall Rd. (CH 34)	6.4	3.2	6.4	4,282	143	0.0	30.0	0.12	A
17 Bowes Rd.	Randall Rd. (CH 34) to McLean Rd. (CH 18)	2.1	1.1	2.1	3,040	101	0.0	30.0	0.22	A
18 McLean Rd.	Hopps Rd./Spring St. to Bowes Rd. (CH 17)	1.5	0.7	1.5	8,662	296	6.8	29.3	0.89	E
19 Durham	Army Trail Rd. (CH 20) to IL 25	4.2	2.1	4.2	46,827	1,528	109.0	30.7	1.17	F
20 Army Trail Rd.	Durham Rd. (CH 19) to County Line	2.9	1.4	2.9	8,855	296	1.0	29.9	0.47	C
21 Big Timber Rd.	Harmony Rd. (CH 36) to US 20	5.9	3.0	5.9	1,961	56	0.0	35.0	0.11	A
21 Big Timber Rd.	US 20 to IL 47	5.6	2.8	5.6	2,601	74	0.0	35.0	0.07	A
21 Big Timber Rd.	IL 47 to IL 72	3.7	1.9	3.7	3,759	108	0.0	34.9	0.14	A
21 Big Timber Rd.	IL 72 to Tyrell Rd. (CH 59)	6.2	3.1	6.2	8,348	239	0.0	34.9	0.20	A
21 Big Timber Rd.	Tyrell Rd. (CH 59) to Randall Rd. (CH 34)	2.1	1.1	2.1	3,039	87	0.0	35.1	0.20	A
22 Plank Rd.	Burlington Rd. (CH 46) to IL 47	8.7	4.4	8.7	3,593	109	0.0	33.0	0.06	A
22 Plank Rd.	IL 47 to US 20	9.2	4.6	9.2	5,986	171	0.0	35.1	0.13	A
23 Thatcher Rd	County Line to Meredith Rd. (CH 14)	4.5	2.3	4.5	1,643	47	0.0	35.1	0.12	A
23 Beith Rd.	Meredith Rd. (CH 14) to IL 47	8.7	4.3	8.7	4,570	131	0.0	35.0	0.10	A
24 Jericho Rd.	US 30 to Granart Rd. (CH 35)	7.8	3.9	7.8	1,648	47	0.0	35.0	0.05	A
24 Jericho Rd.	Granart Rd. (CH 35) to US 30/IL 47	11.0	5.5	11.0	13,204	377	0.0	35.0	0.23	A
24 Jericho Rd.	US 30/IL 47 to Orchard Rd. (CH 83)	7.5	3.7	7.5	25,030	717	1.2	34.9	0.47	B
26 Hughes Rd.	IL 47 to Bunker Rd. (CH 16)	6.6	3.3	6.6	4,172	125	0.0	33.5	0.10	A
26 Hughes Rd.	Bunker Rd. (CH 16) to Fabyan Pkwy. (CH 8)	3.3	1.7	3.3	1,241	35	0.0	35.0	0.05	A
27 Sauber Rd./Lees Rd.	IL 64 to IL 47	3.7	1.8	3.7	445	13	0.0	35.1	0.06	A
28 McGough Rd.	IL 64 to Ramm Rd. (CH 56)	1.8	0.9	1.8	364	10	0.0	35.0	0.04	A
28 McGough Rd.	Ramm Rd. (CH 56) to Ellithorpe Rd (CH 49)	4.2	2.1	4.2	1,343	38	0.0	35.0	0.07	A

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
28 McGough Rd.	Ellithorpe Rd. (CH 49) to Peplow Rd. (CH 11)	5.6	2.8	5.6	1,222	35	0.0	34.7	0.05	A
29 Montgomery Rd.	IL 25 to Hill Ave.	5.5	2.8	5.5	25,547	867	15.6	29.5	0.80	E
30 Huntley Rd.	County Line to Galligan Rd. (CH 6)	1.7	0.9	1.7	3,151	90	0.0	35.0	0.25	A
30 Huntley Rd.	Galligan Rd. (CH 6) to Randall Rd. (CH 34)	5.3	2.6	5.3	18,942	541	0.0	35.0	0.50	C
30 Huntley Rd.	Randall Rd. (CH 34) to Sleepy Hollow Rd.	2.6	1.3	2.6	21,882	669	43.8	32.7	1.16	F
32 Plato Rd.	Burlington Rd. (CH 2) to IL 47	3.3	1.6	3.3	1,081	31	0.0	35.0	0.08	A
32 Plato Rd.	IL 47 to Rippburger Rd. (CH 33)	3.5	1.7	3.5	3,306	97	0.0	34.2	0.13	A
32 Plato Rd.	Rippburger Rd. (CH 33) to Bowes Rd. (CH 17)	1.9	0.9	1.9	602	20	0.0	30.0	0.09	A
33 Russell Rd.	Plato Rd. (Ch 32) to Plank Rd. (CH 22)	7.2	3.6	7.2	10,490	310	0.0	33.9	0.21	A
34 Randall Rd.	Sullivan Rd. to Orchard Rd. (CH 83)	4.2	2.1	7.0	46,487	1,188	22.0	39.1	0.70	D
34 Randall Rd.	Orchard Rd. (CH 83) to Main St. (CH 10)	4.0	2.0	8.0	72,636	1,849	30.4	39.3	0.85	E
34 Randall Rd.	Main St. (CH 10) to Keslinger Rd. (CH 41)	5.0	2.5	10.0	90,576	2,989	162.6	30.3	1.12	F
34 Randall Rd.	Keslinger Rd. (CH 41) to IL 64	4.1	2.0	8.2	69,749	2,285	102.2	30.5	1.06	F
34 Randall Rd.	IL 64 to Silver Glen Rd. (CH 5)	7.9	3.9	15.7	103,295	3,049	9.2	33.9	0.64	C
34 Randall Rd.	Silver Glen Rd. (CH 5) to Bowes Rd. (CH 17)	5.1	2.6	10.3	65,901	1,966	12.8	33.5	0.64	C
34 Randall Rd.	Bowes Rd. (CH 17) to US 20	3.8	1.9	7.5	47,975	1,444	13.7	33.2	0.65	C
34 Randall Rd.	US 20 to Big Timber Rd. (CH 21)	4.4	2.2	8.7	69,432	2,007	26.6	34.6	0.78	D
34 Randall Rd.	Big Timber Rd. (CH 21) to I 90	2.5	1.3	5.0	38,226	1,107	16.1	34.5	0.76	D
34 Randall Rd.	I 90 to IL 72	2.8	1.4	5.7	41,817	1,202	10.2	34.8	0.71	D
34 Randall Rd.	IL 72 to Huntley Rd. (CH 30)	3.0	1.5	6.0	39,480	1,162	4.5	34.0	0.64	C
34 Randall Rd.	Huntley Rd. (CH 30) to County Line	4.0	2.0	8.0	58,426	1,735	17.2	33.7	0.71	D
35 Granart Rd.	Galena Rd. to Jericho Rd. (CH 24)	4.7	2.3	4.7	10,359	296	0.0	35.0	0.31	B
35 Rhodes St.	Jericho Rd. (CH 24) to US 30	3.2	1.6	3.2	3,040	87	0.0	35.0	0.22	A
36 State St.	IL 72 to Allen Rd. (CH 45)	2.6	1.3	2.6	1,082	43	0.0	25.0	0.09	A
36 Harmony Rd.	Allen Rd. (CH 45) to Big Timber Rd. (CH 21)	4.0	2.0	4.0	1,562	44	0.0	35.1	0.07	A
36 Harmony Rd.	Big Timber Rd. (CH 21) to County Line	2.4	1.2	2.4	1,381	40	0.0	35.0	0.09	A
38 Plank Rd.	County Line to Burlington Rd. (CH 46)	5.7	2.9	5.7	2,631	75	0.0	35.0	0.07	A
40 Penny Rd.	IL 68 to County Line	1.0	0.5	1.0	1,132	38	0.0	30.0	0.17	A
40		1.0	0.5	1.0	1,103	37	0.0	30.0	0.18	A
41 Keslinger Rd.	W. County Line Rd. (CH 1) to Meredith Rd. (CH	6.7	3.4	6.7	365	9	0.0	39.9	0.01	A
41 Keslinger Rd.	Meredith Rd. (CH 14) to IL 47	6.6	3.3	6.6	2,368	59	0.0	39.9	0.04	A
41 Keslinger Rd.	IL 47 to LaFox Rd. (CH 81)	6.5	3.3	6.5	4,070	108	0.0	37.7	0.08	A
41 Keslinger Rd.	LaFox Rd. (CH 81) to Kaneville Rd. (CH 84)	5.1	2.6	5.1	5,305	133	0.0	39.9	0.13	A
41 Keslinger Rd.	Kaneville Rd. (CH 84) to Randall Rd. (CH 34)	2.0	1.0	2.0	5,378	134	0.0	40.0	0.35	B

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
44 Davis Rd.	US 30 to Scott Rd. (CH 48)	3.5	1.8	3.5	614	18	0.0	35.0	0.03	A
44 Swan Rd.	Scott Rd. (CH 48) to Main St. (CH 10)	5.9	3.0	5.9	1,324	38	0.0	35.0	0.04	A
45 Allen Rd.	County Line to Walker Rd. (CH 46)	1.9	1.0	1.9	25	1	0.0	35.0	0.00	A
45 Allen Rd.	Walker Rd. (CH 46) to State St. (CH 36)	4.0	2.0	4.0	998	28	0.0	35.1	0.05	A
46 Burlington Rd./Walker	Plank Rd. (CH 38) to IL 72)	5.7	2.9	5.7	5,672	176	0.0	32.2	0.15	A
46 Walker Rd.	IL 72 to Allen Rd. (CH 45)	3.0	1.5	3.0	1,699	49	0.0	34.9	0.10	A
47 Highland Rd.	Damisch Rd. (CH 7) to Randall Rd. (CH 34)	8.0	4.0	8.0	8,877	254	0.0	35.0	0.32	B
48 Scott Rd.	Davis Rd. (CH 44) to Dauberman Rd. (CH 62)	2.7	1.4	2.7	511	15	0.0	35.0	0.04	A
48 Scott Rd.	Dauberman Rd. (CH 62) to Harter Rd. (CH 4)	5.7	2.9	5.7	1,998	57	0.0	35.0	0.12	A
49 Ellithorpe	McGough Rd. (CH 28) to Peplow Rd. (CH 11)	3.4	1.7	3.4	963	28	0.0	35.0	0.05	A
49 Ellithorpe	Peplow Rd. (CH 11) to Burlington Rd. (CH 2)	6.0	3.0	6.0	2,452	70	0.0	35.0	0.08	A
51 Dittman Rd.	Burlington Rd. (CH 2) to Plato Rd. (CH 32)	6.8	3.4	6.8	1,572	52	0.0	30.0	0.06	A
52 Manning Rd.	Big Timber Rd. (CH 21) to IL 47	1.3	0.6	1.3	799	23	0.0	34.9	0.11	A
56 Ramm Rd.	McGough Rd. (CH 28) to Peplow Rd. (CH 11)	4.5	2.3	4.5	573	16	0.0	35.0	0.02	A
56 Ramm Rd.	Peplow Rd. (CH 11) to IL 47	7.1	3.6	7.1	1,520	43	0.0	35.0	0.04	A
59 Tyrrell Rd.	Big Timber Rd. (CH 21) to IL 72	4.3	2.1	4.3	3,977	113	0.0	35.1	0.17	A
61 West Bartlett Rd.	IL 25 to County Line	2.2	1.1	2.2	6,977	234	1.1	29.9	0.49	C
62 Dauberman Rd.	US 30 to Scott Rd. (CH 48)	4.0	2.0	4.0	1,076	31	0.0	35.0	0.04	A
62 Dauberman Rd.	Scott Rd. (CH 48) to Harter Rd. (CH 4)	6.4	3.2	6.4	1,334	38	0.0	35.0	0.03	A
62 Dauberman Rd.	Harter Rd. (CH 4) to Keslinger Rd. (CH 41)	5.6	2.8	5.6	1,025	29	0.0	35.0	0.03	A
69 Empire Rd.	IL 47 to Burlington Rd. (CH 2)	6.7	3.4	6.7	3,182	106	0.0	30.0	0.08	A
71 Mooseheart Rd.	Randall Rd. (CH 34) to IL 31	2.0	1.0	2.0	9,986	337	4.6	29.6	0.78	D
77 Kirk Rd.	IL 56 to Fabyan Pkwy. (CH 8)	7.7	3.9	15.4	117,799	3,624	53.9	32.5	0.79	D
77 Kirk Rd.	Fabyan Pkwy. (CH 8) to IL 38	2.4	1.2	4.8	33,474	1,027	9.3	32.6	0.72	D
77 Kirk Rd.	IL 38 to IL 64	4.9	2.4	9.8	60,530	1,747	18.7	34.6	0.73	D
77 Kirk Rd.	IL 64 to Army Trail Rd. (CH 20)	4.3	2.2	4.3	40,665	1,283	49.3	31.7	0.99	E
78 Bliss Rd	IL 47 to Healy Rd. (CH 15)	4.7	2.4	4.7	6,199	156	0.0	39.8	0.23	A
78 Bliss Rd	Healy Rd. (CH 15) to Main St. (CH 10)	5.5	2.7	5.5	8,796	220	0.0	39.9	0.20	A
80 Corron Rd.	Burlington Rd. (CH 10) to Silver Glen Rd. (CH 5)	2.6	1.3	2.6	1,075	36	0.0	30.0	0.06	A
80 Corron Rd.	Silver Glen Rd. (CH 5) to Bowes Rd. (CH 17)	5.4	2.7	5.4	4,612	141	0.0	32.8	0.12	A
80 Corron Ext.	Bowes Rd. to U.S. 20	1.4	0.7	1.4	175	5	0.0	35.1	0.02	A
80 Corron Ext.	U.S. 20 to Big Timber Rd.	2.4	1.2	2.4	158	5	0.0	35.1	0.02	A
80 Corron Ext.	Big Timber Rd. to IL 72	2.6	1.3	2.6	2,900	83	0.0	35.0	0.20	A
81 LaFox Rd.	Keslinger Rd. (CH 41) to IL 38	3.4	1.7	3.4	919	26	0.0	35.0	0.04	A

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
81 LaFox Rd.	IL 38 to IL 64	4.4	2.2	4.4	4,847	155	0.0	31.4	0.16	A
81 LaFox Rd.	IL 64 to Burlington Rd. (CH 2)	2.1	1.0	2.1	734	24	0.0	30.0	0.06	A
83 Orchard Rd.	US 30 to Jericho Rd. (CH 24)	0.9	0.5	0.9	4,308	126	0.0	34.2	0.24	A
83 Orchard Rd.	Jericho Rd. (CH 24) to I 88	9.2	4.6	12.3	69,596	2,054	0.0	33.9	0.39	B
83 Orchard Rd.	I 88 to Randall Rd.	4.8	2.4	9.7	36,207	905	0.0	40.0	0.34	B
84 Kaneville Rd/Peck Rd	Fabyan Pkwy. (CH 8) to Keslinger Rd. (CH 41)	2.9	1.5	2.9	5,892	182	0.0	32.4	0.28	B
84 Peck Rd.	Keslinger Rd. (CH 41) to IL 38	2.7	1.4	2.7	2,910	88	0.0	33.0	0.24	A
90 Longmeadow Pkwy.	IL 31 to IL 25	2.0	1.0	2.0	3,445	138	0.0	25.0	0.31	B
101 Galena Rd.	Granart Rd. (CH 35) to Jones Rd.	3.5	1.8	3.5	8,371	240	1.3	34.9	0.53	C
102 Lake Cook Rd.	IL 62 to County Line	4.2	2.1	4.2	5,153	172	0.0	30.0	0.19	A
103 Haegers Bend Rd.	IL 25/IL 62 to County Line	0.4	0.2	0.4	1,712	50	0.0	34.1	0.40	B
188 Interstate 88	County Line to IL 47	29.4	14.7	58.9	293,684	4,549	0.0	64.6	0.27	A
188 Interstate 88	IL 47 to IL 56	8.3	4.2	16.6	77,211	1,247	0.0	61.9	0.25	A
188 Interstate 88	IL 56 to Orchard Rd.	2.5	1.3	5.0	47,036	856	3.2	54.9	0.50	C
188 Interstate 88	Orchard Rd. to IL 31	4.4	2.2	8.8	88,650	1,619	6.8	54.8	0.53	C
188 Interstate 88	IL 31 to Farnsworth Ave.	4.6	2.3	11.8	129,099	2,368	20.2	54.5	0.59	C
188 Interstate 88	Farnsworth Ave. to County Line	8.1	4.0	24.2	401,835	7,339	173.4	54.8	0.89	E
190 Interstate 90	County Line to US 20	4.1	2.0	8.1	70,658	1,088	0.0	65.0	0.46	B
190 Interstate 90	US 20 to IL 47	9.0	4.5	18.1	190,273	2,936	10.5	64.8	0.56	C
190 Interstate 90	IL 47 to Randall Rd.	10.4	5.2	20.7	355,946	5,887	148.9	60.5	0.91	E
190 Interstate 90	Randall Rd. to IL 31	5.3	2.6	15.8	151,567	2,744	9.9	55.2	0.51	C
190 Interstate 90	IL 31 to IL 25	3.5	1.8	10.6	150,573	2,731	38.2	55.1	0.77	D
190 Interstate 90	IL 25 to County Line	4.2	2.1	12.5	210,678	3,918	101.5	53.8	0.89	E
220 US 20	County Line to Interstate 90	0.9	0.4	0.9	4,278	95	0.0	45.3	0.44	B
220 US 20	Interstate 90 to Big Timber Rd.	4.7	2.4	4.7	9,776	217	0.0	45.0	0.19	A
220 US 20	Big Timber Rd to IL 47	6.3	3.1	6.3	17,546	390	0.0	45.0	0.27	A
220 US 20	IL 47 to to IL 72	0.9	0.4	1.8	6,560	147	0.0	44.7	0.32	B
220 US 20	IL 72 to Reinking Rd.	5.5	2.8	5.5	7,505	182	0.0	41.1	0.12	A
220 US 20	Reinking Rd. to Plank Rd.	5.0	2.5	5.0	7,674	189	0.0	40.6	0.14	A
220 US 20	Plank Rd. to Randall Rd.	4.2	2.1	4.4	22,207	658	3.5	33.7	0.57	C
220 US 20	Randall Rd. to McLean Blvd.	2.8	1.4	5.6	27,783	528	0.0	52.7	0.26	A
220 US 20	McLean Blvd. to IL 31	2.7	1.4	5.5	42,273	798	0.0	52.9	0.43	B
220 US 20	IL 31 to IL 25	1.6	0.8	3.3	30,255	572	0.0	52.9	0.51	C
220 US 20	IL 25 to County Line	1.7	0.8	3.4	28,282	536	0.0	52.8	0.45	B

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
230 US 30	County Line to Davis Rd.	5.2	2.6	5.2	4,848	108	0.0	45.0	0.08	A
230 US 30	Davis Rd. to Dauberman Rd.	2.5	1.3	2.5	4,094	91	0.0	45.1	0.14	A
230 US 30	Dauberman Rd. to IL 56	8.6	4.3	8.6	35,593	794	2.3	44.9	0.46	B
230 US 30	IL 56 to Base Line Rd.	5.6	2.8	6.9	20,399	592	0.0	34.5	0.34	B
230 US 30	Base Line Rd. to Orchard Rd.	2.5	1.3	2.5	11,641	259	0.0	44.9	0.41	B
230 US 30	Orchard Rd. to IL 31	2.7	1.4	2.7	21,468	641	9.6	33.5	0.77	D
234 US 34	County Line to County Line	2.1	1.1	2.1	19,843	663	42.6	29.9	1.17	F
319 IL 19	IL 25 to County Line	1.2	0.6	2.4	10,734	326	0.0	33.0	0.45	B
325 IL 25	County Line to Galena Blvd	5.7	2.8	6.0	46,515	1,479	39.4	31.5	0.87	E
325 IL 25	Galena Blvd to IL 56	7.5	3.8	9.6	59,741	1,845	55.6	32.4	0.86	E
325 IL 25	IL 56 to Fabyan Pkwy.	8.4	4.2	8.4	49,380	1,554	19.8	31.8	0.71	D
325 IL 25	Fabyan Pkwy to IL 38	2.9	1.5	2.9	24,822	808	34.3	30.7	1.02	F
325 IL 25	IL 38 to IL 64	4.0	2.0	4.0	31,560	1,006	29.1	31.4	0.94	E
325 IL 25	Il 64 to Dunham Rd.	10.8	5.4	10.8	90,951	2,752	55.5	33.0	0.84	E
325 IL 25	Dunham Rd. to US 20	5.4	2.7	5.4	63,603	2,206	249.2	28.8	1.35	F
325 IL 25	US 20 to IL 58	3.9	1.9	3.9	43,123	1,407	99.4	30.7	1.17	F
325 IL 25	IL 58 to Interstate 90	3.0	1.5	4.8	47,188	1,556	95.0	30.3	1.15	F
325 IL 25	Interstate 90 to IL 72	4.1	2.1	8.3	53,609	1,549	17.0	34.6	0.71	D
325 IL 25	IL 72 to IL 68	1.5	0.8	3.0	32,112	831	28.2	38.6	0.95	E
325 IL 25	IL 68 to IL 62	6.5	3.2	12.9	114,122	3,135	80.6	36.4	0.85	E
331 IL 31	County line to Galena Blvd.	5.5	2.8	10.4	35,816	1,128	2.9	31.8	0.49	C
331 IL 31	Galena Blvd. to Interstate 88	5.3	2.7	10.6	75,866	2,288	51.4	33.2	0.86	E
331 IL 31	Interstate 88 to Fabyan Pkwy.	9.8	4.9	19.3	92,098	2,893	54.9	31.8	0.62	C
331 IL 31	Fabyan Pkwy. to IL 38	3.5	1.7	5.8	16,193	506	0.8	32.0	0.38	B
331 IL 31	IL 38 to IL 64	3.7	1.9	3.7	29,215	988	52.5	29.6	1.03	F
331 IL 31	IL 64 to Silver Glen Rd.	7.9	3.9	13.2	70,632	2,175	12.3	32.5	0.60	C
331 IL 31	Silver Glen Rd. to US 20	9.3	4.7	9.3	95,983	2,975	145.1	32.3	1.03	F
331 IL 31	US 20 to Kimball St.	2.7	1.4	2.7	30,393	1,075	136.5	28.3	1.32	F
331 IL 31	Kimball St. to Interstate 90	3.7	1.9	7.4	68,092	2,210	150.7	30.8	1.13	F
331 IL 31	Interstate 90 to IL 72	4.7	2.3	9.3	84,892	2,502	78.9	33.9	0.89	E
331 IL 31	IL 72 to County Line	8.5	4.3	10.0	110,995	3,320	168.7	33.4	1.08	F
338 IL 38	County Line Rd. to Meredith Rd.	6.8	3.4	6.8	12,101	269	0.0	45.0	0.16	A
338 IL 38	Meredith Rd. to IL 47	6.8	3.4	6.8	14,784	329	0.0	45.0	0.20	A
338 IL 38	IL 47 to La Fox Rd.	6.5	3.3	6.5	21,285	502	0.0	42.4	0.31	B

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
338 IL 38	La Fox Rd. to Peck Rd.	5.2	2.6	5.2	25,824	574	0.0	45.0	0.44	B
338 IL 38	Peck Rd. to Randall Rd.	1.9	1.0	1.9	16,778	378	5.8	44.4	0.76	D
338 IL 38	Randall Rd. to IL 31	4.3	2.1	8.5	36,091	1,171	3.6	30.8	0.58	C
338 IL 38	IL 31 to Kirk Rd.	2.9	1.5	5.8	47,410	1,577	66.3	30.1	1.04	F
338 IL 38	Kirk Rd. to County Line	2.5	1.3	5.0	33,813	1,046	17.9	32.3	0.80	E
347 IL 47	US 30 to Bliss Rd.	2.1	1.1	4.2	7,005	204	0.0	34.4	0.22	A
347 IL 47	Bliss Rd. to Harter Rd.	2.7	1.4	5.4	9,313	207	0.0	45.0	0.15	A
347 IL 47	Harter Rd. to Interstate 88	3.8	1.9	6.1	12,549	278	0.0	45.1	0.34	B
347 IL 47	Interstate 88 to Main St.	3.3	1.6	3.3	15,719	394	0.0	39.9	0.44	B
347 IL 47	Main St. to Keslinger Rd.	5.8	2.9	5.8	24,575	724	0.0	33.9	0.42	B
347 IL 47	Keslinger Rd. to IL 38	3.0	1.5	3.0	15,190	480	3.4	31.7	0.62	C
347 IL 47	IL 38 to Beith Rd.	3.2	1.6	3.2	16,362	364	0.0	44.9	0.46	B
347 IL 47	Beith Rd. to IL 64	2.0	1.0	2.0	12,764	316	4.3	40.4	0.61	C
347 IL 47	IL 64 to Burlington Rd.	7.0	3.5	7.0	42,127	983	3.9	42.8	0.55	C
347 IL 47	Burlington Rd. to Plato Rd.	4.7	2.4	4.7	33,510	747	2.4	44.9	0.62	C
347 IL 47	Plato Rd. to Plank Rd.	4.9	2.5	4.9	34,207	768	7.0	44.5	0.61	C
347 IL 47	Plank Rd. to US 20	3.9	2.0	3.9	27,931	625	3.6	44.7	0.62	C
347 IL 47	US 20 to Interstate 90	5.4	2.7	5.4	25,771	574	0.0	44.9	0.42	B
347 IL 47	Interstate 90 to County Line	4.6	2.3	9.1	46,109	1,025	0.0	45.0	0.46	B
356 IL 56	US 30 to Galena Blvd.	3.4	1.7	6.9	38,773	597	0.0	64.9	0.31	B
356 IL 56	Galena Blvd. to Interstate 88	4.3	2.1	8.6	40,837	628	0.0	65.0	0.25	A
356 IL 56	IL 31 to IL 25	0.6	0.3	0.6	3,631	106	0.0	34.3	0.58	C
356 IL 56	IL 25 to Kirk Rd.	4.3	2.2	4.3	18,005	531	0.0	33.9	0.43	B
356 IL 56	Kirk Rd. to County Line	1.9	0.9	1.9	9,080	267	0.0	34.0	0.50	C
358 IL 58	IL 25 to County Line	1.1	0.5	2.1	8,353	252	0.0	33.1	0.41	B
362 IL 62	County Line to IL 25	0.8	0.4	1.6	13,417	397	11.2	33.8	0.99	E
362 IL 62	IL 25 to County Line	4.6	2.3	4.6	35,696	1,139	31.0	31.3	0.93	E
364 IL 64	Countly Line Rd. to Peplow Rd.	6.0	3.0	6.0	7,422	165	0.0	44.9	0.12	A
364 IL 64	Peplow Rd. to IL 47	7.4	3.7	7.4	10,447	232	0.0	45.0	0.12	A
364 IL 64	IL 47 to La Fox Rd.	8.2	4.1	8.2	10,171	293	0.0	34.7	0.13	A
364 IL 64	La Fox Rd. to Randall Rd.	7.5	3.7	7.5	32,708	949	3.0	34.5	0.52	C
364 IL 64	Randall Rd. to IL 31	2.5	1.3	5.1	16,573	535	0.0	31.0	0.45	B
364 IL 64	IL 31 to Kirk Rd.	4.3	2.2	8.6	69,508	2,156	67.3	32.2	0.95	E
364 IL 64	Kirk Rd. to County Line	3.9	2.0	7.8	61,338	1,815	62.8	33.8	0.91	E

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
368 IL 68	IL 72 to IL 25	1.6	0.8	1.6	6,913	207	0.0	33.4	0.44	B
368 IL 68	IL 25 to County Line	4.7	2.4	4.7	33,070	982	11.3	33.7	0.70	D
372 IL 72	County Line to Walker Rd.	3.4	1.7	3.4	4,097	91	0.0	45.0	0.11	A
372 IL 72	Walker Rd. to State St.	4.0	2.0	4.0	9,888	220	0.0	45.0	0.22	A
372 IL 72	State St. to US 20	7.8	3.9	7.8	28,501	633	0.0	45.0	0.34	B
372 IL 72	US 20 to Big Timber Rd.	5.9	3.0	5.9	23,191	514	0.0	45.1	0.34	B
372 IL 72	Big Timber Rd. to Tyrrell Rd.	4.4	2.2	4.4	23,038	511	0.0	45.0	0.46	B
372 IL 72	Tyrrell Rd. to Randall Rd.	2.5	1.3	2.5	14,436	321	0.0	44.9	0.51	C
372 IL 72	Randall Rd. to IL 31	5.0	2.5	5.0	28,333	835	3.0	33.9	0.56	C
372 IL 72	IL 31 to IL 68	1.6	0.8	3.2	23,434	843	33.1	27.8	1.03	F
372 IL 72	IL 68 to IL 25	1.5	0.8	1.5	11,716	347	2.5	33.7	0.74	D
372 IL 72	IL 25 to County Line	4.0	2.0	7.7	70,345	1,905	53.8	36.9	0.85	E
601 Drendl Rd		2.1	1.1	2.1	2,981	85	0.0	34.9	0.25	A
601 Drendl Rd.		1.8	0.9	1.8	7,660	221	2.8	34.6	0.76	D
602 Kreutzer Rd		4.5	2.2	4.5	975	28	0.0	35.0	0.04	A
603 Powers Rd		7.1	3.6	7.1	441	13	0.0	35.0	0.01	A
604 Freeman Rd		6.0	3.0	6.0	1,706	49	0.0	35.0	0.05	A
605 Binnie Rd		5.3	2.7	5.3	2,864	82	0.0	35.0	0.14	A
606 Miller Rd		2.8	1.4	2.8	8,377	269	1.3	31.2	0.53	C
607 Boyer Rd		2.5	1.2	2.5	2,566	73	0.0	35.0	0.19	A
609 Coombs Rd		4.7	2.4	4.7	5,597	160	0.0	35.0	0.22	A
610 Mason Rd		2.1	1.0	2.1	1,858	53	0.0	34.9	0.16	A
611 Square Barn Rd		4.1	2.0	4.1	6,894	197	0.0	35.0	0.31	B
701 Marshall Rd		2.1	1.1	2.1	394	11	0.0	34.9	0.04	A
702 Rohrsen Rd	Tower Rd. to IL 47	5.0	2.5	5.0	1,110	32	0.0	35.0	0.04	A
702 Rohrsen Rd.	IL 47 to Muirhead Rd.	4.5	2.2	4.5	412	12	0.0	34.9	0.02	A
703 Muirhead Rd		6.2	3.1	6.2	2,569	74	0.0	34.6	0.08	A
704 Lenz Rd		2.5	1.3	2.5	190	6	0.0	32.4	0.03	A
705 Crawford Rd		1.7	0.8	1.7	76	3	0.0	30.0	0.01	A
706 McDonald Rd	Thomas Rd. to Dittman Rd.	7.3	3.7	7.3	1,641	47	0.0	35.1	0.08	A
706 McDonald Rd.	Dittman Rd. to Randall Rd.	10.0	5.0	10.0	5,360	166	0.0	32.3	0.09	A
708 Stevens Rd		3.5	1.7	3.5	1,301	43	0.0	30.0	0.06	A
709 Nolan Rd		1.6	0.8	1.6	682	23	0.0	30.0	0.07	A
710 Hopps Rd		5.0	2.5	5.0	4,617	154	0.0	30.0	0.19	A

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
711 Water Rd		3.0	1.5	3.0	230	8	0.0	30.0	0.01	A
712 Nesler Rd		5.1	2.6	5.1	5,833	194	0.0	30.0	0.19	A
713 South St		2.9	1.4	2.9	7,875	264	1.0	29.9	0.45	B
715 Umbdenstock Rd		1.8	0.9	1.8	1,675	56	0.0	30.0	0.15	A
801 Prairie St	Dugan Rd. to IL 47	5.0	2.5	5.0	6,785	194	0.0	35.0	0.42	B
801 Prairie Rd.	IL 47 to Randall Rd.	7.3	3.7	7.3	2,792	82	0.0	34.2	0.14	A
801 Prairie Rd.	Randall Rd. to IL 31	5.2	2.6	5.4	8,464	314	0.0	27.0	0.30	B
802 Galena Blvd	IL 47 to. IL 56	1.9	0.9	1.9	4,389	126	0.0	34.9	0.26	A
802 Galena Rd.	IL 56 to Randall Rd.	3.9	2.0	3.9	17,732	508	2.5	34.9	0.49	C
802 Galena Rd.	Randall Rd. to IL 31	5.6	2.8	11.2	68,592	1,984	19.2	34.6	0.73	D
803 Hankes Rd	Bliss Rd. to IL 56	3.4	1.7	3.4	11,399	328	1.9	34.8	0.62	C
803 Hankes Rd.	IL 56 to Deerpath Rd.	1.7	0.8	1.7	6,327	182	1.3	34.8	0.69	D
803 Hankes Rd.	Deerpath Rd. to Galena Rd.	1.2	0.6	1.2	4,622	155	0.7	29.9	0.60	C
804 Sullivan Rd		6.3	3.2	6.3	14,411	453	8.9	31.8	0.67	D
805 Indian Trail Rd	Randall Rd. to IL 31	6.0	3.0	12.0	28,162	853	0.0	33.0	0.29	B
805 Indian Trail Rd.	IL 31 to Farnsworth Rd.	3.7	1.9	7.5	36,382	1,087	0.0	33.5	0.53	C
806 West Illinois Ave		7.8	3.9	12.3	26,637	860	4.7	31.0	0.43	B
807 Wheeler Rd		11.3	5.7	11.3	149	4	0.0	35.1	0.01	A
808 Dugan Rd		8.3	4.1	8.3	9,677	276	0.0	35.0	0.28	B
809 Baseline Rd		4.3	2.1	4.3	9,342	267	0.0	35.0	0.40	B
810 Seavey Rd	Harter Rd. to IL 47	4.4	2.2	4.4	574	16	0.0	35.1	0.03	A
810 Seavey Rd.	IL 47 to Bliss Rd.	5.7	2.9	5.7	77	2	0.0	35.1	0.00	A
810 Seavey Rd.	Bliss Rd. to Nelson Lake Rd.	4.5	2.3	4.5	90	3	0.0	35.0	0.00	A
811 Ke-De-Ka Rd		1.6	0.8	1.6	718	21	0.0	34.9	0.08	A
812 Merrill Rd		3.6	1.8	3.6	10,199	292	0.9	34.9	0.51	C
813 Denny Rd		2.2	1.1	2.2	300	9	0.0	35.0	0.02	A
814 Norris Rd	Bliss Rd. to Tanner Rd.	2.0	1.0	2.0	1,608	46	0.0	35.1	0.14	A
814 Norris Rd.	Healy Rd. to Hankes Rd.	3.6	1.8	3.6	2,031	58	0.0	35.0	0.10	A
815 Deerpath Rd	Hankes Rd. to Oak St.	4.8	2.4	4.8	1,952	56	0.0	35.0	0.08	A
815 Deerpath Rd.	Tanner Rd. to Nelson Lake Rd.	2.3	1.2	2.3	1,804	57	0.0	31.8	0.13	A
815 Deerpath Rd.	Nelson Lake Rd. to Main St.	4.7	2.4	4.7	2,044	64	0.0	32.2	0.10	A
817 Gordon Rd.	Prairie St. to Galena Rd.	1.4	0.7	1.4	1,188	34	0.0	35.1	0.17	A
818 Barnes Rd		3.7	1.9	3.7	267	8	0.0	35.1	0.02	A
819 Bertram Rd		1.2	0.6	1.2	283	8	0.0	35.0	0.04	A

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820 Mighell Rd		3.1	1.5	3.1	2,876	82	0.0	35.0	0.40	B
821 Ashe Rd		1.8	0.9	1.8	3,831	109	0.0	35.0	0.38	B
822 Aucutt Rd		3.9	1.9	4.4	16,116	555	18.2	29.0	0.77	D
824 Jericho Rd		3.7	1.9	3.7	7,316	245	1.6	29.8	0.41	B
848 Scott Rd		6.3	3.1	6.3	2,027	58	0.0	35.0	0.13	A
1001 Melms Rd.		5.6	2.8	5.6	3,828	109	0.0	35.0	0.12	A
1002 Higgins Rd.		3.1	1.6	3.1	3,809	109	0.0	35.1	0.22	A
1003 Widmayer Rd.		4.5	2.2	4.5	1,198	34	0.0	35.1	0.09	A
1004 Kelley Rd.		4.5	2.3	4.5	2,814	81	0.0	34.9	0.12	A
1005 Gast Rd.		1.6	0.8	1.6	296	8	0.0	35.0	0.03	A
1006 Ketchum Rd.		2.3	1.2	2.3	2,542	73	0.0	35.0	0.21	A
1007 Dietrich Rd.		2.7	1.4	2.7	1,054	30	0.0	35.1	0.07	A
1008 Brier Hill Rd.		5.4	2.7	5.4	2,430	70	0.0	34.9	0.22	A
1009 Clanyard Rd.		4.1	2.0	4.1	2,591	74	0.0	35.0	0.12	A
1010 Hennig Rd.	Brier Hill Rd. to Sandwald Rd.	1.7	0.9	1.7	3,001	86	0.0	35.0	0.31	B
1010 Hennig Rd.	Sandwald Rd. to Clanyard Rd.	2.1	1.0	2.1	937	27	0.0	35.1	0.08	A
1011 Freeman Rd.		2.1	1.1	2.1	7,641	225	6.6	33.9	0.85	E
1014 County Line Rd.		1.5	0.8	3.0	3,007	86	0.0	35.1	0.18	A
1015 Sandwald Rd.		3.9	2.0	3.9	4,335	124	0.0	35.0	0.20	A
1017 Sleepy Hollow Rd.	Boncosky Rd. to IL 72	3.7	1.8	3.7	10,270	342	0.0	30.0	0.45	B
1017 Sleepy Hollow Rd.	IL 72 to County Line Rd.	7.1	3.6	7.1	17,586	553	1.2	31.8	0.44	B
1018 Huntley Rd.	Sleepy Hollow Rd. to IL 31	3.0	1.5	3.0	24,206	889	82.3	27.2	1.25	F
1018 Williams	IL 31 to Lake Marian Rd.	1.9	1.0	1.9	10,061	345	9.3	29.2	0.90	E
1019 Algonquin Rd.	Lake Marian Rd. to Bolz Rd.	2.6	1.3	2.6	8,346	279	1.1	29.9	0.52	C
1019 Algonquin Rd.	Bolz. Rd. to IL 62	3.0	1.5	3.0	9,802	328	1.1	29.9	0.52	C
1020		2.2	1.1	2.2	2,599	104	0.0	25.0	0.25	A
1021 Lake Marian Rd.		2.7	1.4	4.0	6,853	232	0.0	29.6	0.33	B
1022 Van Buren Rd.		4.5	2.2	4.5	2,242	90	0.0	25.0	0.15	A
1023 Helm Rd.		3.1	1.6	3.1	5,093	170	0.0	30.0	0.27	A
1024		2.2	1.1	2.2	2,607	104	0.0	25.0	0.21	A
1025		7.1	3.6	7.1	1,201	40	0.0	30.0	0.03	A
1026		3.1	1.5	3.1	10,863	363	1.4	29.9	0.56	C
1027 Washington Rd.		2.0	1.0	2.0	8,917	321	3.0	27.8	0.73	D
1028		4.8	2.4	4.8	17,639	593	5.0	29.7	0.64	C

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1029 Boncosky Rd.		3.0	1.5	3.0	11,823	395	1.3	29.9	0.64	C
1030 Duncan Ave.		8.4	4.2	8.4	61,154	2,472	421.7	24.7	1.46	F
1031		1.6	0.8	1.6	5,713	192	1.2	29.8	0.58	C
1032 McLean Blvd.	Big Timber Rd. to Boncosky Rd.	4.3	2.2	6.8	20,553	669	2.7	30.7	0.51	C
1033 Reinking Rd.		6.6	3.3	6.6	899	26	0.0	34.2	0.04	A
1034 Kendall Rd.		4.4	2.2	4.4	548	16	0.0	35.0	0.02	A
1035 Connors Rd.		1.0	0.5	1.0	344	10	0.0	35.2	0.06	A
1036 Ellithorpe/Pease Rd.		1.6	0.8	1.6	883	25	0.0	34.9	0.10	A
1037 Tower Rd.		4.0	2.0	4.0	78	2	0.0	35.1	0.00	A
1038 Thurnau Rd.		0.6	0.3	0.6	1,693	48	0.0	35.0	0.54	C
1039 Brier Hill Rd.		7.0	3.5	7.0	5,221	149	0.0	35.0	0.21	A
1040 Berner Rd.		2.0	1.0	2.0	149	4	0.0	35.1	0.01	A
1041 Bahr Rd.		6.5	3.3	6.5	677	19	0.0	35.0	0.03	A
1042 Romke Rd.	CH 2 to Bahr Rd.	1.9	0.9	1.9	216	6	0.0	35.1	0.02	A
1042 Romke Rd.	Bahr Rd. to Lenschow Rd.	2.5	1.3	2.5	516	15	0.0	34.9	0.04	A
1042 Romke Rd.	Lenschow Rd. to Berner Rd.	1.3	0.6	1.3	278	8	0.0	35.0	0.04	A
1042 Romke Rd.	Berner Rd. to IL 72	2.0	1.0	2.0	292	8	0.0	35.1	0.03	A
1043 Getzelman Rd.		2.9	1.5	2.9	676	19	0.0	35.0	0.04	A
1044 Lenschow Rd.	County Line Rd. to CH 46	5.4	2.7	5.4	542	16	0.0	34.9	0.02	A
1044 Lenschow Rd.	CH 46 to Romke Rd.	6.2	3.1	6.2	752	22	0.0	35.0	0.02	A
1045 Engel Rd.		5.7	2.8	5.7	1,450	42	0.0	34.9	0.05	A
1046 Factly Rd.		3.2	1.6	3.2	279	8	0.0	35.0	0.02	A
1047 Waughon Rd.		1.9	0.9	1.9	357	11	0.0	31.4	0.03	A
1048		1.1	0.5	1.1	18	1	0.0	34.9	0.00	A
1049 Lawrence Rd.		3.2	1.6	3.2	356	10	0.0	35.0	0.02	A
1050 Lukens Rd.		2.1	1.0	2.1	270	8	0.0	34.9	0.02	A
1051 Marcy Rd.		2.0	1.0	2.0	345	10	0.0	35.2	0.04	A
1052 Chapman Rd.		5.7	2.9	5.7	585	17	0.0	35.0	0.03	A
1053 Godfrey Rd.		2.6	1.3	2.6	503	14	0.0	35.0	0.04	A
1054 Middleton Rd.		8.5	4.3	8.5	724	21	0.0	34.9	0.02	A
1055 Percy Rd.		3.1	1.6	3.1	66	2	0.0	35.0	0.00	A
1058 Snyder Rd.		2.8	1.4	2.8	161	5	0.0	35.0	0.01	A
1059 Thomas Rd.		3.3	1.7	3.3	516	15	0.0	35.0	0.03	A
1060		2.3	1.2	2.3	71	2	0.0	30.0	0.01	A

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1061		2.9	1.4	2.9	3,439	115	0.0	30.0	0.20	A
1062		1.5	0.8	1.5	2,629	88	0.0	30.0	0.28	A
1063 Spring St.		2.7	1.3	2.7	12,184	425	18.7	28.7	0.87	E
1064 Kenyon Rd.		2.5	1.3	2.5	258	9	0.0	30.0	0.04	A
1065 Barry Rd.		0.9	0.4	0.9	116	5	0.0	24.9	0.02	A
1066 Middle St.		2.3	1.2	2.3	4,777	159	0.0	30.0	0.34	B
1067 Gilbert St.		2.6	1.3	2.6	21,220	770	62.6	27.6	1.24	F
1068 Raymond St.		5.5	2.8	5.5	30,999	1,055	21.3	29.4	0.86	E
1069 Bluff City St.		2.5	1.2	2.5	12,674	430	7.4	29.5	0.82	E
1070 Larkin St.		4.4	2.2	6.5	20,760	705	13.1	29.4	0.69	D
1071		4.2	2.1	4.2	3,073	123	0.0	25.0	0.17	A
1072 Wing St.		1.8	0.9	2.7	10,800	384	23.6	28.2	0.90	E
1073		2.5	1.2	2.5	3,325	133	0.0	25.1	0.37	B
1074		2.8	1.4	2.8	6,087	244	0.0	25.0	0.38	B
1075		2.6	1.3	2.6	1,735	69	0.0	25.0	0.15	A
1076		2.3	1.1	2.3	2,489	99	0.0	25.1	0.19	A
1077		2.8	1.4	2.8	9,430	389	11.4	24.2	0.78	D
1078 Lawrence Ave./Kimba		4.6	2.3	5.4	18,073	687	44.2	26.3	1.07	F
1079 Chicago St.		1.8	0.9	3.6	11,674	414	3.2	28.2	0.62	C
1080 Congdon Ave.		3.7	1.8	3.7	11,715	453	18.6	25.9	0.77	D
1081		2.2	1.1	2.2	2,376	95	0.0	25.0	0.24	A
1082		1.6	0.8	1.6	1,847	75	0.8	24.7	0.52	C
1083		0.5	0.3	0.5	872	35	0.0	24.9	0.29	B
1084		1.5	0.8	1.5	1,746	70	0.0	25.1	0.20	A
1085 National St.		2.6	1.3	2.6	9,460	383	49.0	24.7	1.20	F
1086		1.3	0.6	2.6	375	15	0.0	24.9	0.05	A
1087		2.1	1.0	2.1	9,395	382	6.0	24.6	0.80	E
1088 Summit St.		1.6	0.8	2.5	5,608	183	0.0	30.6	0.36	B
1089 Dundee Ave.		2.3	1.1	4.5	31,640	1,132	77.0	28.0	1.16	F
1090		0.2	0.1	0.2	1,835	87	12.8	21.2	1.37	F
1090 Villa St.	Congdon Ave. to Raymond St.	10.7	5.3	21.4	11,482	389	6.0	29.5	0.67	D
1090 Villa St.	Raymond St. to IL 25	2.6	1.3	5.2	26,084	826	9.1	31.6	0.73	D
1091 Old State Rd.		1.3	0.7	1.3	79	2	0.0	34.9	0.01	A
1092 Peterson Rd.		2.3	1.2	2.3	175	5	0.0	35.0	0.02	A

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
1093 Fabris Rd.		2.9	1.4	2.9	617	18	0.0	35.0	0.04	A
1094 I.C. Tr.		5.8	2.9	5.8	1,075	31	0.0	35.0	0.07	A
1095 Read Rd.		3.3	1.6	3.3	1,337	38	0.0	35.1	0.07	A
1096 Hanson Rd.		1.9	1.0	1.9	1,149	33	0.0	35.1	0.11	A
1097 Swanberg Rd.		2.5	1.3	2.5	1,483	42	0.0	35.0	0.11	A
1098		2.2	1.1	2.2	484	16	0.0	30.0	0.06	A
1099 Bolcum Rd.		6.2	3.1	6.2	12,627	421	0.0	30.0	0.34	B
1100 Burr Rd.		6.1	3.1	6.1	1,822	61	0.0	30.0	0.06	A
1101 Crane Rd.		4.9	2.4	4.9	3,993	133	0.0	30.0	0.14	A
1102 Red Gate Rd.		3.2	1.6	3.2	1,708	57	0.0	30.0	0.12	A
1103		2.9	1.5	2.9	943	31	0.0	30.0	0.05	A
1104		2.1	1.0	2.1	107	4	0.0	30.0	0.01	A
1105 Welter Rd.		9.7	4.8	9.7	59	2	0.0	35.1	0.00	A
1106 Winters Rd.		6.6	3.3	6.6	555	16	0.0	35.0	0.02	A
1107 Beith Rd.		4.2	2.1	4.2	1,418	40	0.0	35.0	0.07	A
1108 Root Rd.		1.2	0.6	1.2	713	20	0.0	34.9	0.11	A
1109 Howard Rd.		2.5	1.2	2.5	1,653	47	0.0	35.0	0.12	A
1110 McNulty Rd.		2.3	1.2	2.3	198	6	0.0	35.0	0.02	A
1111 Francis Rd.		6.1	3.1	6.1	444	13	0.0	35.1	0.03	A
1112 Freeland Rd.		3.3	1.6	3.3	26	1	0.0	34.8	0.00	A
1113 Schrader Rd.		4.0	2.0	4.0	971	28	0.0	35.1	0.05	A
1114 Watson Rd.		4.7	2.4	4.7	2,038	58	0.0	35.1	0.08	A
1115 Harter Rd.		6.4	3.2	6.4	2,689	77	0.0	35.0	0.08	A
1116 Miner Rd.		3.4	1.7	3.4	212	6	0.0	35.0	0.01	A
1117 Owens Rd.	Miner Rd. to CH 10	1.9	1.0	1.9	101	3	0.0	34.9	0.01	A
1118 Lasher Rd.	CH 62 to Harter Rd.	7.8	3.9	7.8	489	14	0.0	34.9	0.03	A
1118 Lasher Rd.	County Line Rd. to CH 62	4.6	2.3	4.6	80	2	0.0	35.0	0.00	A
1119 Shaw Rd.		2.1	1.0	2.1	136	4	0.0	34.8	0.01	A
1120 Hinckley Rd.		1.8	0.9	1.8	29	1	0.0	35.0	0.01	A
1122 Price Rd.		1.2	0.6	1.2	392	11	0.0	35.1	0.06	A
1124 McDermott		2.0	1.0	2.0	407	12	0.0	34.9	0.04	A
1125 Greenacre Rd.		2.2	1.1	2.2	80	2	0.0	34.9	0.01	A
1126 Bushnell Rd.		2.6	1.3	2.6	675	19	0.0	35.0	0.05	A
1127 Nelson Rd.		2.5	1.3	2.5	683	20	0.0	35.0	0.05	A

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1128 Jones Rd.		1.7	0.9	1.7	3,166	90	0.0	35.0	0.33	B
1129 Clark Rd.		1.6	0.8	1.6	902	26	0.0	35.0	0.10	A
1131 Lorang Rd.		5.1	2.5	5.1	804	23	0.0	35.0	0.03	A
1132 Green Rd.		4.4	2.2	4.4	4,495	129	0.0	35.0	0.23	A
1133 Smith Rd.		2.5	1.3	2.5	917	28	0.0	32.4	0.08	A
1134 Bateman Rd.	Interstate 88 to Rowe Rd.	2.4	1.2	2.4	941	27	0.0	34.9	0.07	A
1134 Bateman Rd.	Rowe Rd. to Lorang Rd.	0.5	0.2	0.5	244	7	0.0	35.4	0.10	A
1134 Bateman Rd.	Lorang Rd. to Rowe Rd.	1.2	0.6	1.2	595	17	0.0	34.9	0.09	A
1135 Rowe Rd.	Bateman Rd. to Schneider Rd.	1.2	0.6	1.2	38	1	0.0	34.9	0.01	A
1135 Rowe Rd.	Schneider to IL 47	1.3	0.7	1.3	653	19	0.0	35.0	0.09	A
1136 Schneider Rd.		2.8	1.4	2.8	89	3	0.0	35.0	0.01	A
1137 Pouly Rd.		5.6	2.8	5.6	2,998	86	0.0	35.0	0.10	A
1138 Harley Rd.		3.3	1.7	3.3	307	9	0.0	35.0	0.02	A
1139 Anderson Rd.		4.6	2.3	4.6	904	26	0.0	34.2	0.04	A
1140		1.5	0.7	1.5	232	8	0.0	30.0	0.03	A
1141 Campton Hills Rd.		11.7	5.9	11.7	3,446	115	0.0	30.0	0.17	A
1142 Town Hall Rd.		2.5	1.2	2.5	1,736	55	0.0	31.6	0.12	A
1143 Brown Rd.		2.0	1.0	2.0	186	6	0.0	30.0	0.02	A
1144 Dean St.		6.1	3.1	6.1	3,725	137	0.0	27.2	0.14	A
1145		2.3	1.1	2.3	4,127	138	0.0	30.0	0.35	B
1146 Country Club Rd.		3.0	1.5	3.0	2,733	91	0.0	30.0	0.16	A
1147		2.8	1.4	2.8	25,143	974	135.6	25.8	1.44	F
1148 Kautz Rd.		5.2	2.6	5.2	12,735	426	1.1	29.9	0.42	B
1149		1.6	0.8	1.6	4,455	149	0.0	30.0	0.45	B
1150		1.9	1.0	1.9	3,752	125	0.0	30.0	0.31	B
1151 Brundige Rd.		3.0	1.5	3.0	1,056	30	0.0	34.9	0.06	A
1152		2.6	1.3	2.6	733	21	0.0	35.0	0.05	A
1153 Wenmoth Rd.		2.7	1.3	2.7	2,102	70	0.0	30.0	0.13	A
1154 McKee St.		5.4	2.7	5.4	2,998	109	0.0	27.4	0.15	A
1155 Nelson Lake Rd.		2.7	1.3	2.7	1,196	40	0.0	30.0	0.08	A
1156		2.6	1.3	2.6	5,155	172	0.0	30.0	0.35	B
1157 Banbury Rd.		2.6	1.3	2.6	4,013	134	0.0	30.0	0.25	A
1158 Mettel Rd.		1.7	0.8	1.7	876	29	0.0	30.0	0.09	A
1159 Schomer Rd.		1.1	0.6	1.1	2,765	92	0.0	30.0	0.40	B

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1160	Molitor Rd.	2.9	1.4	2.9	13,051	453	18.3	28.8	0.91	E
1161		2.3	1.2	2.3	2,332	78	0.0	30.0	0.28	B
1162	Mitchell Rd.	4.6	2.3	4.6	13,437	453	5.6	29.6	0.58	C
1163	Hart Rd.	7.9	4.0	7.9	8,466	309	0.0	27.4	0.24	A
1164	Raddant Rd.	7.7	3.9	7.7	8,913	308	0.0	29.0	0.30	B
1165	Church Rd.	6.1	3.1	6.1	29,557	1,084	72.9	27.3	0.98	E
1166		5.5	2.8	5.5	1,392	51	0.0	27.3	0.05	A
1167		1.2	0.6	1.2	307	10	0.0	30.0	0.04	A
1168	Western Ave.	4.2	2.1	4.2	4,857	171	0.0	28.4	0.22	A
1169		2.4	1.2	2.4	2,308	92	0.0	25.1	0.17	A
1170		0.7	0.4	0.7	502	20	0.0	25.1	0.12	A
1171		4.0	2.0	4.0	3,176	122	0.0	26.1	0.20	A
1172	Wilson St.	8.0	4.0	8.0	36,936	1,153	10.7	32.0	0.66	D
1173		1.7	0.9	1.7	2,249	90	0.0	25.1	0.24	A
1174		2.5	1.3	3.7	20,944	477	5.5	43.9	0.70	D
1175		1.0	0.5	1.0	1,501	50	0.0	30.0	0.24	A
1176	South St.	3.3	1.7	3.3	2,310	77	0.0	30.0	0.16	A
1177		0.3	0.1	0.3	376	15	0.0	24.7	0.28	A
1178		0.7	0.4	0.7	942	38	0.0	25.0	0.29	B
1179		3.2	1.6	3.2	2,957	118	0.0	25.0	0.22	A
1180	Kaneville Rd.	2.5	1.3	2.5	6,801	227	0.0	30.0	0.42	B
1181		1.1	0.5	1.1	68	3	0.0	25.0	0.01	A
1182		1.6	0.8	1.6	1,058	42	0.0	25.0	0.12	A
1183	Bricher St.	2.9	1.5	2.9	371	14	0.0	26.9	0.04	A
1184		2.1	1.0	2.1	3,422	137	0.0	25.0	0.31	B
1185	Prairie St.	3.0	1.5	3.0	16,108	572	20.4	28.2	0.92	E
1186		0.4	0.2	0.4	1,042	41	0.0	25.2	0.55	C
1187		0.5	0.3	0.5	383	15	0.0	24.9	0.27	A
1188		2.3	1.1	2.3	394	16	0.0	25.0	0.04	A
1189	Illinois St.	1.0	0.5	1.0	1,905	76	0.0	25.2	0.58	C
1191		2.3	1.2	2.3	180	7	0.0	25.0	0.02	A
1192		1.3	0.7	1.3	1,710	68	0.0	25.1	0.23	A
1193	Richards/2nd St.	3.3	1.7	3.3	5,055	205	0.0	24.6	0.30	B
1194		2.5	1.3	2.5	5,263	210	0.0	25.0	0.36	B

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1195 7th St/East Side St.		4.3	2.1	4.3	3,502	140	0.0	25.0	0.20	A
1196		2.6	1.3	2.6	3,450	123	0.0	27.9	0.29	B
1197 Edgelawn Dr.		6.0	3.0	6.0	9,306	365	0.0	25.5	0.34	B
1198		2.6	1.3	2.6	3,658	146	0.0	25.1	0.30	B
1199		2.0	1.0	2.0	41	2	0.0	25.2	0.00	A
1200		4.3	2.1	4.3	8,197	307	0.0	26.7	0.45	B
1201		4.0	2.0	4.0	6,223	249	0.6	25.0	0.40	B
1202 Highland Ave.		4.9	2.5	5.8	7,998	320	0.0	25.0	0.31	B
1203		3.7	1.9	3.7	7,330	289	6.7	25.4	0.64	C
1204		2.3	1.1	2.3	1,568	63	0.0	25.0	0.16	A
1205 Ashland Ave.		3.6	1.8	3.6	2,789	111	0.0	25.0	0.15	A
1206 5th Ave.		6.0	3.0	6.0	34,227	1,167	72.0	29.3	1.06	F
1207		1.9	1.0	3.8	14,100	473	3.3	29.8	0.68	D
1208		2.3	1.2	3.7	9,861	351	5.3	28.1	0.70	D
1209		1.7	0.9	1.7	8,153	278	5.0	29.4	0.74	D
1210 Lincoln Ave.		3.9	1.9	3.9	14,804	628	33.2	23.6	0.95	E
1211		4.0	2.0	4.0	6,853	268	0.0	25.6	0.34	B
1212 Root St.		4.2	2.1	4.2	4,042	163	1.0	24.9	0.31	B
1213 Union St.		7.3	3.7	7.3	15,075	606	3.3	24.9	0.44	B
1214		2.1	1.1	2.1	3,841	153	0.0	25.1	0.46	B
1215 Liberty/Claim St.		5.9	2.9	5.9	10,039	367	0.0	27.4	0.34	B
1216 Kautz Rd.		2.0	1.0	2.0	3,590	120	0.0	30.0	0.30	B
1217 Farnsworth Rd.		1.6	0.8	1.6	2,893	96	0.0	30.0	0.30	B
1219		0.3	0.1	0.5	5,581	179	10.7	31.2	1.11	F
1219 New York St./Galena	westbound	1.9	1.0	3.8	32,330	1,105	75.3	29.3	1.06	F
1219 New York St./Galena	eastbound leg	1.5	0.8	3.0	27,623	950	65.0	29.1	1.13	F
1220 Hill Ave.	County Line to Montgomery Road	4.8	2.4	4.8	46,074	1,559	163.6	29.5	1.25	F
1222 Main St.		4.3	2.1	5.6	6,817	245	0.0	27.8	0.26	A
1223 North. Ave.		0.9	0.5	1.1	2,175	71	0.0	30.7	0.40	B
1224		2.7	1.3	2.7	2,476	99	0.0	25.1	0.22	A
1225		1.6	0.8	1.6	572	23	0.0	24.9	0.09	A
1226		2.4	1.2	2.4	4,461	149	0.0	30.0	0.32	B
1227		1.9	1.0	1.9	339	11	0.0	29.9	0.06	A
1228		1.1	0.6	1.1	486	19	0.0	26.1	0.08	A

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1229		1.4	0.7	1.4	278	10	0.0	26.6	0.05	A
1230 New York St.		3.2	1.6	6.4	34,433	1,091	13.5	31.6	0.71	D
1231 Ohio St.		3.4	1.7	3.4	8,885	415	79.1	21.4	0.90	E
1231 Hill Ave.	Montgomery Rd. to Fifth Ave.	1.8	0.9	1.8	22,568	742	67.8	30.4	1.26	F
1232		0.9	0.5	0.9	4,190	169	1.5	24.7	0.77	D
1233		0.8	0.4	0.8	1,151	38	0.0	30.0	0.25	A
1234 Sheffer Rd./Forest St.		4.6	2.3	4.6	15,250	569	0.8	26.8	0.58	C
1235		1.0	0.5	1.0	1,362	55	0.0	24.9	0.25	A
1236		1.0	0.5	1.0	1,461	59	0.0	24.9	0.26	A
1237 Montgomery Rd.		2.5	1.2	2.5	22,062	831	95.5	26.6	1.35	F
1238 McClure Rd.		2.7	1.4	2.7	10,318	369	25.5	27.9	1.11	F
1239		1.1	0.5	1.1	583	21	0.0	28.0	0.13	A
1240 Felten Rd.		2.3	1.2	2.3	691	23	0.0	30.0	0.05	A
1241 Reckinger Rd.		2.4	1.2	2.4	2,097	70	0.0	30.0	0.18	A
1242 Albright Rd.		0.6	0.3	0.6	3,130	106	1.7	29.5	0.84	E
1243 Densmore Rd.		1.6	0.8	1.6	102	3	0.0	31.3	0.01	A
1244 Geise Rd.		1.0	0.5	1.0	611	24	0.0	25.0	0.11	A
1245 Pine Rd.		2.2	1.1	2.2	1,115	45	0.0	24.9	0.09	A
1246		0.4	0.2	0.4	172	7	0.0	24.8	0.08	A
1247		1.6	0.8	1.6	148	6	0.0	24.9	0.04	A
1248		1.2	0.6	1.2	249	10	0.0	25.0	0.05	A
1249		0.5	0.2	0.5	63	3	0.0	25.1	0.02	A
1250 Farnsworth Ave.	Montgomery Rd. to US 88	7.0	3.5	12.7	96,137	3,000	107.6	32.0	0.87	E
1250 Farnsworth Ave.	US 88 to IL 56	2.3	1.1	4.5	32,245	1,019	39.5	31.6	0.83	E
1251 Raymond Rd.		1.7	0.9	1.7	2,948	84	0.0	34.9	0.31	B
1253 Main St.		0.6	0.3	0.6	14	0	0.0	35.3	0.00	A
1254		1.3	0.7	1.3	413	12	0.0	35.0	0.06	A
1255 Peck Rd.		1.5	0.7	1.5	3,290	94	0.0	35.0	0.34	B
1256 Crane Rd.		2.1	1.1	2.1	1,054	35	0.0	30.0	0.08	A
1257		1.4	0.7	1.4	938	31	0.0	30.0	0.11	A
1258		0.3	0.2	0.3	362	14	0.0	25.4	0.27	A
1259		1.0	0.5	1.0	719	29	0.0	24.9	0.13	A
1260		1.2	0.6	1.2	2,262	91	0.0	24.9	0.33	B
1261 Dunham Rd.		2.6	1.3	4.2	5,868	196	0.0	30.0	0.25	A

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1262		1.7	0.9	1.7	1,076	36	0.0	30.0	0.10	A
1263		1.3	0.7	1.3	293	10	0.0	30.0	0.04	A
1264		0.3	0.2	0.3	34	1	0.0	29.9	0.02	A
1265		1.3	0.7	1.3	2,748	92	0.0	30.0	0.34	B
1266 Denker Rd.		2.8	1.4	2.8	1,182	39	0.0	30.0	0.07	A
1267		1.1	0.5	1.1	4,385	148	1.4	29.7	0.67	D
1268 Highland Ave.		1.0	0.5	1.0	287	8	0.0	35.0	0.05	A
1269 Barrington Rd.		1.6	0.8	1.6	1,277	43	0.0	30.0	0.13	A
1270		0.5	0.3	0.5	1,223	49	0.0	24.9	0.39	B
1271		1.3	0.7	1.3	107	4	0.0	24.9	0.01	A
1272 County Line Rd.		4.5	2.3	4.5	1,011	29	0.0	35.0	0.04	A
1274 Oak St.		2.2	1.1	2.2	3,588	144	0.0	25.0	0.30	B
1275 Army Trail Rd.		3.6	1.8	3.6	1,666	56	0.0	30.0	0.07	A
1276 Beith Rd.	IL 47 to Town Hall Rd.	5.3	2.7	5.3	6,362	182	0.0	35.0	0.21	A
1276 Beith Rd.	Town Hall Rd. to IL 38	1.6	0.8	1.6	3,263	93	0.0	35.1	0.37	B
1277 McGough Rd.		1.0	0.5	1.0	79	2	0.0	35.1	0.02	A
1278 Randall Rd.		4.4	2.2	4.4	22,045	795	16.3	27.7	0.82	E
1279 Granart Rd.		5.8	2.9	5.8	12,318	351	0.0	35.1	0.29	B
1280 Walker Rd.		3.0	1.5	3.0	1,961	56	0.0	35.0	0.12	A
1281 Ramm Rd.		2.2	1.1	2.2	349	10	0.0	35.0	0.03	A
1282 Main St.		2.9	1.5	2.9	3,997	133	0.0	30.0	0.24	A
1283		3.4	1.7	3.4	10,713	357	0.0	30.0	0.48	C
1284		4.7	2.3	9.3	46,884	1,613	49.8	29.1	0.87	E
1284		2.6	1.3	3.7	29,977	1,168	168.8	25.7	1.37	F
1285 Big Timber Rd.		4.3	2.1	8.5	40,427	1,161	6.9	34.8	0.65	C
1286 Sauber Rd.		1.0	0.5	1.0	5	0	0.0	35.0	0.00	A
1287 Old Burlington Rd.		1.6	0.8	1.6	6,679	192	1.4	34.9	0.57	C
1288 Highland Ave.		6.5	3.3	6.9	20,774	732	19.6	28.4	0.74	D
1289 Peck Rd.		1.5	0.8	1.5	1,434	43	0.0	33.1	0.41	B

Appendix C

Model Output – 2030 Existing plus Committed Network

Jurisdiction Summary

(Summary of links with Rte Code)

Jurisdiction	Distance (miles)		Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
Interstate	93.7	8.4%	46.9	8.4%	211	14.8%	4,345,122	29.0%	87,076	20.2%	13,173	20.6%
US Highway	62.8	5.6%	31.4	5.6%	71	5.0%	933,579	6.2%	27,313	6.3%	5,064	7.9%
State Highway	330.3	29.6%	165.1	29.6%	432	30.2%	5,060,647	33.7%	158,088	36.6%	22,668	35.4%
County	627.5	56.2%	313.7	56.2%	716	50.0%	4,650,956	31.0%	158,427	36.7%	23,058	36.0%
Other	1.4	0.1%	0.7	0.1%	1	0.1%	13,401	0.1%	490	0.1%	109	0.2%
	1,115.7		557.9		1,431.7		15,003,705.0		431,394.9		64,071.2	

Functional Class Summary

(Summary of ALL links)

Route	Distance (miles)		Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
Collector	1,017.9	44.8%	508.9	44.8%	1,053	39.5%	3,685,096	18.2%	144,433	22.9%	24,659	25.1%
County Freeway & SRA	283.0	12.5%	141.5	12.5%	421	15.8%	5,447,386	26.9%	180,994	28.7%	30,466	31.0%
Freeways and Ramps	121.7	5.4%	60.9	5.4%	256	9.6%	5,087,304	25.1%	104,674	16.6%	16,480	16.8%
Minor Arterials	441.3	19.4%	220.7	19.4%	470	17.6%	2,142,567	10.6%	72,106	11.4%	7,311	7.4%
Principal Arterials	407.0	17.9%	203.5	17.9%	466	17.5%	3,891,956	19.2%	129,273	20.5%	19,416	19.7%
	2,270.9		1,135.5		2,665.5		20,254,309.6		631,479.9		98,331.6	

County Road Functional Class Summary

(Summary of links with Rte Code < 110)

Route	Distance (miles)		Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
Collector	33.9	5.4%	16.9	5.4%	34	4.7%	68,400	1.5%	2,174	1.4%	63	0.3%
County Freeway & SRA	95.9	15.3%	48.0	15.3%	183	25.5%	2,479,889	53.3%	86,974	54.9%	14,989	65.0%
Minor Arterials	333.1	53.1%	166.6	53.1%	335	46.7%	1,284,779	27.6%	42,007	26.5%	3,836	16.6%
Principal Arterials	164.5	26.2%	82.3	26.2%	165	23.0%	817,888	17.6%	27,271	17.2%	4,170	18.1%
	627.5		313.7		715.9		4,650,955.8		158,426.8		23,058.4	

Summary by Level of Service

(Summary of links with Rte Seg Codes)

Route	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD
A	510.0	255.0	511	329,574	9,788	0
B	214.1	107.1	225	605,011	16,300	11
C	233.4	116.7	272	1,275,876	31,018	148
D	153.5	76.7	163	784,048	23,342	385
E	232.6	116.3	273	1,718,079	49,358	1,562
F	907.9	453.9	1,201	15,331,619	491,503	92,283
	2,251.4	1,125.7	2,645.4	20,044,207.9	621,308.5	94,388.6

County Road LOS Summary

(Summary of links with Rte Code < 110)

LOS	Distance (miles)		Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
A	178.4	28.4%	89.2	28.4%	178	24.9%	124,136	2.7%	3,549	2.2%	0	0.0%
B	58.9	9.4%	29.4	9.4%	59	8.2%	139,575	3.0%	4,095	2.6%	0	0.0%
C	61.4	9.8%	30.7	9.8%	61	8.6%	225,403	4.8%	6,595	4.2%	47	0.2%
D	41.6	6.6%	20.8	6.6%	42	5.8%	206,722	4.4%	6,049	3.8%	121	0.5%
E	69.5	11.1%	34.8	11.1%	78	10.9%	477,859	10.3%	14,398	9.1%	486	2.1%
F	218.7	34.8%	109.3	34.8%	299	41.7%	3,481,407	74.8%	123,880	78.1%	22,405	97.2%
	628.4		314.2		716.9		4,655,103.5		158,566.5		23,059.9	

Summary by Planning Partnership Area (PPA)

(Summary of links with Rte Seg Codes)

PPA	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Speed	Weighted VC	LOS
Upper Fox	213.7	106.9	260	3,080,806	98,068	19,723	31.41	1.51	F
Greater Elgin	229.1	114.5	323	3,874,552	134,239	30,024	28.86	1.46	F
Tri-Cities	380.0	190.0	462	3,640,961	124,178	14,575	29.32	1.24	F
Aurora Area	323.6	161.8	427	3,838,313	113,779	12,403	33.73	1.23	F
Campton Hills	171.0	85.5	171	743,400	23,162	1,905	32.10	1.05	F
Northwest	312.5	156.3	327	1,820,630	50,809	8,602	35.83	1.07	F
West Central	350.8	175.4	389	1,546,271	34,516	1,711	44.80	0.71	D
Southwest	270.7	135.3	287	1,499,276	42,558	5,445	35.23	1.14	F

Summary by Planning Partnership Area (PPA) and Road Jurisdiction

(Summary of links with Rte Seg Codes - including RTE codes = 0 - NO CENTROID CONNECTORS)

Jurisdiction	Distance (miles)		Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	Sum of Volume	
Aurora Area													
Interstate	19.5	18.27%	9.8	18.27%	50	28.01%	1,378,625	52.72%	29,519	41.67%	4,690.0	1,117,287	26.62%
US Highway	4.8	4.51%	2.4	4.51%	5	2.71%	69,616	2.66%	2,770	3.91%	661.8	113,955	2.72%
State Highway	35.6	33.34%	17.8	33.34%	51	28.64%	435,207	16.64%	14,269	20.14%	1,109.8	1,161,542	27.67%
County	32.0	29.95%	16.0	29.95%	49	27.46%	483,358	18.49%	14,915	21.06%	1,202.6	847,054	20.18%
Other	14.9	13.92%	7.4	13.92%	23	13.18%	248,000	9.48%	9,364	13.22%	1,766.7	957,268	22.81%
	106.8		53.4		178		2,614,807		70,837			4,197,106	
Campton Hills													
State Highway	18.4	21.94%	9.2	21.94%	18	21.94%	243,169	45.98%	6,788	41.79%	1,226.3	319,419	43.55%
County	65.4	78.06%	32.7	78.06%	65	78.06%	285,711	54.02%	9,455	58.21%	521.4	413,976	56.45%
	83.8		41.9		84		528,880		16,244			733,395	
Greater Elgin													
Interstate	13.0	12.49%	6.5	12.49%	39	22.74%	1,037,079	36.66%	21,901	24.47%	3,214.0	1,181,618	23.73%
US Highway	10.3	9.94%	5.2	9.94%	17	9.75%	278,586	9.85%	8,409	9.40%	2,243.0	659,203	13.24%
State Highway	34.1	32.79%	17.1	32.79%	47	27.40%	618,550	21.87%	23,934	26.75%	5,231.5	1,336,242	26.84%
County	32.4	31.19%	16.2	31.19%	50	29.39%	726,555	25.68%	28,455	31.80%	6,958.0	1,095,176	22.00%
Other	14.1	13.59%	7.1	13.59%	18	10.72%	168,170	5.94%	6,790	7.59%	1,604.7	706,276	14.19%
	104.0		52.0		171		2,828,940		89,488			4,978,515	
Northwest													
Interstate	13.1	6.45%	6.6	6.45%	26	12.07%	472,947	32.20%	7,518	21.85%	243.3	303,781	19.93%
US Highway	23.2	11.43%	11.6	11.43%	24	11.10%	299,817	20.41%	7,379	21.44%	497.2	375,293	24.62%
State Highway	28.4	13.98%	14.2	13.98%	28	13.08%	342,959	23.35%	8,693	25.26%	1,068.3	350,044	22.96%
County	113.7	55.97%	56.8	55.97%	114	52.36%	299,143	20.37%	9,023	26.22%	206.5	383,607	25.16%
Other	24.7	12.16%	12.4	12.16%	25	11.38%	53,797	3.66%	1,796	5.22%	295.9	111,760	7.33%
	203.1		101.5		217		1,468,664		34,408			1,524,485	

Jurisdiction	Distance (miles)		Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	Sum of Volume	
Southwest													
US Highway	24.4	15.23%	12.2	15.23%	26	14.58%	285,560	26.00%	8,755	30.48%	1,661.7	372,039	24.36%
State Highway	16.4	10.21%	8.2	10.21%	31	17.66%	440,420	40.11%	8,617	30.00%	568.0	598,249	39.17%
County	102.4	63.87%	51.2	63.87%	102	58.04%	340,655	31.02%	10,230	35.62%	666.1	457,255	29.94%
Other	17.2	10.69%	8.6	10.69%	17	9.72%	31,462	2.87%	1,122	3.91%	244.9	99,696	6.53%
	160.4		80.2		176		1,098,098		28,724			1,527,239	
Tri-Cities													
State Highway	81.6	42.28%	40.8	42.28%	116	42.72%	1,319,046	44.31%	45,019	44.61%	5,813.3	2,835,649	48.36%
County	111.4	57.72%	55.7	57.72%	156	57.28%	1,657,496	55.69%	55,906	55.39%	7,800.9	3,028,510	51.64%
	192.9		96.5		272		2,976,542		100,925			5,864,159	
Upper Fox													
Interstate	10.4	7.31%	5.2	7.31%	21	11.20%	724,292	26.48%	16,672	19.16%	4,996.2	139,674	4.36%
State Highway	57.6	40.62%	28.8	40.62%	82	44.01%	1,165,896	42.63%	36,799	42.29%	6,012.3	1,968,634	61.49%
County	52.0	36.69%	26.0	36.69%	61	33.02%	665,758	24.34%	25,027	28.76%	5,689.5	831,324	25.97%
Other	21.8	15.38%	10.9	15.38%	22	11.77%	178,806	6.54%	8,525	9.80%	2,848.5	261,825	8.18%
	141.8		70.9		185		2,734,751		87,023			3,201,457	
West Central													
Interstate	37.8	17.03%	18.9	17.03%	76	29.10%	732,179	51.21%	11,467	36.83%	29.1	114,997	10.86%
State Highway	58.2	26.24%	29.1	26.24%	58	22.42%	495,401	34.65%	13,968	44.87%	1,638.1	745,293	70.40%
County	118.2	53.29%	59.1	53.29%	118	45.54%	192,279	13.45%	5,415	17.39%	13.3	180,155	17.02%
Other	7.6	3.44%	3.8	3.44%	8	2.94%	10,033	0.70%	281	0.90%	0.0	18,226	1.72%
	221.7		110.9		259		1,429,892		31,132			1,058,671	

Area Routes Summary

(Summary of links with a route code > 0)

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
1	W. County Line Rd.	20.6	10.3	20.6	6,069	173	0.0	35.0
2	Burlington Rd.	23.7	11.8	23.7	135,716	4,336	281.1	31.3
3	Allen Rd.	5.4	2.7	5.4	18,030	520	3.8	34.7
4	Perry Rd.	17.7	8.8	17.7	39,435	1,144	17.6	34.5
5	Silver Glen R.	16.0	8.0	16.0	42,082	1,525	128.8	27.6
6	Galligan Rd.	6.2	3.1	6.2	71,120	2,514	483.0	28.3
7	Damisch	4.0	2.0	4.0	22,312	680	27.8	32.8
8	Fabyan Pkwy.	15.1	7.6	22.9	242,636	7,554	611.6	32.1
10	Main St.	26.8	13.4	26.8	87,470	2,308	91.4	37.9
11	Peplow Rd.	17.7	8.8	17.7	65,519	1,947	6.8	33.6
14	Meredith Rd.	10.6	5.3	10.6	28,553	816	0.0	35.0
15	Healy Rd./Tanner Rd.	8.5	4.2	8.5	30,972	939	19.0	33.0
16	Bunker Rd.	5.1	2.6	5.1	33,529	979	22.0	34.3
17	Bowes Rd.	10.8	5.4	10.8	62,844	2,176	80.9	28.9
18	McLean Rd.	1.5	0.7	3.0	22,139	783	44.9	28.3
19	Durham	4.2	2.1	4.2	61,579	2,366	500.0	26.0
20	Army Trail Rd.	2.9	1.4	2.9	23,856	870	74.6	27.4
21	Big Timber Rd.	23.6	11.8	23.6	167,654	5,417	624.7	31.0
22	Plank Rd.	17.9	9.0	17.9	53,773	1,614	54.7	33.3
23	Thatcher Rd	13.2	6.6	13.2	10,066	288	0.0	35.0
24	Jericho Rd.	26.3	13.1	26.3	166,206	5,706	955.1	29.1
26	Hughes Rd.	9.9	5.0	9.9	24,130	706	1.3	34.2
27	Sauber Rd./Lees Rd.	8.8	4.4	8.8	5,112	146	0.0	34.9
28	McGough Rd.	11.6	5.8	11.6	7,429	216	0.0	34.4
29	Montgomery Rd.	5.5	2.8	5.5	32,673	1,136	46.8	28.8
30	Huntley Rd.	9.6	4.8	9.6	138,535	6,620	2,662.8	20.9
32	Plato Rd.	8.6	4.3	8.6	16,882	539	17.3	31.3
33	Russell Rd.	7.2	3.6	7.2	36,012	1,123	75.7	32.1
34	Randall Rd.	50.7	25.3	100.0	1,533,833	56,758	12,311.4	27.0
35	Granart Rd.	7.9	4.0	7.9	49,303	1,468	60.3	33.6
36	State St.	10.9	5.4	10.9	20,408	644	0.0	31.7

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
38	Plank Rd.	5.7	2.9	5.7	5,085	146	0.0	34.9
40	Penny Rd.	2.0	1.0	2.0	8,505	286	2.9	29.7
41	Keslinger Rd.	27.0	13.5	27.0	68,587	1,768	26.6	38.8
44	Davis Rd.	9.4	4.7	9.4	4,036	115	0.0	35.0
45	Allen Rd.	6.0	3.0	6.0	2,629	75	0.0	35.1
46	Burlington Rd./Walker Rd.	8.8	4.4	8.8	20,388	635	10.0	32.1
47	Highland Rd.	8.0	4.0	8.0	57,909	2,073	416.3	27.9
48	Scott Rd.	8.5	4.2	8.5	26,597	844	84.5	31.5
49	Ellithorpe	9.4	4.7	9.4	4,571	131	0.0	35.0
51	Dittman Rd.	6.8	3.4	6.8	5,342	178	0.0	30.0
52	Manning Rd.	1.3	0.6	1.3	5,524	162	3.8	34.1
56	Ramm Rd.	11.6	5.8	11.6	6,453	184	0.0	35.0
59	Tyrrell Rd.	4.3	2.1	4.3	38,371	1,658	564.7	23.1
61	West Bartlett Rd.	2.2	1.1	2.2	25,227	1,151	310.0	21.9
62	Dauberman Rd.	16.0	8.0	16.0	75,387	2,169	14.8	34.8
69	Empire Rd.	6.7	3.4	6.7	4,414	147	0.0	30.0
71	Mooseheart Rd.	2.0	1.0	2.0	18,762	749	123.3	25.1
77	Kirk Rd.	19.3	9.7	34.3	415,809	13,963	1,520.9	29.8
78	Bliss Rd	10.2	5.1	10.2	94,392	2,577	212.0	36.6
80	Corron Ext.	14.3	7.2	14.3	61,363	1,912	30.1	32.1
81	LaFox Rd.	9.9	4.9	9.9	57,972	1,910	78.2	30.4
83	Orchard Rd.	14.9	7.5	29.9	309,547	9,043	363.3	34.2
84	Kaneville Rd/Peck Rd.	5.7	2.8	5.7	40,336	1,304	53.7	30.9
90	Longmeadow Pkwy.	2.0	1.0	2.0	3,211	128	0.0	25.0
101	Galena Rd.	3.5	1.8	3.5	16,185	496	34.4	32.6
102	Lake Cook Rd.	4.2	2.1	4.2	19,873	670	7.4	29.7
103	Haegers Bend Rd.	0.4	0.2	0.4	2,750	81	0.0	34.1
188	Interstate 88	57.3	28.6	125.3	2,110,804	40,986	4,719.2	51.5
190	Interstate 90	36.5	18.2	85.9	2,234,318	46,090	8,453.5	48.5
220	US 20	36.3	18.2	46.3	682,054	17,828	2,821.0	38.3
230	US 30	27.1	13.6	28.4	322,280	9,956	1,782.5	32.4
234	US 34	2.1	1.1	2.1	32,897	1,570	541.0	21.0
319	IL 19	1.2	0.6	2.4	19,693	608	10.8	32.4
325	IL 25	63.7	31.8	79.9	959,654	32,580	4,338.5	29.5

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
331	IL 31	64.9	32.5	102.0	1,105,484	39,051	5,924.0	28.3
338	IL 38	36.8	18.4	46.5	447,948	13,411	1,449.1	33.4
347	IL 47	56.4	28.2	68.0	1,014,944	29,416	5,396.1	34.5
356	IL 56	14.6	7.3	22.3	369,836	7,044	359.0	52.5
358	IL 58	1.1	0.5	2.1	16,316	500	7.8	32.6
362	IL 62	5.4	2.7	6.2	64,090	2,120	171.4	30.2
364	IL 64	39.8	19.9	50.6	399,132	13,228	1,781.5	30.2
368	IL 68	6.3	3.2	6.3	67,096	2,102	121.3	31.9
372	IL 72	40.1	20.1	45.4	596,454	18,029	3,108.3	33.1
601	Drendl Rd	3.9	2.0	3.9	39,373	1,633	508.1	24.1
602	Kreutzer Rd	4.5	2.2	4.5	21,114	615	11.9	34.3
603	Powers Rd	7.1	3.6	7.1	32,758	954	19.0	34.3
604	Freeman Rd	6.0	3.0	6.0	29,189	849	14.4	34.4
605	Binnie Rd	5.3	2.7	5.3	40,088	1,290	145.6	31.1
606	Miller Rd	2.8	1.4	2.8	23,330	853	116.4	27.3
607	Boyer Rd	2.5	1.2	2.5	20,553	696	108.6	29.5
609	Coombs Rd	4.7	2.4	4.7	34,009	1,090	117.5	31.2
610	Mason Rd	2.1	1.0	2.1	20,798	833	237.3	25.0
611	Square Barn Rd	4.1	2.0	4.1	35,651	1,260	241.6	28.3
701	Marshall Rd	2.1	1.1	2.1	8,667	251	2.7	34.6
702	Rohrsen Rd	9.4	4.7	9.4	2,776	80	0.0	34.8
703	Muirhead Rd	6.2	3.1	6.2	27,562	850	46.4	32.4
704	Lenz Rd	2.5	1.3	2.5	498	16	0.0	31.3
705	Crawford Rd	3.6	1.8	3.6	242	8	0.0	30.0
706	McDonald Rd	17.3	8.7	17.3	41,234	1,276	9.2	32.3
708	Stevens Rd	3.5	1.7	3.5	12,838	431	2.6	29.8
709	Nolan Rd	1.6	0.8	1.6	6,013	202	1.3	29.8
710	Hopps Rd	5.0	2.5	5.0	19,987	725	58.4	27.6
711	Water Rd	3.0	1.5	3.0	10,355	346	1.2	29.9
712	Nesler Rd	5.1	2.6	5.1	21,362	727	14.9	29.4
713	South St	2.9	1.4	2.9	12,552	422	3.7	29.7
715	Umbdenstock Rd	1.8	0.9	1.8	11,305	392	14.7	28.9
801	Prairie St	17.6	8.8	17.7	77,655	3,241	881.1	24.0
802	Galena Blvd	12.6	6.3	18.2	204,145	6,536	696.2	31.2

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
803	Hankes Rd	6.3	3.1	6.3	56,122	2,156	510.5	26.0
804	Sullivan Rd	6.3	3.2	6.3	37,990	1,277	79.3	29.8
805	Indian Trail Rd	9.8	4.9	19.5	121,647	3,730	76.4	32.6
806	West Illinois Ave	7.8	3.9	12.3	43,777	1,441	42.1	30.4
807	Wheeler Rd	11.3	5.7	11.3	39,182	1,250	131.0	31.3
808	Dugan Rd	8.3	4.1	8.3	68,691	2,475	514.7	27.8
809	Baseline Rd	4.3	2.1	4.3	20,844	610	14.7	34.1
810	Seavey Rd	14.6	7.3	14.6	9,331	266	0.0	35.0
811	Ke-De-Ka Rd	1.6	0.8	1.6	4,501	129	0.0	34.9
812	Merrill Rd	3.6	1.8	3.6	15,648	454	6.5	34.5
813	Denny Rd	2.2	1.1	2.2	440	13	0.0	35.0
814	Norris Rd	5.6	2.8	5.6	27,838	815	21.0	34.1
815	Deerpath Rd	11.9	5.9	11.9	45,768	1,420	33.1	32.2
817	Gordon Rd	1.4	0.7	1.4	13,401	490	108.8	27.3
818	Barnes Rd	3.7	1.9	3.7	10,450	299	1.3	34.9
819	Bertram Rd	1.2	0.6	1.2	7,420	224	12.7	33.1
820	Mighell Rd	3.1	1.5	3.1	17,771	753	245.4	23.6
821	Ashe Rd	1.8	0.9	1.8	8,410	244	3.9	34.4
822	Aucutt Rd	4.2	2.1	4.7	26,486	972	89.4	27.2
824	Jericho Rd	3.7	1.9	3.7	20,297	704	27.9	28.8
848	Scott Rd	6.3	3.1	6.3	10,317	297	2.8	34.7
1001	Melms Rd.	5.6	2.8	5.6	8,961	256	0.0	35.0
1002	Higgins Rd.	3.1	1.6	3.1	18,450	552	26.7	33.4
1003	Widmayer Rd.	4.5	2.2	4.5	6,937	198	0.0	35.0
1004	Kelley Rd.	4.5	2.3	4.5	8,133	233	0.0	34.9
1005	Gast Rd.	1.6	0.8	1.6	1,106	32	0.0	35.0
1006	Ketchum Rd.	2.3	1.2	2.3	7,293	209	0.5	34.9
1007	Dietrich Rd.	2.7	1.4	2.7	15,540	464	21.1	33.5
1008	Brier Hill Rd.	5.4	2.7	5.4	38,046	1,527	437.6	24.9
1009	Clanyard Rd.	4.1	2.0	4.1	30,276	1,024	158.4	29.6
1010	Hennig Rd.	3.8	1.9	3.8	26,144	879	132.5	29.8
1011	Freeman Rd.	2.1	1.1	2.1	34,849	5,360	4,363.7	6.5
1014	County Line Rd.	1.5	0.8	3.0	19,600	597	38.7	32.8
1015	Sandwald Rd.	3.9	2.0	3.9	43,091	2,050	819.1	21.0

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
1017	Sleepy Hollow Rd.	10.8	5.4	10.8	78,737	2,746	249.5	28.7
1018	Huntley Rd.	4.9	2.5	4.9	57,216	3,400	1,493.0	16.8
1019	Algonquin Rd.	5.6	2.8	5.6	28,860	979	17.1	29.5
1020		2.2	1.1	2.2	4,205	168	0.0	25.1
1021	Lake Marian Rd.	2.7	1.4	4.0	12,287	418	4.4	29.4
1022	Van Buren Rd.	4.5	2.2	4.5	4,384	175	0.0	25.0
1023	Helm Rd.	3.1	1.6	3.1	7,601	253	0.0	30.0
1024		2.2	1.1	2.2	6,334	254	0.5	24.9
1025		7.1	3.6	7.1	3,823	127	0.0	30.0
1026		3.1	1.5	3.1	15,439	523	8.3	29.5
1027	Washington Rd.	2.0	1.0	2.0	19,316	849	162.8	22.7
1028		4.8	2.4	4.8	28,757	1,004	45.6	28.6
1029	Boncosky Rd.	3.0	1.5	3.0	26,145	999	127.3	26.2
1030	Duncan Ave.	8.4	4.2	8.4	103,276	7,852	4,344.1	13.2
1031		1.6	0.8	1.6	14,542	570	85.8	25.5
1032	McLean Blvd.	4.3	2.2	6.8	44,444	1,510	71.8	29.4
1033	Reinking Rd.	6.6	3.3	6.6	29,393	869	19.1	33.8
1034	Kendall Rd.	4.4	2.2	4.4	2,190	63	0.0	35.0
1035	Connors Rd.	1.0	0.5	1.0	579	16	0.0	35.2
1036	Ellithorpe/Pease Rd.	1.6	0.8	1.6	3,998	114	0.0	34.9
1037	Tower Rd.	4.0	2.0	4.0	7,451	212	0.0	35.1
1038	Thurnau Rd.	2.9	1.5	2.9	12,499	444	86.3	28.2
1039	Brier Hill Rd.	7.0	3.5	7.0	23,434	679	9.7	34.5
1040	Berner Rd.	2.0	1.0	2.0	248	7	0.0	35.1
1041	Bahr Rd.	6.5	3.3	6.5	4,913	141	0.0	35.0
1042	Romke Rd.	7.7	3.8	7.7	10,686	305	0.0	35.0
1043	Getzelman Rd.	2.9	1.5	2.9	2,702	77	0.0	35.0
1044	Lenschow Rd.	11.6	5.8	11.6	4,283	123	0.0	34.9
1045	Engel Rd.	5.7	2.8	5.7	6,833	196	0.0	34.9
1046	Factly Rd.	3.2	1.6	3.2	1,191	34	0.0	35.0
1047	Waughon Rd.	1.9	0.9	1.9	2,250	71	0.0	31.6
1048		1.1	0.5	1.1	332	10	0.0	34.8
1049	Lawrence Rd.	3.2	1.6	3.2	705	20	0.0	35.0
1050	Lukens Rd.	2.1	1.0	2.1	143	4	0.0	34.9

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
1051	Marcy Rd.	2.0	1.0	2.0	333	9	0.0	35.2
1052	Chapman Rd.	5.7	2.9	5.7	1,092	31	0.0	35.0
1053	Godfrey Rd.	2.6	1.3	2.6	1,167	33	0.0	35.0
1054	Middleton Rd.	8.5	4.3	8.5	510	15	0.0	34.9
1055	Percy Rd.	3.1	1.5	3.1	29	1	0.0	35.3
1058	Snyder Rd.	2.8	1.4	2.8	253	7	0.0	35.0
1059	Thomas Rd.	3.3	1.7	3.3	828	24	0.0	35.0
1060		2.3	1.2	2.3	515	17	0.0	30.0
1061		2.9	1.4	2.9	8,443	282	0.5	29.9
1062		1.5	0.8	1.5	5,277	177	0.6	29.9
1063	Spring St.	2.7	1.3	2.7	29,617	2,009	1,021.9	14.7
1064	Kenyon Rd.	2.5	1.3	2.5	3,423	114	0.0	30.0
1065	Barry Rd.	0.9	0.4	0.9	830	33	0.0	24.9
1066	Middle St.	2.3	1.2	2.3	22,889	949	186.4	24.1
1067	Gilbert St.	2.6	1.3	2.6	38,047	2,446	1,178.2	15.6
1068	Raymond St.	5.5	2.8	5.5	60,027	2,592	590.8	23.2
1069	Bluff City St.	2.5	1.2	2.5	21,800	830	103.8	26.3
1070	Larkin St.	4.4	2.2	6.5	36,676	1,355	132.4	27.1
1071		4.2	2.1	4.2	7,778	311	0.0	25.0
1072	Wing St.	1.8	0.9	2.7	15,708	654	130.8	24.0
1073		2.5	1.2	2.5	5,378	216	1.4	24.9
1074		2.8	1.4	2.8	19,779	889	97.5	22.2
1075		2.6	1.3	2.6	5,983	241	1.5	24.8
1076		2.3	1.1	2.3	3,593	143	0.0	25.1
1077		2.8	1.4	2.8	15,217	745	135.7	20.4
1078	Lawrence Ave./Kimball St.	4.6	2.3	5.4	29,751	1,457	389.8	20.4
1079	Chicago St.	1.8	0.9	3.6	24,917	1,201	319.6	20.8
1080	Congdon Ave.	3.7	1.8	3.7	15,284	595	40.9	25.7
1081		2.2	1.1	2.2	5,220	210	0.8	24.8
1082		1.6	0.8	1.6	3,015	122	0.9	24.8
1083		0.5	0.3	0.5	1,738	70	0.0	24.9
1084		1.5	0.8	1.5	1,678	67	0.0	25.1
1085	National St.	2.6	1.3	2.6	19,663	1,176	455.0	16.7
1086		1.3	0.6	2.6	937	38	0.0	24.9

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
1087		2.1	1.0	2.1	17,825	941	226.6	18.9
1088	Summit St.	1.6	0.8	2.5	10,855	357	4.1	30.4
1089	Dundee Ave.	2.3	1.1	4.5	46,071	2,017	480.8	22.8
1090	Villa St.	4.5	2.2	8.7	59,270	2,143	216.0	27.7
1091	Old State Rd.	1.3	0.7	1.3	77	2	0.0	35.1
1092	Peterson Rd.	2.3	1.2	2.3	240	7	0.0	35.0
1093	Fabris Rd.	2.9	1.4	2.9	663	19	0.0	35.0
1094	I.C. Tr.	5.8	2.9	5.8	953	27	0.0	35.0
1095	Read Rd.	3.3	1.6	3.3	895	26	0.0	35.1
1096	Hanson Rd.	1.9	1.0	1.9	9,772	287	7.8	34.1
1097	Swanberg Rd.	2.5	1.3	2.5	2,279	65	0.0	35.0
1098		2.2	1.1	2.2	628	21	0.0	30.0
1099	Bolcum Rd.	6.2	3.1	6.2	36,526	1,262	44.4	28.9
1100	Burr Rd.	6.1	3.1	6.1	15,834	529	1.2	29.9
1101	Crane Rd.	4.9	2.4	4.9	21,104	710	6.7	29.7
1102	Red Gate Rd.	3.2	1.6	3.2	3,273	109	0.0	30.0
1103		2.9	1.5	2.9	1,556	52	0.0	30.0
1104		2.1	1.0	2.1	1,201	40	0.0	30.0
1105	Welter Rd.	9.7	4.8	9.7	85	2	0.0	34.8
1106	Winters Rd.	6.6	3.3	6.6	732	21	0.0	35.0
1107	Beith Rd.	4.2	2.1	4.2	2,864	82	0.0	35.0
1108	Root Rd.	1.2	0.6	1.2	1,354	39	0.0	34.9
1109	Howard Rd.	2.5	1.2	2.5	3,662	105	0.0	35.0
1110	McNulty Rd.	2.3	1.2	2.3	261	7	0.0	34.9
1111	Francis Rd.	6.1	3.1	6.1	6,029	172	0.0	35.0
1112	Freeland Rd.	3.3	1.6	3.3	62	2	0.0	35.0
1113	Schrader Rd.	4.0	2.0	4.0	3,342	95	0.0	35.1
1114	Watson Rd.	4.7	2.4	4.7	4,764	136	0.0	35.0
1115	Harter Rd.	6.4	3.2	6.4	8,676	248	0.0	35.0
1116	Miner Rd.	3.4	1.7	3.4	283	8	0.0	35.0
1117	Owens Rd.	1.9	1.0	1.9	127	4	0.0	34.9
1118	Lasher Rd.	12.3	6.2	12.3	1,620	46	0.0	35.0
1119	Shaw Rd.	2.1	1.0	2.1	371	11	0.0	34.9
1120	Hinckley Rd.	4.1	2.1	4.1	58	2	0.0	34.7

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1122	Price Rd.	1.2	0.6	1.2	752	21	0.0	35.1
1124	McDermott	2.0	1.0	2.0	1,077	31	0.0	34.9
1125	Greenacre Rd.	2.2	1.1	2.2	114	3	0.0	34.9
1126	Bushnell Rd.	2.6	1.3	2.6	1,180	34	0.0	35.0
1127	Nelson Rd.	2.5	1.3	2.5	1,853	53	0.0	35.0
1128	Jones Rd.	1.7	0.9	1.7	7,229	209	2.8	34.6
1129	Clark Rd.	1.6	0.8	1.6	5,516	158	0.6	34.9
1131	Lorang Rd.	5.1	2.5	5.1	9,103	260	0.0	35.0
1132	Green Rd.	4.4	2.2	4.4	20,941	620	21.9	33.8
1133	Smith Rd.	2.5	1.3	2.5	4,175	127	0.0	33.0
1134	Bateman Rd.	4.1	2.0	4.1	5,623	161	0.0	34.9
1135	Rowe Rd.	3.1	1.6	3.1	3,516	101	0.0	34.9
1136	Schneider Rd.	2.8	1.4	2.8	1,131	32	0.0	35.0
1137	Pouly Rd.	5.6	2.8	5.6	17,838	510	1.1	35.0
1138	Harley Rd.	3.3	1.7	3.3	5,227	149	0.0	35.0
1139	Anderson Rd.	4.6	2.3	4.6	10,326	306	0.0	33.8
1140		1.5	0.7	1.5	600	20	0.0	30.0
1141	Campton Hills Rd.	11.7	5.9	11.7	13,378	490	43.9	27.3
1142	Town Hall Rd.	2.5	1.2	2.5	10,023	321	2.7	31.2
1143	Brown Rd.	2.0	1.0	2.0	1,319	44	0.0	30.0
1144	Dean St.	6.1	3.1	6.1	26,612	977	21.5	27.2
1145		2.3	1.1	2.3	6,511	218	0.7	29.9
1146	Country Club Rd.	3.0	1.5	3.0	4,480	149	0.0	30.0
1147		2.8	1.4	2.8	26,177	1,038	165.8	25.2
1148	Kautz Rd.	5.2	2.6	5.2	29,186	998	25.4	29.2
1149		1.6	0.8	1.6	11,403	405	25.0	28.1
1150		1.9	1.0	1.9	11,224	385	10.6	29.2
1151	Brundige Rd.	3.0	1.5	3.0	11,031	318	2.6	34.7
1152		2.6	1.3	2.6	11,281	327	5.4	34.4
1153	Wenmoth Rd.	2.7	1.3	2.7	11,531	388	3.7	29.7
1154	McKee St.	5.4	2.7	5.4	11,080	398	4.0	27.8
1155	Nelson Lake Rd.	2.7	1.3	2.7	7,129	238	0.0	30.0
1156		2.6	1.3	2.6	16,750	585	27.1	28.6
1157	Banbury Rd.	2.6	1.3	2.6	5,848	195	0.0	30.0

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
1158	Mettel Rd.	1.7	0.8	1.7	1,417	47	0.0	30.0
1159	Schomer Rd.	1.1	0.6	1.1	4,202	141	0.7	29.9
1160	Molitor Rd.	2.9	1.4	2.9	25,656	1,070	214.4	24.0
1161		2.3	1.2	2.3	17,773	651	58.1	27.3
1162	Mitchell Rd.	4.6	2.3	4.6	26,908	923	26.5	29.1
1163	Hart Rd.	7.9	4.0	7.9	19,894	726	3.1	27.4
1164	Raddant Rd.	7.7	3.9	7.7	23,905	866	17.8	27.6
1165	Church Rd.	6.1	3.1	6.1	39,980	1,504	134.8	26.6
1166		5.5	2.8	5.5	21,385	763	11.8	28.0
1167		1.2	0.6	1.2	366	12	0.0	30.0
1168	Western Ave.	4.2	2.1	4.2	18,974	684	10.0	27.7
1169		2.4	1.2	2.4	3,368	134	0.0	25.1
1170		0.7	0.4	0.7	825	33	0.0	25.1
1171		4.0	2.0	4.0	9,118	345	0.0	26.4
1172	Wilson St.	8.0	4.0	8.0	64,352	2,232	239.0	28.8
1173		1.7	0.9	1.7	2,261	90	0.0	25.1
1174		4.2	2.1	5.5	42,222	1,088	67.0	38.8
1175		1.0	0.5	1.0	1,981	66	0.0	30.0
1176	South St.	3.3	1.7	3.3	7,095	240	3.2	29.6
1177		0.3	0.1	0.3	1,659	73	6.1	22.7
1178		0.7	0.4	0.7	4,450	201	22.9	22.1
1179		3.2	1.6	3.2	11,106	460	15.4	24.1
1180	Kaneville Rd.	2.5	1.3	2.5	14,834	514	19.4	28.9
1181		1.1	0.5	1.1	211	8	0.0	24.9
1182		1.6	0.8	1.6	1,377	55	0.0	25.0
1183	Bricher St.	2.9	1.5	2.9	5,588	170	0.6	32.9
1184		2.1	1.0	2.1	6,919	277	0.7	25.0
1185	Prairie St.	3.0	1.5	3.0	22,483	838	72.4	26.8
1186		0.4	0.2	0.4	2,758	125	15.7	22.0
1187		0.5	0.3	0.5	1,207	51	2.0	23.9
1188		2.5	1.2	2.5	1,700	68	0.0	25.0
1189	Illinois St.	1.1	0.6	1.1	5,952	256	19.1	23.2
1191		2.3	1.2	2.3	1,270	51	0.0	25.0
1192		1.3	0.7	1.3	2,384	95	0.0	25.1

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
1193	Richards/2nd St.	3.3	1.7	3.3	12,652	528	9.6	24.0
1194		2.5	1.3	2.5	7,331	293	0.0	25.0
1195	7th St/East Side St.	4.3	2.1	4.3	18,400	745	10.2	24.7
1196		2.6	1.3	2.6	5,181	188	0.0	27.5
1197	Edgelawn Dr.	6.0	3.0	6.0	17,349	659	3.4	26.3
1198		2.6	1.3	2.6	4,670	186	0.0	25.1
1199		2.0	1.0	2.0	37	1	0.0	25.1
1200		4.3	2.1	4.3	10,740	405	2.6	26.5
1201		4.0	2.0	4.0	7,642	308	2.4	24.8
1202	Highland Ave.	4.9	2.5	5.8	8,740	350	0.0	25.0
1203		3.7	1.9	3.7	8,156	331	18.1	24.7
1204		2.3	1.1	2.3	1,986	80	0.0	25.0
1205	Ashland Ave.	3.6	1.8	3.6	3,139	125	0.0	25.0
1206	5th Ave.	6.0	3.0	6.0	45,329	1,717	282.6	26.4
1207		1.9	1.0	3.8	17,916	618	20.5	29.0
1208		2.3	1.2	3.7	13,979	516	26.0	27.1
1209		1.7	0.9	1.7	8,883	304	6.0	29.2
1210	Lincoln Ave.	3.9	1.9	3.9	17,783	773	58.0	23.0
1211		4.0	2.0	4.0	8,450	326	0.0	25.9
1212	Root St.	4.2	2.1	4.2	7,072	284	1.1	24.9
1213	Union St.	7.3	3.7	7.3	21,335	861	8.2	24.8
1214		2.1	1.1	2.1	3,354	134	0.0	25.1
1215	Liberty/Claim St.	5.9	2.9	5.9	26,635	988	22.4	27.0
1216	Kautz Rd.	2.0	1.0	2.0	13,786	488	28.1	28.3
1217	Farnsworth Rd.	1.6	0.8	1.6	9,894	344	14.1	28.8
1219	New York St./Galena Blvd.	3.7	1.8	7.4	81,117	3,001	420.5	27.0
1220	Hill Ave.	4.8	2.4	4.8	61,614	2,408	529.9	25.6
1222	Main St.	4.3	2.1	5.6	8,890	315	0.0	28.2
1223	North. Ave.	0.9	0.5	1.1	2,906	94	0.0	31.0
1224		2.7	1.3	2.7	2,918	116	0.0	25.1
1225		1.6	0.8	1.6	737	30	0.0	24.9
1226		2.4	1.2	2.4	5,207	174	0.0	30.0
1227		1.9	1.0	1.9	350	12	0.0	30.0
1228		1.1	0.6	1.1	692	27	0.0	26.0

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
1229		1.4	0.7	1.4	334	12	0.0	27.2
1230	New York St.	3.2	1.6	6.4	50,161	1,655	85.5	30.3
1231	Ohio St.	5.2	2.6	5.2	36,001	1,583	430.6	22.7
1232		0.9	0.5	0.9	4,982	205	5.3	24.3
1233		0.8	0.4	0.8	2,818	95	0.8	29.8
1234	Sheffer Rd./Forest St.	4.6	2.3	4.6	29,680	1,157	75.4	25.6
1235		1.0	0.5	1.0	2,267	91	0.0	24.9
1236		1.0	0.5	1.0	1,460	59	0.0	24.9
1237	Montgomery Rd.	2.5	1.2	2.5	29,314	1,430	453.2	20.5
1238	McClure Rd.	2.7	1.4	2.7	14,338	571	93.0	25.1
1239		1.1	0.5	1.1	924	34	0.0	27.2
1240	Felten Rd.	2.3	1.2	2.3	5,190	174	0.7	29.9
1241	Reckinger Rd.	2.4	1.2	2.4	6,751	227	1.7	29.8
1242	Albright Rd.	0.6	0.3	0.6	4,275	152	9.5	28.1
1243	Densmore Rd.	1.6	0.8	1.6	4,220	130	0.0	32.4
1244	Geise Rd.	1.0	0.5	1.0	1,152	46	0.0	25.0
1245	Pine Rd.	2.2	1.1	2.2	4,212	171	1.6	24.7
1246		0.4	0.2	0.4	425	17	0.0	24.8
1247		1.6	0.8	1.6	540	22	0.0	24.9
1248		1.2	0.6	1.2	1,559	62	0.0	25.0
1249		0.5	0.2	0.5	66	3	0.0	25.1
1250	Farnsworth Ave.	9.3	4.7	17.2	193,559	6,534	688.8	29.6
1251	Raymond Rd.	1.7	0.9	1.7	6,573	190	2.0	34.6
1253	Main St.	0.6	0.3	0.6	36	1	0.0	34.7
1254		1.3	0.7	1.3	1,443	41	0.0	35.0
1255	Peck Rd.	1.5	0.7	1.5	14,024	442	41.1	31.7
1256	Crane Rd.	2.1	1.1	2.1	9,680	327	3.9	29.6
1257		1.4	0.7	1.4	1,400	47	0.0	30.0
1258		1.0	0.5	1.0	3,523	153	6.3	23.0
1259		1.0	0.5	1.0	2,156	87	0.0	24.9
1260		1.2	0.6	1.2	4,607	186	1.3	24.8
1261	Dunham Rd.	2.6	1.3	4.2	15,144	508	3.6	29.8
1262		1.7	0.9	1.7	2,954	98	0.0	30.0
1263		1.3	0.7	1.3	558	19	0.0	30.0

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
1264		0.3	0.2	0.3	42	1	0.0	30.2
1265		1.3	0.7	1.3	4,519	151	0.7	29.9
1266	Denker Rd.	2.8	1.4	2.8	1,706	57	0.0	30.0
1267		1.1	0.5	1.1	7,191	255	15.3	28.2
1268	Highland Ave.	1.0	0.5	1.0	4,185	121	1.4	34.6
1269	Barrington Rd.	1.6	0.8	1.6	1,907	64	0.0	30.0
1270		0.5	0.3	0.5	1,688	68	0.0	24.9
1271		1.3	0.7	1.3	1,447	58	0.0	25.0
1272	County Line Rd.	4.5	2.3	4.5	1,685	48	0.0	35.0
1274	Oak St.	2.2	1.1	2.2	8,447	341	2.7	24.8
1275	Army Trail Rd.	3.6	1.8	3.6	5,392	180	0.0	30.0
1276	Beith Rd.	6.9	3.5	6.9	21,928	647	21.0	33.9
1277	McGough Rd.	1.0	0.5	1.0	108	3	0.0	35.1
1278	Randall Rd.	4.4	2.2	4.4	27,276	1,004	47.7	27.2
1279	Granart Rd.	5.8	2.9	5.8	35,677	1,036	18.6	34.4
1280	Walker Rd.	3.0	1.5	3.0	5,667	162	0.0	35.0
1281	Ramm Rd.	2.2	1.1	2.2	1,331	38	0.0	35.0
1282	Main St.	2.9	1.5	2.9	13,107	444	7.5	29.5
1283	McClean Rd.	3.4	1.7	3.4	24,838	878	49.9	28.3
1284		7.3	3.6	14.5	129,590	5,596	1,276.4	23.2
1285	Big Timber Rd.	4.3	2.1	8.5	78,906	2,491	237.5	31.7
1286	Sauber Rd.	1.0	0.5	1.0	791	23	0.0	35.0
1287	Old Burlington Rd.	1.6	0.8	1.6	12,897	389	21.9	33.1
1288	Highland Ave.	6.5	3.3	6.9	44,465	1,793	271.6	24.8
1289	Peck Rd.	1.5	0.8	1.5	4,662	151	5.3	30.9

Route-Segment Summary

(Summary of links with a route code > 0)

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
1 W. County Line Rd.	Main St. (CH 10) to Perry Rd. (CH 4)	4.1	2.0	4.1	496	14	0.0	35.0	0.02	A
1 W. County Line Rd.	Perry Rd. (CH 4) to Keslinger Rd. (CH 41)	4.0	2.0	4.0	566	16	0.0	35.1	0.02	A
1 W. County Line Rd.	Keslinger Rd. (CH 41) to IL 38	2.7	1.4	2.7	323	9	0.0	35.1	0.02	A
1 W. County Line Rd.	Thatcher Rd. (CH 23) to IL 64	9.8	4.9	9.8	4,684	134	0.0	35.0	0.07	A
2 Burlington Rd.	Peplow Rd. (CH 11) to Ellithorpe Rd. (CH 49)	8.5	4.2	8.5	30,965	948	7.0	32.7	0.55	C
2 Burlington Rd.	Ellithorpe Rd. (CH 49) to IL 47	3.8	1.9	3.8	21,469	621	7.5	34.6	0.76	D
2 Burlington Rd.	IL 47 to Silver Glen Rd. (CH 5)	4.6	2.3	4.6	28,519	833	17.1	34.2	0.85	E
2 Burlington Rd.	Silver Glen Rd. (CH 5) to LaFox Rd. (CH 81)	4.0	2.0	4.0	33,117	1,222	154.7	27.1	1.29	F
2 Burlington Rd.	LaFox Rd. (CH 81) to IL 64	2.7	1.4	2.7	21,647	713	94.8	30.4	1.24	F
3 Allen Rd.	State St. (CH 36) to US 20	5.4	2.7	5.4	18,030	520	3.8	34.7	0.57	C
4 Perry Rd.	W. County Line Rd. (CH 1) to Main St. (CH 10)	8.0	4.0	8.0	1,831	53	0.0	34.8	0.19	A
4 Harter Rd.	Main St. (CH 10) to Scott Rd. (CH 48)	7.4	3.7	7.4	24,971	718	4.7	34.8	0.61	C
4 Harter Rd.	Scott Rd. (CH 48) to IL 47	2.3	1.2	2.3	12,633	374	12.9	33.8	0.98	E
5 Silver Glen R.	IL 47 to Burlington Rd. (CH 2)	4.5	2.3	4.5	2,751	85	0.0	32.2	0.10	A
5 Silver Glen R.	Burlington Rd. (CH 2) to Corron Rd. (CH 80)	3.0	1.5	3.0	2,481	83	0.0	30.0	0.13	A
5 Silver Glen R.	Corron Rd. (CH 80) to Randall Rd. (CH 34)	6.7	3.4	6.7	20,128	700	29.3	28.7	0.86	E
5 Silver Glen R.	Randall Rd. (CH 34) to IL 31	1.8	0.9	1.8	16,721	657	99.5	25.5	1.45	F
6 Galligan Rd.	IL 72 to Huntly Rd. (CH 30)	6.2	3.1	6.2	71,120	2,514	483.0	28.3	1.56	F
7 Damisch	US 20 to Highland Ave. (CH 47)	1.7	0.8	1.7	8,067	251	6.4	32.2	0.86	E
7 Damisch	Highland Ave. (CH 47) to Big Timber Rd. (CH 21	2.3	1.2	2.3	14,245	429	21.3	33.2	1.09	F
8 Fabyan Pkwy.	Main St. (CH 10) to Kaneville Rd. (CH 84)	4.2	2.1	4.2	41,335	1,423	173.4	29.0	1.37	F
8 Fabyan Pkwy.	Kaneville Rd. (CH 84) to Randall Rd. (CH 34)	3.2	1.6	3.2	21,669	648	8.4	33.4	0.69	D
8 Fabyan Pkwy.	Randall Rd. (CH 34) to IL 31	2.8	1.4	5.6	43,559	1,342	21.1	32.5	0.82	E
8 Fabyan Pkwy.	IL 31 to Kirk Rd. (CH 77)	3.6	1.8	7.2	98,348	3,242	345.9	30.3	1.33	F
8 Fabyan Pkwy.	Kirk Rd. (CH 77) to County Line	1.4	0.7	2.8	37,726	898	62.9	42.0	1.19	F
10 Main St.	W. County Line Rd. (CH 1) to Swan Rd. (CH 44)	2.0	1.0	2.0	357	10	0.0	35.1	0.03	A
10 Main St.	Swan Rd. (CH 44) to Harter Rd. (CH 4)	5.9	3.0	5.9	5,238	143	0.0	36.5	0.18	A
10 Main St.	Harter Rd. (CH 4) to IL 47	5.7	2.8	5.7	9,365	234	0.0	40.0	0.21	A
10 Main St.	IL 47 to Fabyan Pkwy (CH 8)	6.9	3.4	6.9	34,587	960	79.5	36.0	0.95	E
10 Main St.	Fabyan Pkwy (CH 8) to Randall Rd (CH 34)	6.3	3.2	6.3	37,923	961	11.9	39.5	0.74	D
11 Peplow Rd.	IL 64 to Ramm Rd. (CH 56)	3.3	1.7	3.3	10,614	303	0.0	35.0	0.44	B

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
11 Peplow Rd.	Ramm Rd. (CH 56) to Ellithorpe Rd (CH 49)	4.0	2.0	4.0	13,203	377	0.0	35.0	0.45	B
11 Peplow Rd.	Ellithorpe Rd. (CH 49) to McGough Rd. (CH 28)	3.5	1.8	3.5	11,923	341	0.0	35.0	0.46	B
11 Peplow Rd.	McGough Rd. (Ch 28) to Burlington Rd. (CH 2)	2.2	1.1	2.2	5,761	192	0.0	30.0	0.41	B
11 French Rd.	Burlington Rd. (CH 46) to IL 72	4.7	2.4	4.7	24,018	734	6.8	32.7	0.72	D
14 Meredith Rd.	Keslinger Rd. (CH 41) to IL 38	2.1	1.1	2.1	5,269	151	0.0	34.9	0.34	B
14 Meredith Rd.	IL 38 to Beith Rd. (CH 23)	4.2	2.1	4.2	9,829	280	0.0	35.0	0.31	B
14 Meredith Rd.	Beith Rd. (CH 23) to I.C. Trail (CH 27)	4.3	2.1	4.3	13,456	385	0.0	35.0	0.43	B
15 Healy Rd./Tanner Rd.	Bliss Rd. (CH 78) to Orchard Rd. (CH 83)	6.2	3.1	6.2	23,916	703	18.4	34.0	0.73	D
15 Oak St.	Orchard Rd. (CH 83) to Randall Rd (CH 83)	2.3	1.1	2.3	7,055	236	0.6	29.9	0.47	C
16 Bunker Rd.	Main St. (CH 10) to Hughes Rd. (CH 26)	2.4	1.2	2.4	16,754	490	12.7	34.2	0.94	E
16 Bunker Rd.	Hughes Rd. (CH 26) to Keslinger (CH 41)	2.7	1.4	2.7	16,776	488	9.3	34.4	0.84	E
17 Bowes Rd.	Muirhead Rd. (CH 32) to Corron Rd. (Ch 80)	2.2	1.1	2.2	15,372	535	22.9	28.7	1.04	F
17 Bowes Rd.	Corron Rd. (CH 80) to Randall Rd. (CH 34)	6.4	3.2	6.4	34,250	1,176	34.1	29.1	0.87	E
17 Bowes Rd.	Randall Rd. (CH 34) to McLean Rd. (CH 18)	2.1	1.1	2.1	13,222	465	23.9	28.5	1.01	F
18 McLean Rd.	Hopps Rd./Spring St. to Bowes Rd. (CH 17)	1.5	0.7	3.0	22,139	783	44.9	28.3	1.14	F
19 Durham	Army Trail Rd. (CH 20) to IL 25	4.2	2.1	4.2	61,579	2,366	500.0	26.0	1.56	F
20 Army Trail Rd.	Durham Rd. (CH 19) to County Line	2.9	1.4	2.9	23,856	870	74.6	27.4	1.26	F
21 Big Timber Rd.	Harmony Rd. (CH 36) to US 20	5.9	3.0	5.9	10,143	290	0.0	35.0	0.29	B
21 Big Timber Rd.	US 20 to IL 47	5.6	2.8	5.6	43,550	1,329	86.7	32.8	1.11	F
21 Big Timber Rd.	IL 47 to IL 72	3.7	1.9	3.7	28,616	876	57.0	32.7	1.09	F
21 Big Timber Rd.	IL 72 to Tyrell Rd. (CH 59)	6.2	3.1	6.2	58,871	1,946	260.4	30.3	1.35	F
21 Big Timber Rd.	Tyrell Rd. (CH 59) to Randall Rd. (CH 34)	2.1	1.1	2.1	26,473	975	220.7	27.1	1.67	F
22 Plank Rd.	Burlington Rd. (CH 46) to IL 47	8.7	4.4	8.7	17,056	512	0.0	33.3	0.30	B
22 Plank Rd.	IL 47 to US 20	9.2	4.6	9.2	36,717	1,102	54.7	33.3	0.74	D
23 Thatcher Rd	County Line to Meredith Rd. (CH 14)	4.5	2.3	4.5	3,247	93	0.0	35.1	0.25	A
23 Beith Rd.	Meredith Rd. (CH 14) to IL 47	8.7	4.3	8.7	6,819	195	0.0	35.0	0.14	A
24 Jericho Rd.	US 30 to Granart Rd. (CH 35)	7.8	3.9	7.8	3,637	104	0.0	35.0	0.11	A
24 Jericho Rd.	Granart Rd. (CH 35) to US 30/IL 47	11.0	5.5	11.0	77,342	2,536	326.5	30.5	1.25	F
24 Jericho Rd.	US 30/IL 47 to Orchard Rd. (CH 83)	7.5	3.7	7.5	85,228	3,065	628.6	27.8	1.57	F
26 Hughes Rd.	IL 47 to Bunker Rd. (CH 16)	6.6	3.3	6.6	18,500	546	1.3	33.9	0.48	C
26 Hughes Rd.	Bunker Rd. (CH 16) to Fabyan Pkwy. (CH 8)	3.3	1.7	3.3	5,630	161	0.0	35.0	0.23	A
27 Sauber Rd./Lees Rd.	IL 64 to IL 47	8.8	4.4	8.8	5,112	146	0.0	34.9	0.16	A
28 McGough Rd.	IL 64 to Ramm Rd. (CH 56)	1.8	0.9	1.8	477	14	0.0	35.0	0.05	A
28 McGough Rd.	Ramm Rd. (CH 56) to Ellithorpe Rd (CH 49)	4.2	2.1	4.2	3,059	87	0.0	35.0	0.13	A

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
28 McGough Rd.	Ellithorpe Rd. (CH 49) to Peplow Rd. (CH 11)	5.6	2.8	5.6	3,894	115	0.0	33.8	0.13	A
29 Montgomery Rd.	IL 25 to Hill Ave.	5.5	2.8	5.5	32,673	1,136	46.8	28.8	0.97	E
30 Huntley Rd.	County Line to Galligan Rd. (CH 6)	1.7	0.9	1.7	19,136	645	99.0	29.7	1.49	F
30 Huntley Rd.	Galligan Rd. (CH 6) to Randall Rd. (CH 34)	5.3	2.6	5.3	84,035	4,454	2,052.5	18.9	2.17	F
30 Huntley Rd.	Randall Rd. (CH 34) to Sleepy Hollow Rd.	2.6	1.3	2.6	35,364	1,521	511.3	23.3	1.88	F
32 Plato Rd.	Burlington Rd. (CH 2) to IL 47	3.3	1.6	3.3	3,220	92	0.0	35.1	0.19	A
32 Plato Rd.	IL 47 to Rippburger Rd. (CH 33)	3.5	1.7	3.5	6,377	187	0.0	34.1	0.26	A
32 Plato Rd.	Rippburger Rd. (CH 33) to Bowes Rd. (CH 17)	1.9	0.9	1.9	7,285	260	17.3	28.0	1.11	F
33 Russell Rd.	Plato Rd. (Ch 32) to Plank Rd. (CH 22)	7.2	3.6	7.2	36,012	1,123	75.7	32.1	0.95	E
34 Randall Rd.	Sullivan Rd. to Orchard Rd. (CH 83)	4.2	2.1	7.0	76,400	2,085	168.4	36.6	1.09	F
34 Randall Rd.	Orchard Rd. (CH 83) to Main St. (CH 10)	4.0	2.0	8.0	130,905	3,979	700.6	32.9	1.53	F
34 Randall Rd.	Main St. (CH 10) to Keslinger Rd. (CH 41)	5.0	2.5	10.0	136,491	5,607	1,347.7	24.3	1.69	F
34 Randall Rd.	Keslinger Rd. (CH 41) to IL 64	4.1	2.0	8.2	114,491	5,210	1,628.2	22.0	1.78	F
34 Randall Rd.	IL 64 to Silver Glen Rd. (CH 5)	7.9	3.9	15.7	230,802	7,966	1,173.6	29.0	1.44	F
34 Randall Rd.	Silver Glen Rd. (CH 5) to Bowes Rd. (CH 17)	5.1	2.6	10.3	171,171	6,539	1,466.0	26.2	1.65	F
34 Randall Rd.	Bowes Rd. (CH 17) to US 20	3.8	1.9	7.5	123,187	4,885	1,209.2	25.2	1.69	F
34 Randall Rd.	US 20 to Big Timber Rd. (CH 21)	4.4	2.2	8.7	157,473	6,154	1,663.6	25.6	1.77	F
34 Randall Rd.	Big Timber Rd. (CH 21) to I 90	2.5	1.3	5.0	87,463	3,436	939.8	25.5	1.74	F
34 Randall Rd.	I 90 to IL 72	2.8	1.4	5.7	98,188	3,653	853.0	26.9	1.65	F
34 Randall Rd.	IL 72 to Huntley Rd. (CH 30)	3.0	1.5	6.0	101,617	3,815	837.5	26.6	1.66	F
34 Randall Rd.	Huntley Rd. (CH 30) to County Line	4.0	2.0	8.0	105,643	3,429	323.6	30.8	1.29	F
35 Granart Rd.	Galena Rd. to Jericho Rd. (CH 24)	4.7	2.3	4.7	35,287	1,054	46.6	33.5	1.04	F
35 Rhodes St.	Jericho Rd. (CH 24) to US 30	3.2	1.6	3.2	14,016	414	13.7	33.9	0.83	E
36 State St.	IL 72 to Allen Rd. (CH 45)	2.6	1.3	2.6	5,362	214	0.0	25.0	0.43	B
36 Harmony Rd.	Allen Rd. (CH 45) to Big Timber Rd. (CH 21)	4.0	2.0	4.0	7,253	207	0.0	35.1	0.27	A
36 Harmony Rd.	Big Timber Rd. (CH 21) to County Line	2.4	1.2	2.4	6,196	177	0.0	35.0	0.39	B
36 Getty Rd.	Harmony Rd. (CH 36) to US 20	1.8	0.9	1.8	1,597	46	0.0	35.0	0.13	A
38 Plank Rd.	County Line to Burlington Rd. (CH 46)	5.7	2.9	5.7	5,085	146	0.0	34.9	0.30	B
40 Penny Rd.	IL 68 to County Line	1.0	0.5	1.0	4,357	147	1.4	29.7	0.65	C
40		1.0	0.5	1.0	4,148	140	1.4	29.7	0.65	C
41 Keslinger Rd.	W. County Line Rd. (CH 1) to Meredith Rd. (CH	6.7	3.4	6.7	411	10	0.0	39.8	0.01	A
41 Keslinger Rd.	Meredith Rd. (CH 14) to IL 47	6.6	3.3	6.6	8,461	212	0.0	39.8	0.23	A
41 Keslinger Rd.	IL 47 to LaFox Rd. (CH 81)	6.5	3.3	6.5	18,889	496	0.0	38.1	0.43	B
41 Keslinger Rd.	LaFox Rd. (CH 81) to Kaneville Rd. (CH 84)	5.1	2.6	5.1	23,889	605	5.7	39.5	0.60	C

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
41 Keslinger Rd.	Kaneville Rd. (CH 84) to Randall Rd. (CH 34)	2.0	1.0	2.0	16,938	444	20.9	38.1	1.04	F
44 Davis Rd.	US 30 to Scott Rd. (CH 48)	3.5	1.8	3.5	1,113	32	0.0	35.0	0.06	A
44 Swan Rd.	Scott Rd. (CH 48) to Main St. (CH 10)	5.9	3.0	5.9	2,923	83	0.0	35.1	0.10	A
45 Allen Rd.	County Line to Walker Rd. (CH 46)	1.9	1.0	1.9	202	6	0.0	35.1	0.02	A
45 Allen Rd.	Walker Rd. (CH 46) to State St. (CH 36)	4.0	2.0	4.0	2,427	69	0.0	35.1	0.18	A
46 Burlington Rd./Walker	Plank Rd. (CH 38) to IL 72)	5.7	2.9	5.7	15,817	504	10.0	31.4	0.52	C
46 Walker Rd.	IL 72 to Allen Rd. (CH 45)	3.0	1.5	3.0	4,571	131	0.0	34.9	0.27	A
47 Highland Rd.	Damisch Rd. (CH 7) to Randall Rd. (CH 34)	8.0	4.0	8.0	57,909	2,073	416.3	27.9	1.46	F
48 Scott Rd.	Davis Rd. (CH 44) to Dauberman Rd. (CH 62)	2.7	1.4	2.7	2,295	66	0.0	35.0	0.15	A
48 Scott Rd.	Dauberman Rd. (CH 62) to Harter Rd. (CH 4)	5.7	2.9	5.7	24,302	778	84.5	31.2	1.10	F
49 Ellithorpe	McGough Rd. (CH 28) to Peplow Rd. (CH 11)	3.4	1.7	3.4	917	26	0.0	35.0	0.05	A
49 Ellithorpe	Peplow Rd. (CH 11) to Burlington Rd. (CH 2)	6.0	3.0	6.0	3,655	104	0.0	35.0	0.15	A
51 Dittman Rd.	Burlington Rd. (CH 2) to Plato Rd. (CH 32)	6.8	3.4	6.8	5,342	178	0.0	30.0	0.18	A
52 Manning Rd.	Big Timber Rd. (CH 21) to IL 47	1.3	0.6	1.3	5,524	162	3.8	34.1	0.84	E
56 Ramm Rd.	McGough Rd. (CH 28) to Peplow Rd. (CH 11)	4.5	2.3	4.5	964	28	0.0	35.0	0.04	A
56 Ramm Rd.	Peplow Rd. (CH 11) to IL 47	7.1	3.6	7.1	5,489	157	0.0	35.0	0.17	A
59 Tyrrell Rd.	Big Timber Rd. (CH 21) to IL 72	4.3	2.1	4.3	38,371	1,658	564.7	23.1	1.73	F
61 West Bartlett Rd.	IL 25 to County Line	2.2	1.1	2.2	25,227	1,151	310.0	21.9	1.77	F
62 Dauberman Rd.	US 30 to Scott Rd. (CH 48)	4.0	2.0	4.0	21,138	610	6.2	34.6	0.71	D
62 Dauberman Rd.	Scott Rd. (CH 48) to Harter Rd. (CH 4)	6.4	3.2	6.4	29,601	852	5.7	34.8	0.64	C
62 Dauberman Rd.	Harter Rd. (CH 4) to Keslinger Rd. (CH 41)	5.6	2.8	5.6	24,648	707	2.9	34.9	0.60	C
69 Empire Rd.	IL 47 to Burlington Rd. (CH 2)	6.7	3.4	6.7	4,414	147	0.0	30.0	0.10	A
71 Mooseheart Rd.	Randall Rd. (CH 34) to IL 31	2.0	1.0	2.0	18,762	749	123.3	25.1	1.47	F
77 Kirk Rd.	IL 56 to Fabyan Pkwy. (CH 8)	7.7	3.9	15.4	193,922	6,526	648.7	29.7	1.30	F
77 Kirk Rd.	Fabyan Pkwy. (CH 8) to IL 38	2.4	1.2	4.8	66,399	2,329	309.3	28.5	1.43	F
77 Kirk Rd.	IL 38 to IL 64	4.9	2.4	9.8	96,010	2,925	183.8	32.8	1.16	F
77 Kirk Rd.	IL 64 to Army Trail Rd. (CH 20)	4.3	2.2	4.3	59,479	2,184	379.1	27.2	1.47	F
78 Bliss Rd	IL 47 to Healy Rd. (CH 15)	4.7	2.4	4.7	40,194	1,060	53.6	37.9	1.05	F
78 Bliss Rd	Healy Rd. (CH 15) to Main St. (CH 10)	5.5	2.7	5.5	54,198	1,516	158.4	35.7	1.26	F
80 Corron Rd.	Burlington Rd. (CH 10) to Silver Glen Rd. (CH 5)	2.6	1.3	2.6	13,988	474	8.2	29.5	0.83	E
80 Corron Rd.	Silver Glen Rd. (CH 5) to Bowes Rd. (CH 17)	5.4	2.7	5.4	32,564	1,013	20.2	32.1	0.85	E
80 Corron Ext.	Bowes Rd. to U.S. 20	1.4	0.7	1.4	3,580	102	0.0	35.1	0.46	B
80 Corron Ext.	U.S. 20 to Big Timber Rd.	2.4	1.2	2.4	2,541	72	0.0	35.0	0.19	A
80 Corron Ext.	Big Timber Rd. to IL 72	2.6	1.3	2.6	8,691	250	1.7	34.8	0.60	C

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
81 LaFox Rd.	Keslinger Rd. (CH 41) to IL 38	3.4	1.7	3.4	11,980	343	0.6	34.9	0.48	C
81 LaFox Rd.	IL 38 to IL 64	4.4	2.2	4.4	33,576	1,137	61.6	29.5	1.11	F
81 LaFox Rd.	IL 64 to Burlington Rd. (CH 2)	2.1	1.0	2.1	12,416	430	16.0	28.9	0.99	E
83 Orchard Rd.	US 30 to Jericho Rd. (CH 24)	0.9	0.5	1.8	15,671	464	5.8	33.7	0.85	E
83 Orchard Rd.	Jericho Rd. (CH 24) to I 88	9.2	4.6	18.4	194,153	6,012	283.5	32.3	1.05	F
83 Orchard Rd.	I 88 to Randall Rd.	4.8	2.4	9.7	99,723	2,567	73.9	38.8	0.94	E
84 Kaneville Rd/Peck Rd	Fabyan Pkwy. (CH 8) to Keslinger Rd. (CH 41)	2.9	1.5	2.9	21,584	696	29.4	31.0	1.03	F
84 Peck Rd.	Keslinger Rd. (CH 41) to IL 38	2.7	1.4	2.7	18,752	609	24.3	30.8	1.01	F
90 Longmeadow Pkwy.	IL 31 to IL 25	2.0	1.0	2.0	3,211	128	0.0	25.0	0.28	B
101 Galena Rd.	Granart Rd. (CH 35) to Jones Rd.	3.5	1.8	3.5	16,185	496	34.4	32.6	1.01	F
102 Lake Cook Rd.	IL 62 to County Line	4.2	2.1	4.2	19,873	670	7.4	29.7	0.73	D
103 Haegers Bend Rd.	IL 25/IL 62 to County Line	0.4	0.2	0.4	2,750	81	0.0	34.1	0.64	C
188 Interstate 88	County Line to IL 47	29.4	14.7	58.9	583,734	9,065	23.2	64.4	0.53	C
188 Interstate 88	IL 47 to IL 56	8.3	4.2	16.6	148,445	2,403	6.0	61.8	0.47	B
188 Interstate 88	IL 56 to Orchard Rd.	2.5	1.3	5.0	144,759	3,156	531.2	45.9	1.52	F
188 Interstate 88	Orchard Rd. to IL 31	4.4	2.2	8.8	256,480	5,651	985.9	45.4	1.54	F
188 Interstate 88	IL 31 to Farnsworth Ave.	4.6	2.3	11.8	308,933	6,666	1,046.0	46.3	1.42	F
188 Interstate 88	Farnsworth Ave. to County Line	8.1	4.0	24.2	668,453	14,046	2,127.0	47.6	1.47	F
190 Interstate 90	County Line to US 20	4.1	2.0	8.1	122,938	1,923	30.3	63.9	0.80	E
190 Interstate 90	US 20 to IL 47	9.0	4.5	18.1	350,009	5,595	213.0	62.6	1.02	F
190 Interstate 90	IL 47 to Randall Rd.	10.4	5.2	20.7	724,292	16,672	4,996.2	43.4	1.84	F
190 Interstate 90	Randall Rd. to IL 31	5.3	2.6	15.8	361,403	7,077	558.8	51.1	1.22	F
190 Interstate 90	IL 31 to IL 25	3.5	1.8	10.6	303,809	6,573	1,138.3	46.2	1.52	F
190 Interstate 90	IL 25 to County Line	4.2	2.1	12.5	371,867	8,250	1,517.0	45.1	1.56	F
220 US 20	County Line to Interstate 90	0.9	0.4	0.9	11,805	281	20.6	42.0	1.21	F
220 US 20	Interstate 90 to Big Timber Rd.	4.7	2.4	4.7	65,792	1,587	124.6	41.5	1.22	F
220 US 20	Big Timber Rd to IL 47	6.3	3.1	6.3	88,646	2,160	191.9	41.0	1.25	F
220 US 20	IL 47 to to IL 72	0.9	0.4	1.8	26,758	659	60.8	40.6	1.28	F
220 US 20	IL 72 to Reinking Rd.	5.5	2.8	5.5	45,733	1,108	13.5	41.3	0.76	D
220 US 20	Reinking Rd. to Plank Rd.	5.0	2.5	5.0	61,084	1,583	85.7	38.6	1.11	F
220 US 20	Plank Rd. to Randall Rd.	4.2	2.1	4.4	81,778	4,590	2,152.9	17.8	2.10	F
220 US 20	Randall Rd. to McLean Blvd.	2.8	1.4	5.6	90,300	1,747	33.3	51.7	0.85	E
220 US 20	McLean Blvd. to IL 31	2.7	1.4	5.5	103,651	2,040	80.9	50.8	1.02	F
220 US 20	IL 31 to IL 25	1.6	0.8	3.3	60,680	1,195	47.6	50.8	1.00	F

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
220 US 20	IL 25 to County Line	1.7	0.8	3.4	45,827	877	9.2	52.3	0.72	D
230 US 30	County Line to Davis Rd.	5.2	2.6	5.2	13,425	298	0.0	45.0	0.23	A
230 US 30	Davis Rd. to Dauberman Rd.	2.5	1.3	2.5	13,168	292	0.0	45.1	0.47	C
230 US 30	Dauberman Rd. to IL 56	8.6	4.3	8.6	126,606	3,737	923.1	33.9	1.49	F
230 US 30	IL 56 to Base Line Rd.	5.6	2.8	6.9	100,440	3,673	694.7	27.3	1.57	F
230 US 30	Base Line Rd. to Orchard Rd.	2.5	1.3	2.5	31,921	755	43.8	42.3	1.13	F
230 US 30	Orchard Rd. to IL 31	2.7	1.4	2.7	36,720	1,201	120.9	30.6	1.32	F
234 US 34	County Line to County Line	2.1	1.1	2.1	32,897	1,570	541.0	21.0	1.93	F
319 IL 19	IL 25 to County Line	1.2	0.6	2.4	19,693	608	10.8	32.4	0.83	E
325 IL 25	County Line to Galena Blvd	5.7	2.8	6.0	59,737	1,992	144.2	30.0	1.13	F
325 IL 25	Galena Blvd to IL 56	7.5	3.8	9.6	84,365	2,717	187.1	31.1	1.11	F
325 IL 25	IL 56 to Fabyan Pkwy.	8.4	4.2	8.4	79,434	2,652	185.8	30.0	1.15	F
325 IL 25	Fabyan Pkwy to IL 38	2.9	1.5	2.9	36,293	1,353	222.8	26.8	1.50	F
325 IL 25	IL 38 to IL 64	4.0	2.0	4.0	48,341	1,785	286.5	27.1	1.46	F
325 IL 25	Il 64 to Dunham Rd.	10.8	5.4	10.8	151,283	5,145	660.7	29.4	1.39	F
325 IL 25	Dunham Rd. to US 20	5.4	2.7	5.4	84,245	3,597	1,006.0	23.4	1.79	F
325 IL 25	US 20 to IL 58	3.9	1.9	3.9	55,760	2,016	325.3	27.7	1.50	F
325 IL 25	IL 58 to Interstate 90	3.0	1.5	4.8	65,796	2,617	576.9	25.1	1.61	F
325 IL 25	Interstate 90 to IL 72	4.1	2.1	8.3	89,649	2,779	213.0	32.3	1.19	F
325 IL 25	IL 72 to IL 68	1.5	0.8	3.0	45,021	1,254	128.5	35.9	1.33	F
325 IL 25	IL 68 to IL 62	6.5	3.2	12.9	159,730	4,674	401.5	34.2	1.20	F
331 IL 31	County Iine to Galena Blvd.	5.7	2.9	10.6	58,679	1,908	64.8	30.8	0.80	E
331 IL 31	Galena Blvd. to Interstate 88	5.3	2.7	10.6	101,398	3,230	247.8	31.4	1.17	F
331 IL 31	Interstate 88 to Fabyan Pkwy.	9.8	4.9	19.3	171,342	5,859	586.4	29.2	1.12	F
331 IL 31	Fabyan Pkwy. to IL 38	3.5	1.7	5.8	42,003	1,350	38.1	31.1	0.90	E
331 IL 31	IL 38 to IL 64	3.7	1.9	3.7	42,218	1,590	239.0	26.6	1.45	F
331 IL 31	IL 64 to Silver Glen Rd.	7.9	3.9	13.2	142,357	4,811	456.0	29.6	1.20	F
331 IL 31	Silver Glen Rd. to US 20	9.3	4.7	9.3	151,384	5,993	1,530.4	25.3	1.65	F
331 IL 31	US 20 to Kimball St.	2.7	1.4	2.7	39,791	2,046	816.8	19.4	1.78	F
331 IL 31	Kimball St. to Interstate 90	3.7	1.9	7.4	100,796	4,008	954.4	25.1	1.65	F
331 IL 31	Interstate 90 to IL 72	4.7	2.3	9.3	111,588	3,513	327.5	31.8	1.19	F
331 IL 31	IL 72 to County Line	8.5	4.3	10.0	143,928	4,744	662.8	30.3	1.42	F
338 IL 38	Countly Line Rd. to Meredith Rd.	6.8	3.4	6.8	25,056	557	0.0	45.0	0.33	B
338 IL 38	Meredith Rd. to IL 47	6.8	3.4	6.8	36,616	816	2.1	44.8	0.50	C

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
338 IL 38	IL 47 to La Fox Rd.	6.5	3.3	6.5	74,458	1,850	113.8	40.2	1.08	F
338 IL 38	La Fox Rd. to Peck Rd.	5.2	2.6	5.2	72,378	1,748	139.7	41.4	1.24	F
338 IL 38	Peck Rd. to Randall Rd.	1.9	1.0	1.9	33,552	895	151.3	37.5	1.52	F
338 IL 38	Randall Rd. to IL 31	4.3	2.1	8.5	82,368	2,909	267.8	28.3	1.24	F
338 IL 38	IL 31 to Kirk Rd.	2.9	1.5	5.8	74,513	3,044	670.9	24.5	1.63	F
338 IL 38	Kirk Rd. to County Line	2.5	1.3	5.0	49,007	1,591	103.5	30.8	1.15	F
347 IL 47	US 30 to Bliss Rd.	2.1	1.1	4.2	45,925	1,561	232.6	29.4	1.35	F
347 IL 47	Bliss Rd. to Harter Rd.	2.7	1.4	5.4	46,342	1,042	11.6	44.5	0.76	D
347 IL 47	Harter Rd. to Interstate 88	3.8	1.9	6.1	49,061	1,203	116.0	40.8	1.02	F
347 IL 47	Interstate 88 to Main St.	3.3	1.6	3.3	45,991	1,284	142.1	35.8	1.32	F
347 IL 47	Main St. to Keslinger Rd.	5.8	2.9	5.8	67,883	2,143	143.3	31.7	1.16	F
347 IL 47	Keslinger Rd. to IL 38	3.0	1.5	3.0	40,042	1,596	340.7	25.1	1.64	F
347 IL 47	IL 38 to Beith Rd.	3.2	1.6	3.2	44,458	1,074	84.5	41.4	1.23	F
347 IL 47	Beith Rd. to IL 64	2.0	1.0	2.0	31,412	936	169.4	33.6	1.51	F
347 IL 47	IL 64 to Burlington Rd.	7.0	3.5	7.0	123,636	3,596	744.0	34.4	1.62	F
347 IL 47	Burlington Rd. to Plato Rd.	4.7	2.4	4.7	90,439	2,606	596.5	34.7	1.68	F
347 IL 47	Plato Rd. to Plank Rd.	4.9	2.5	4.9	91,987	2,610	563.6	35.2	1.65	F
347 IL 47	Plank Rd. to US 20	3.9	2.0	3.9	73,165	2,087	458.9	35.1	1.64	F
347 IL 47	US 20 to Interstate 90	5.4	2.7	5.4	106,399	3,286	917.2	32.4	1.75	F
347 IL 47	Interstate 90 to County Line	4.6	2.3	9.1	158,204	4,392	875.8	36.0	1.55	F
356 IL 56	US 30 to Galena Blvd.	3.4	1.7	6.9	127,433	2,044	80.8	62.4	1.00	E
356 IL 56	Galena Blvd. to Interstate 88	4.3	2.1	8.6	171,659	2,768	127.0	62.0	1.05	F
356 IL 56	IL 31 to IL 25	0.6	0.3	0.6	6,965	212	9.2	32.8	1.07	F
356 IL 56	IL 25 to Kirk Rd.	4.3	2.2	4.3	38,290	1,179	50.4	32.5	0.94	E
356 IL 56	Kirk Rd. to County Line	1.9	0.9	1.9	25,489	841	91.7	30.3	1.33	F
358 IL 58	IL 25 to County Line	1.1	0.5	2.1	16,316	500	7.8	32.6	0.79	E
362 IL 62	County Line to IL 25	0.8	0.4	1.6	17,550	556	51.2	31.6	1.29	F
362 IL 62	IL 25 to County Line	4.6	2.3	4.6	46,540	1,564	120.2	29.7	1.22	F
364 IL 64	Countly Line Rd. to Peplow Rd.	6.0	3.0	6.0	10,741	239	0.0	44.9	0.16	A
364 IL 64	Peplow Rd. to IL 47	7.4	3.7	7.4	27,033	601	0.0	45.0	0.33	B
364 IL 64	IL 47 to La Fox Rd.	8.2	4.1	8.2	30,703	873	1.0	35.2	0.44	B
364 IL 64	La Fox Rd. to Randall Rd.	7.5	3.7	7.5	79,337	2,569	316.5	30.9	1.18	F
364 IL 64	Randall Rd. to IL 31	2.5	1.3	5.1	32,628	1,098	44.5	29.7	0.90	E
364 IL 64	IL 31 to Kirk Rd.	4.3	2.2	8.6	115,728	4,384	898.4	26.4	1.59	F

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
364 IL 64	Kirk Rd. to County Line	3.9	2.0	7.8	102,963	3,463	521.1	29.7	1.46	F
368 IL 68	IL 72 to IL 25	1.6	0.8	1.6	15,797	492	18.5	32.1	0.99	E
368 IL 68	IL 25 to County Line	4.7	2.4	4.7	51,300	1,609	102.8	31.9	1.10	F
372 IL 72	County Line to Walker Rd.	3.4	1.7	3.4	7,971	177	0.0	45.0	0.23	A
372 IL 72	Walker Rd. to State St.	4.0	2.0	4.0	30,989	702	13.1	44.2	0.77	D
372 IL 72	State St. to US 20	7.8	3.9	7.8	89,879	2,103	105.2	42.7	1.06	F
372 IL 72	US 20 to Big Timber Rd.	5.9	3.0	5.9	79,716	1,902	133.3	41.9	1.19	F
372 IL 72	Big Timber Rd. to Tyrrell Rd.	4.4	2.2	4.4	88,963	2,742	767.1	32.4	1.78	F
372 IL 72	Tyrrell Rd. to Randall Rd.	2.5	1.3	2.5	48,988	1,447	356.0	33.9	1.72	F
372 IL 72	Randall Rd. to IL 31	5.0	2.5	5.0	70,320	2,355	288.9	29.9	1.38	F
372 IL 72	IL 31 to IL 68	1.6	0.8	3.2	43,928	2,301	782.7	19.1	1.92	F
372 IL 72	IL 68 to IL 25	1.5	0.8	1.5	23,397	813	124.1	28.8	1.48	F
372 IL 72	IL 25 to County Line	4.0	2.0	7.7	112,303	3,487	537.8	32.2	1.36	F
601 Drendl Rd		2.1	1.1	2.1	19,279	699	147.1	27.6	1.63	F
601 Drendl Rd.		1.8	0.9	1.8	20,093	934	361.0	21.5	2.01	F
602 Kreutzer Rd		4.5	2.2	4.5	21,114	615	11.9	34.3	0.85	E
603 Powers Rd		7.1	3.6	7.1	32,758	954	19.0	34.3	0.84	E
604 Freeman Rd		6.0	3.0	6.0	29,189	849	14.4	34.4	0.74	D
605 Binnie Rd		5.3	2.7	5.3	40,088	1,290	145.6	31.1	1.35	F
606 Miller Rd		2.8	1.4	2.8	23,330	853	116.4	27.3	1.40	F
607 Boyer Rd		2.5	1.2	2.5	20,553	696	108.6	29.5	1.50	F
609 Coombs Rd		4.7	2.4	4.7	34,009	1,090	117.5	31.2	1.31	F
610 Mason Rd		2.1	1.0	2.1	20,798	833	237.3	25.0	1.81	F
611 Square Barn Rd		4.1	2.0	4.1	35,651	1,260	241.6	28.3	1.58	F
701 Marshall Rd		2.1	1.1	2.1	8,667	251	2.7	34.6	0.73	D
702 Rohrsen Rd	Tower Rd. to IL 47	5.0	2.5	5.0	1,647	47	0.0	35.0	0.06	A
702 Rohrsen Rd.	IL 47 to Muirhead Rd.	4.5	2.2	4.5	1,130	33	0.0	34.5	0.05	A
703 Muirhead Rd		6.2	3.1	6.2	27,562	850	46.4	32.4	1.01	F
704 Lenz Rd		2.5	1.3	2.5	498	16	0.0	31.3	0.14	A
705 Crawford Rd		3.6	1.8	3.6	242	8	0.0	30.0	0.01	A
706 McDonald Rd	Thomas Rd. to Dittman Rd.	7.3	3.7	7.3	7,339	209	0.0	35.1	0.34	B
706 McDonald Rd.	Dittman Rd. to Randall Rd.	10.0	5.0	10.0	33,895	1,066	9.2	31.8	0.64	C
708 Stevens Rd		3.5	1.7	3.5	12,838	431	2.6	29.8	0.60	C
709 Nolan Rd		1.6	0.8	1.6	6,013	202	1.3	29.8	0.61	C

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
710 Hopps Rd		5.0	2.5	5.0	19,987	725	58.4	27.6	1.02	F
711 Water Rd		3.0	1.5	3.0	10,355	346	1.2	29.9	0.56	C
712 Nesler Rd		5.1	2.6	5.1	21,362	727	14.9	29.4	0.80	E
713 South St		2.9	1.4	2.9	12,552	422	3.7	29.7	0.71	D
715 Umbdenstock Rd		1.8	0.9	1.8	11,305	392	14.7	28.9	1.01	F
801 Prairie St	Dugan Rd. to IL 47	5.0	2.5	5.0	36,556	1,875	829.5	19.5	2.06	F
801 Prairie Rd.	IL 47 to Randall Rd.	7.3	3.7	7.3	29,542	932	50.9	31.7	1.00	E
801 Prairie Rd.	Randall Rd. to IL 31	5.2	2.6	5.4	11,557	434	0.7	26.6	0.40	B
802 Galena Blvd	IL 47 to. IL 56	3.1	1.5	3.1	36,105	1,115	80.6	32.4	1.15	F
802 Galena Rd.	IL 56 to Randall Rd.	3.9	2.0	3.9	61,416	2,163	412.6	28.4	1.50	F
802 Galena Rd.	Randall Rd. to IL 31	5.6	2.8	11.2	106,625	3,258	203.0	32.7	1.13	F
803 Hankes Rd	Bliss Rd. to IL 56	3.4	1.7	3.4	31,872	1,283	372.4	24.8	1.74	F
803 Hankes Rd.	IL 56 to Deerpath Rd.	1.7	0.8	1.7	15,214	550	116.2	27.7	1.64	F
803 Hankes Rd.	Deerpath Rd. to Galena Rd.	1.2	0.6	1.2	9,036	323	21.9	28.0	1.18	F
804 Sullivan Rd		6.3	3.2	6.3	37,990	1,277	79.3	29.8	1.06	F
805 Indian Trail Rd	Randall Rd. to IL 31	6.0	3.0	12.0	54,167	1,644	6.1	33.0	0.49	C
805 Indian Trail Rd.	IL 31 to Farnsworth Rd.	3.7	1.9	7.5	67,480	2,086	70.3	32.3	0.94	E
806 West Illinois Ave		7.8	3.9	12.3	43,777	1,441	42.1	30.4	0.67	D
807 Wheeler Rd		11.3	5.7	11.3	39,182	1,250	131.0	31.3	1.27	F
808 Dugan Rd		8.3	4.1	8.3	68,691	2,475	514.7	27.8	1.56	F
809 Baseline Rd		4.3	2.1	4.3	20,844	610	14.7	34.1	0.89	E
810 Seavey Rd	Harter Rd. to IL 47	4.4	2.2	4.4	2,081	59	0.0	35.1	0.11	A
810 Seavey Rd.	IL 47 to Bliss Rd.	5.7	2.9	5.7	1,188	34	0.0	35.0	0.04	A
810 Seavey Rd.	Bliss Rd. to Nelson Lake Rd.	4.5	2.3	4.5	6,061	173	0.0	35.0	0.26	A
811 Ke-De-Ka Rd		1.6	0.8	1.6	4,501	129	0.0	34.9	0.52	C
812 Merrill Rd		3.6	1.8	3.6	15,648	454	6.5	34.5	0.77	D
813 Denny Rd		2.2	1.1	2.2	440	13	0.0	35.0	0.04	A
814 Norris Rd	Bliss Rd. to Tanner Rd.	2.0	1.0	2.0	8,386	242	2.8	34.7	0.75	D
814 Norris Rd.	Healy Rd. to Hankes Rd.	3.6	1.8	3.6	19,452	573	18.2	33.9	0.96	E
815 Deerpath Rd	Hankes Rd. to Oak St.	4.8	2.4	4.8	18,952	547	5.6	34.6	0.71	D
815 Deerpath Rd.	Tanner Rd. to Nelson Lake Rd.	2.3	1.2	2.3	14,687	489	26.1	30.1	1.08	F
815 Deerpath Rd.	Nelson Lake Rd. to Main St.	4.7	2.4	4.7	12,129	384	1.4	31.6	0.49	C
817 Gordon Rd.	Prairie St. to Galena Rd.	1.4	0.7	1.4	13,401	490	108.8	27.3	1.67	F
818 Barnes Rd		3.7	1.9	3.7	10,450	299	1.3	34.9	0.56	C

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
819 Bertram Rd		1.2	0.6	1.2	7,420	224	12.7	33.1	1.13	F
820 Mighell Rd		3.1	1.5	3.1	17,771	753	245.4	23.6	1.67	F
821 Ashe Rd		1.8	0.9	1.8	8,410	244	3.9	34.4	0.83	E
822 Aucutt Rd		4.2	2.1	4.7	26,486	972	89.4	27.2	1.11	F
824 Jericho Rd		3.7	1.9	3.7	20,297	704	27.9	28.8	0.92	E
848 Scott Rd		6.3	3.1	6.3	10,317	297	2.8	34.7	0.59	C
1001 Melms Rd.		5.6	2.8	5.6	8,961	256	0.0	35.0	0.29	B
1002 Higgins Rd.		3.1	1.6	3.1	18,450	552	26.7	33.4	1.07	F
1003 Widmayer Rd.		4.5	2.2	4.5	6,937	198	0.0	35.0	0.30	B
1004 Kelley Rd.		4.5	2.3	4.5	8,133	233	0.0	34.9	0.35	B
1005 Gast Rd.		1.6	0.8	1.6	1,106	32	0.0	35.0	0.12	A
1006 Ketchum Rd.		2.3	1.2	2.3	7,293	209	0.5	34.9	0.58	C
1007 Dietrich Rd.		2.7	1.4	2.7	15,540	464	21.1	33.5	1.04	F
1008 Brier Hill Rd.		5.4	2.7	5.4	38,046	1,527	437.6	24.9	1.49	F
1009 Clanyard Rd.		4.1	2.0	4.1	30,276	1,024	158.4	29.6	1.40	F
1010 Hennig Rd.	Brier Hill Rd. to Sandwald Rd.	1.7	0.9	1.7	16,005	583	126.0	27.5	1.64	F
1010 Hennig Rd.	Sandwald Rd. to Clanyard Rd.	2.1	1.0	2.1	10,139	296	6.5	34.3	0.87	E
1011 Freeman Rd.		2.1	1.1	2.1	34,849	5,360	4,363.7	6.5	3.11	F
1014 County Line Rd.		1.5	0.8	3.0	19,600	597	38.7	32.8	1.15	F
1015 Sandwald Rd.		3.9	2.0	3.9	43,091	2,050	819.1	21.0	2.01	F
1017 Sleepy Hollow Rd.	Boncosky Rd. to IL 72	3.7	1.8	3.7	25,716	910	52.5	28.3	1.13	F
1017 Sleepy Hollow Rd.	IL 72 to County Line Rd.	7.1	3.6	7.1	53,021	1,836	197.0	28.9	1.30	F
1018 Huntley Rd.	Sleepy Hollow Rd. to IL 31	3.0	1.5	3.0	39,663	2,677	1,355.0	14.8	2.11	F
1018 Williams	IL 31 to Lake Marian Rd.	1.9	1.0	1.9	17,553	723	138.0	24.3	1.53	F
1019 Algonquin Rd.	Lake Marian Rd. to Bolz Rd.	2.6	1.3	2.6	13,370	453	7.8	29.5	0.83	E
1019 Algonquin Rd.	Bolz. Rd. to IL 62	3.0	1.5	3.0	15,490	526	9.4	29.5	0.82	E
1020		2.2	1.1	2.2	4,205	168	0.0	25.1	0.44	B
1021 Lake Marian Rd.		2.7	1.4	4.0	12,287	418	4.4	29.4	0.57	C
1022 Van Buren Rd.		4.5	2.2	4.5	4,384	175	0.0	25.0	0.26	A
1023 Helm Rd.		3.1	1.6	3.1	7,601	253	0.0	30.0	0.40	B
1024		2.2	1.1	2.2	6,334	254	0.5	24.9	0.51	C
1025		7.1	3.6	7.1	3,823	127	0.0	30.0	0.09	A
1026		3.1	1.5	3.1	15,439	523	8.3	29.5	0.81	E
1027 Washington Rd.		2.0	1.0	2.0	19,316	849	162.8	22.7	1.56	F

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
1028		4.8	2.4	4.8	28,757	1,004	45.6	28.6	1.01	F
1029 Boncosky Rd.		3.0	1.5	3.0	26,145	999	127.3	26.2	1.41	F
1030 Duncan Ave.		8.4	4.2	8.4	103,276	7,852	4,344.1	13.2	2.23	F
1031		1.6	0.8	1.6	14,542	570	85.8	25.5	1.47	F
1032 McLean Blvd.	Big Timber Rd. to Boncosky Rd.	4.3	2.2	6.8	44,444	1,510	71.8	29.4	1.05	F
1033 Reinking Rd.		6.6	3.3	6.6	29,393	869	19.1	33.8	0.85	E
1034 Kendall Rd.		4.4	2.2	4.4	2,190	63	0.0	35.0	0.10	A
1035 Connors Rd.		1.0	0.5	1.0	579	16	0.0	35.2	0.10	A
1036 Ellithorpe/Pease Rd.		1.6	0.8	1.6	3,998	114	0.0	34.9	0.46	B
1037 Tower Rd.		4.0	2.0	4.0	7,451	212	0.0	35.1	0.33	B
1038 Thurnau Rd.		2.9	1.5	2.9	12,499	444	86.3	28.2	1.17	F
1039 Brier Hill Rd.		7.0	3.5	7.0	23,434	679	9.7	34.5	0.69	D
1040 Berner Rd.		2.0	1.0	2.0	248	7	0.0	35.1	0.02	A
1041 Bahr Rd.		6.5	3.3	6.5	4,913	141	0.0	35.0	0.22	A
1042 Romke Rd.	CH 2 to Bahr Rd.	1.9	0.9	1.9	2,461	70	0.0	35.1	0.24	A
1042 Romke Rd.	Bahr Rd. to Lenschow Rd.	2.5	1.3	2.5	4,494	129	0.0	34.9	0.33	B
1042 Romke Rd.	Lenschow Rd. to Berner Rd.	1.3	0.6	1.3	1,538	44	0.0	35.0	0.22	A
1042 Romke Rd.	Berner Rd. to IL 72	2.0	1.0	2.0	2,193	63	0.0	35.1	0.20	A
1043 Getzelman Rd.		2.9	1.5	2.9	2,702	77	0.0	35.0	0.17	A
1044 Lenschow Rd.	County Line Rd. to CH 46	5.4	2.7	5.4	957	27	0.0	34.8	0.13	A
1044 Lenschow Rd.	CH 46 to Romke Rd.	6.2	3.1	6.2	3,326	95	0.0	35.0	0.12	A
1045 Engel Rd.		5.7	2.8	5.7	6,833	196	0.0	34.9	0.25	A
1046 Factly Rd.		3.2	1.6	3.2	1,191	34	0.0	35.0	0.07	A
1047 Waughon Rd.		1.9	0.9	1.9	2,250	71	0.0	31.6	0.21	A
1048		1.1	0.5	1.1	332	10	0.0	34.8	0.06	A
1049 Lawrence Rd.		3.2	1.6	3.2	705	20	0.0	35.0	0.05	A
1050 Lukens Rd.		2.1	1.0	2.1	143	4	0.0	34.9	0.01	A
1051 Marcy Rd.		2.0	1.0	2.0	333	9	0.0	35.2	0.05	A
1052 Chapman Rd.		5.7	2.9	5.7	1,092	31	0.0	35.0	0.07	A
1053 Godfrey Rd.		2.6	1.3	2.6	1,167	33	0.0	35.0	0.08	A
1054 Middleton Rd.		8.5	4.3	8.5	510	15	0.0	34.9	0.01	A
1055 Percy Rd.		3.1	1.5	3.1	29	1	0.0	35.3	0.00	A
1058 Snyder Rd.		2.8	1.4	2.8	253	7	0.0	35.0	0.02	A
1059 Thomas Rd.		3.3	1.7	3.3	828	24	0.0	35.0	0.04	A

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1060		2.3	1.2	2.3	515	17	0.0	30.0	0.04	A
1061		2.9	1.4	2.9	8,443	282	0.5	29.9	0.48	C
1062		1.5	0.8	1.5	5,277	177	0.6	29.9	0.56	C
1063 Spring St.		2.7	1.3	2.7	29,617	2,009	1,021.9	14.7	1.95	F
1064 Kenyon Rd.		2.5	1.3	2.5	3,423	114	0.0	30.0	0.23	A
1065 Barry Rd.		0.9	0.4	0.9	830	33	0.0	24.9	0.16	A
1066 Middle St.		2.3	1.2	2.3	22,889	949	186.4	24.1	1.59	F
1067 Gilbert St.		2.6	1.3	2.6	38,047	2,446	1,178.2	15.6	2.22	F
1068 Raymond St.		5.5	2.8	5.5	60,027	2,592	590.8	23.2	1.66	F
1069 Bluff City St.		2.5	1.2	2.5	21,800	830	103.8	26.3	1.39	F
1070 Larkin St.		4.4	2.2	6.5	36,676	1,355	132.4	27.1	1.14	F
1071		4.2	2.1	4.2	7,778	311	0.0	25.0	0.33	B
1072 Wing St.		1.8	0.9	2.7	15,708	654	130.8	24.0	1.25	F
1073		2.5	1.2	2.5	5,378	216	1.4	24.9	0.56	C
1074		2.8	1.4	2.8	19,779	889	97.5	22.2	1.27	F
1075		2.6	1.3	2.6	5,983	241	1.5	24.8	0.49	C
1076		2.3	1.1	2.3	3,593	143	0.0	25.1	0.29	B
1077		2.8	1.4	2.8	15,217	745	135.7	20.4	1.31	F
1078 Lawrence Ave./Kimba		4.6	2.3	5.4	29,751	1,457	389.8	20.4	1.59	F
1079 Chicago St.		1.8	0.9	3.6	24,917	1,201	319.6	20.8	1.38	F
1080 Congdon Ave.		3.7	1.8	3.7	15,284	595	40.9	25.7	0.95	E
1081		2.2	1.1	2.2	5,220	210	0.8	24.8	0.54	C
1082		1.6	0.8	1.6	3,015	122	0.9	24.8	0.48	C
1083		0.5	0.3	0.5	1,738	70	0.0	24.9	0.56	C
1084		1.5	0.8	1.5	1,678	67	0.0	25.1	0.19	A
1085 National St.		2.6	1.3	2.6	19,663	1,176	455.0	16.7	1.85	F
1086		1.3	0.6	2.6	937	38	0.0	24.9	0.08	A
1087		2.1	1.0	2.1	17,825	941	226.6	18.9	1.57	F
1088 Summit St.		1.6	0.8	2.5	10,855	357	4.1	30.4	0.72	D
1089 Dundee Ave.		2.3	1.1	4.5	46,071	2,017	480.8	22.8	1.68	F
1090		0.2	0.1	0.2	2,874	204	88.0	14.1	2.09	F
1090 Villa St.	Congdon Ave. to Raymond St.	1.6	0.8	3.2	22,516	850	99.7	26.5	1.21	F
1090 Villa St.	Raymond St. to IL 25	2.6	1.3	5.2	33,880	1,089	28.4	31.1	0.93	E
1091 Old State Rd.		1.3	0.7	1.3	77	2	0.0	35.1	0.01	A

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1092 Peterson Rd.		2.3	1.2	2.3	240	7	0.0	35.0	0.02	A
1093 Fabris Rd.		2.9	1.4	2.9	663	19	0.0	35.0	0.04	A
1094 I.C. Tr.		5.8	2.9	5.8	953	27	0.0	35.0	0.05	A
1095 Read Rd.		3.3	1.6	3.3	895	26	0.0	35.1	0.05	A
1096 Hanson Rd.		1.9	1.0	1.9	9,772	287	7.8	34.1	0.91	E
1097 Swanberg Rd.		2.5	1.3	2.5	2,279	65	0.0	35.0	0.16	A
1098		2.2	1.1	2.2	628	21	0.0	30.0	0.07	A
1099 Bolcum Rd.		6.2	3.1	6.2	36,526	1,262	44.4	28.9	0.97	E
1100 Burr Rd.		6.1	3.1	6.1	15,834	529	1.2	29.9	0.45	B
1101 Crane Rd.		4.9	2.4	4.9	21,104	710	6.7	29.7	0.70	D
1102 Red Gate Rd.		3.2	1.6	3.2	3,273	109	0.0	30.0	0.21	A
1103		2.9	1.5	2.9	1,556	52	0.0	30.0	0.09	A
1104		2.1	1.0	2.1	1,201	40	0.0	30.0	0.10	A
1105 Welter Rd.		9.7	4.8	9.7	85	2	0.0	34.8	0.00	A
1106 Winters Rd.		6.6	3.3	6.6	732	21	0.0	35.0	0.03	A
1107 Beith Rd.		4.2	2.1	4.2	2,864	82	0.0	35.0	0.14	A
1108 Root Rd.		1.2	0.6	1.2	1,354	39	0.0	34.9	0.20	A
1109 Howard Rd.		2.5	1.2	2.5	3,662	105	0.0	35.0	0.27	A
1110 McNulty Rd.		2.3	1.2	2.3	261	7	0.0	34.9	0.02	A
1111 Francis Rd.		6.1	3.1	6.1	6,029	172	0.0	35.0	0.41	B
1112 Freeland Rd.		3.3	1.6	3.3	62	2	0.0	35.0	0.00	A
1113 Schrader Rd.		4.0	2.0	4.0	3,342	95	0.0	35.1	0.15	A
1114 Watson Rd.		4.7	2.4	4.7	4,764	136	0.0	35.0	0.18	A
1115 Harter Rd.		6.4	3.2	6.4	8,676	248	0.0	35.0	0.27	A
1116 Miner Rd.		3.4	1.7	3.4	283	8	0.0	35.0	0.02	A
1117 Owens Rd.	Miner Rd. to CH 10	1.9	1.0	1.9	127	4	0.0	34.9	0.01	A
1118 Lasher Rd.	CH 62 to Harter Rd.	7.8	3.9	7.8	1,289	37	0.0	35.0	0.06	A
1118 Lasher Rd.	County Line Rd. to CH 62	4.6	2.3	4.6	331	9	0.0	35.0	0.01	A
1119 Shaw Rd.		2.1	1.0	2.1	371	11	0.0	34.9	0.03	A
1120 Hinckley Rd.		4.1	2.1	4.1	58	2	0.0	34.7	0.02	A
1122 Price Rd.		1.2	0.6	1.2	752	21	0.0	35.1	0.11	A
1124 McDermott		2.0	1.0	2.0	1,077	31	0.0	34.9	0.10	A
1125 Greenacre Rd.		2.2	1.1	2.2	114	3	0.0	34.9	0.01	A
1126 Bushnell Rd.		2.6	1.3	2.6	1,180	34	0.0	35.0	0.08	A

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
1127 Nelson Rd.		2.5	1.3	2.5	1,853	53	0.0	35.0	0.13	A
1128 Jones Rd.		1.7	0.9	1.7	7,229	209	2.8	34.6	0.74	D
1129 Clark Rd.		1.6	0.8	1.6	5,516	158	0.6	34.9	0.62	C
1131 Lorang Rd.		5.1	2.5	5.1	9,103	260	0.0	35.0	0.33	B
1132 Green Rd.		4.4	2.2	4.4	20,941	620	21.9	33.8	0.92	E
1133 Smith Rd.		2.5	1.3	2.5	4,175	127	0.0	33.0	0.49	C
1134 Bateman Rd.	Interstate 88 to Rowe Rd.	2.4	1.2	2.4	2,302	66	0.0	35.0	0.17	A
1134 Bateman Rd.	Rowe Rd. to Lorang Rd.	0.5	0.2	0.5	574	16	0.0	35.4	0.23	A
1134 Bateman Rd.	Lorang Rd. to Rowe Rd.	1.2	0.6	1.2	2,748	79	0.0	34.9	0.40	B
1135 Rowe Rd.	Bateman Rd. to Schneider Rd.	1.2	0.6	1.2	473	14	0.0	34.8	0.07	A
1135 Rowe Rd.	Schneider to IL 47	1.9	0.9	1.9	3,044	87	0.0	35.0	0.40	B
1136 Schneider Rd.		2.8	1.4	2.8	1,131	32	0.0	35.0	0.07	A
1137 Pouly Rd.		5.6	2.8	5.6	17,838	510	1.1	35.0	0.57	C
1138 Harley Rd.		3.3	1.7	3.3	5,227	149	0.0	35.0	0.28	A
1139 Anderson Rd.		4.6	2.3	4.6	10,326	306	0.0	33.8	0.40	B
1140		1.5	0.7	1.5	600	20	0.0	30.0	0.07	A
1141 Campton Hills Rd.		11.7	5.9	11.7	13,378	490	43.9	27.3	0.81	E
1142 Town Hall Rd.		2.5	1.2	2.5	10,023	321	2.7	31.2	0.69	D
1143 Brown Rd.		2.0	1.0	2.0	1,319	44	0.0	30.0	0.11	A
1144 Dean St.		6.1	3.1	6.1	26,612	977	21.5	27.2	0.79	D
1145		2.3	1.1	2.3	6,511	218	0.7	29.9	0.50	C
1146 Country Club Rd.		3.0	1.5	3.0	4,480	149	0.0	30.0	0.28	B
1147		2.8	1.4	2.8	26,177	1,038	165.8	25.2	1.50	F
1148 Kautz Rd.		5.2	2.6	5.2	29,186	998	25.4	29.2	0.90	E
1149		1.6	0.8	1.6	11,403	405	25.0	28.1	1.15	F
1150		1.9	1.0	1.9	11,224	385	10.6	29.2	0.94	E
1151 Brundige Rd.		3.0	1.5	3.0	11,031	318	2.6	34.7	0.66	D
1152		2.6	1.3	2.6	11,281	327	5.4	34.4	0.79	E
1153 Wenmoth Rd.		2.7	1.3	2.7	11,531	388	3.7	29.7	0.71	D
1154 McKee St.		5.4	2.7	5.4	11,080	398	4.0	27.8	0.64	C
1155 Nelson Lake Rd.		2.7	1.3	2.7	7,129	238	0.0	30.0	0.43	B
1156		2.6	1.3	2.6	16,750	585	27.1	28.6	1.06	F
1157 Banbury Rd.		2.6	1.3	2.6	5,848	195	0.0	30.0	0.37	B
1158 Mettel Rd.		1.7	0.8	1.7	1,417	47	0.0	30.0	0.14	A

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
1159	Schomer Rd.	1.1	0.6	1.1	4,202	141	0.7	29.9	0.61	C
1160	Molitor Rd.	2.9	1.4	2.9	25,656	1,070	214.4	24.0	1.50	F
1161		2.3	1.2	2.3	17,773	651	58.1	27.3	1.25	F
1162	Mitchell Rd.	4.6	2.3	4.6	26,908	923	26.5	29.1	0.94	E
1163	Hart Rd.	7.9	4.0	7.9	19,894	726	3.1	27.4	0.59	C
1164	Raddant Rd.	7.7	3.9	7.7	23,905	866	17.8	27.6	0.69	D
1165	Church Rd.	6.1	3.1	6.1	39,980	1,504	134.8	26.6	1.19	F
1166		5.5	2.8	5.5	21,385	763	11.8	28.0	0.78	D
1167		1.2	0.6	1.2	366	12	0.0	30.0	0.05	A
1168	Western Ave.	4.2	2.1	4.2	18,974	684	10.0	27.7	0.78	D
1169		2.4	1.2	2.4	3,368	134	0.0	25.1	0.25	A
1170		0.7	0.4	0.7	825	33	0.0	25.1	0.20	A
1171		4.0	2.0	4.0	9,118	345	0.0	26.4	0.48	C
1172	Wilson St.	8.0	4.0	8.0	64,352	2,232	239.0	28.8	1.21	F
1173		1.7	0.9	1.7	2,261	90	0.0	25.1	0.24	A
1174		4.2	2.1	5.5	42,222	1,088	67.0	38.8	1.09	F
1175		1.0	0.5	1.0	1,981	66	0.0	30.0	0.31	B
1176	South St.	3.3	1.7	3.3	7,095	240	3.2	29.6	0.70	D
1177		0.3	0.1	0.3	1,659	73	6.1	22.7	1.24	F
1178		0.7	0.4	0.7	4,450	201	22.9	22.1	1.34	F
1179		3.2	1.6	3.2	11,106	460	15.4	24.1	0.87	E
1180	Kaneville Rd.	2.5	1.3	2.5	14,834	514	19.4	28.9	0.96	E
1181		1.1	0.5	1.1	211	8	0.0	24.9	0.04	A
1182		1.6	0.8	1.6	1,377	55	0.0	25.0	0.16	A
1183	Bricher St.	2.9	1.5	2.9	5,588	170	0.6	32.9	0.44	B
1184		2.1	1.0	2.1	6,919	277	0.7	25.0	0.59	C
1185	Prairie St.	3.0	1.5	3.0	22,483	838	72.4	26.8	1.24	F
1186		0.4	0.2	0.4	2,758	125	15.7	22.0	1.38	F
1187		0.5	0.3	0.5	1,207	51	2.0	23.9	0.79	E
1188		2.5	1.2	2.5	1,700	68	0.0	25.0	0.14	A
1189	Illinois St.	1.1	0.6	1.1	5,952	256	19.1	23.2	1.11	F
1191		2.3	1.2	2.3	1,270	51	0.0	25.0	0.11	A
1192		1.3	0.7	1.3	2,384	95	0.0	25.1	0.31	B
1193	Richards/2nd St.	3.3	1.7	3.3	12,652	528	9.6	24.0	0.76	D

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
1194		2.5	1.3	2.5	7,331	293	0.0	25.0	0.50	C
1195 7th St/East Side St.		4.3	2.1	4.3	18,400	745	10.2	24.7	0.76	D
1196		2.6	1.3	2.6	5,181	188	0.0	27.5	0.44	B
1197 Edgelawn Dr.		6.0	3.0	6.0	17,349	659	3.4	26.3	0.57	C
1198		2.6	1.3	2.6	4,670	186	0.0	25.1	0.40	B
1199		2.0	1.0	2.0	37	1	0.0	25.1	0.01	A
1200		4.3	2.1	4.3	10,740	405	2.6	26.5	0.57	C
1201		4.0	2.0	4.0	7,642	308	2.4	24.8	0.58	C
1202 Highland Ave.		4.9	2.5	5.8	8,740	350	0.0	25.0	0.32	B
1203		3.7	1.9	3.7	8,156	331	18.1	24.7	0.80	E
1204		2.3	1.1	2.3	1,986	80	0.0	25.0	0.16	A
1205 Ashland Ave.		3.6	1.8	3.6	3,139	125	0.0	25.0	0.16	A
1206 5th Ave.		6.0	3.0	6.0	45,329	1,717	282.6	26.4	1.41	F
1207		1.9	1.0	3.8	17,916	618	20.5	29.0	0.88	E
1208		2.3	1.2	3.7	13,979	516	26.0	27.1	0.90	E
1209		1.7	0.9	1.7	8,883	304	6.0	29.2	0.77	D
1210 Lincoln Ave.		3.9	1.9	3.9	17,783	773	58.0	23.0	1.05	F
1211		4.0	2.0	4.0	8,450	326	0.0	25.9	0.39	B
1212 Root St.		4.2	2.1	4.2	7,072	284	1.1	24.9	0.38	B
1213 Union St.		7.3	3.7	7.3	21,335	861	8.2	24.8	0.59	C
1214		2.1	1.1	2.1	3,354	134	0.0	25.1	0.38	B
1215 Liberty/Claim St.		5.9	2.9	5.9	26,635	988	22.4	27.0	0.83	E
1216 Kautz Rd.		2.0	1.0	2.0	13,786	488	28.1	28.3	1.14	F
1217 Farnsworth Rd.		1.6	0.8	1.6	9,894	344	14.1	28.8	1.02	F
1219		0.3	0.1	0.5	7,518	270	43.4	27.9	1.49	F
1219 New York St./Galena	westbound	1.9	1.0	3.8	39,045	1,435	188.8	27.2	1.29	F
1219 New York St./Galena	eastbound leg	1.5	0.8	3.0	34,553	1,297	188.3	26.6	1.41	F
1220 Hill Ave.	County Line to Montgomery Road	4.8	2.4	4.8	61,614	2,408	529.9	25.6	1.58	F
1222 Main St.		4.3	2.1	5.6	8,890	315	0.0	28.2	0.35	B
1223 North. Ave.		0.9	0.5	1.1	2,906	94	0.0	31.0	0.58	C
1224		2.7	1.3	2.7	2,918	116	0.0	25.1	0.23	A
1225		1.6	0.8	1.6	737	30	0.0	24.9	0.10	A
1226		2.4	1.2	2.4	5,207	174	0.0	30.0	0.38	B
1227		1.9	1.0	1.9	350	12	0.0	30.0	0.07	A

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
1228		1.1	0.6	1.1	692	27	0.0	26.0	0.11	A
1229		1.4	0.7	1.4	334	12	0.0	27.2	0.08	A
1230 New York St.		3.2	1.6	6.4	50,161	1,655	85.5	30.3	1.03	F
1231 Ohio St.		3.4	1.7	3.4	10,032	661	284.7	15.2	1.18	F
1231 Hill Ave.	Montgomery Rd. to Fifth Ave.	1.8	0.9	1.8	25,969	922	145.9	28.2	1.45	F
1232		0.9	0.5	0.9	4,982	205	5.3	24.3	0.92	E
1233		0.8	0.4	0.8	2,818	95	0.8	29.8	0.64	C
1234 Sheffer Rd./Forest St.		4.6	2.3	4.6	29,680	1,157	75.4	25.6	1.13	F
1235		1.0	0.5	1.0	2,267	91	0.0	24.9	0.40	B
1236		1.0	0.5	1.0	1,460	59	0.0	24.9	0.26	A
1237 Montgomery Rd.		2.5	1.2	2.5	29,314	1,430	453.2	20.5	1.82	F
1238 McClure Rd.		2.7	1.4	2.7	14,338	571	93.0	25.1	1.37	F
1239		1.1	0.5	1.1	924	34	0.0	27.2	0.16	A
1240 Felten Rd.		2.3	1.2	2.3	5,190	174	0.7	29.9	0.48	C
1241 Reckinger Rd.		2.4	1.2	2.4	6,751	227	1.7	29.8	0.57	C
1242 Albright Rd.		0.6	0.3	0.6	4,275	152	9.5	28.1	1.15	F
1243 Densmore Rd.		1.6	0.8	1.6	4,220	130	0.0	32.4	0.45	B
1244 Geise Rd.		1.0	0.5	1.0	1,152	46	0.0	25.0	0.20	A
1245 Pine Rd.		2.2	1.1	2.2	4,212	171	1.6	24.7	0.58	C
1246		0.4	0.2	0.4	425	17	0.0	24.8	0.25	A
1247		1.6	0.8	1.6	540	22	0.0	24.9	0.21	A
1248		1.2	0.6	1.2	1,559	62	0.0	25.0	0.25	A
1249		0.5	0.2	0.5	66	3	0.0	25.1	0.03	A
1250 Farnsworth Ave.	Montgomery Rd. to US 88	7.0	3.5	12.7	135,595	4,497	413.4	30.1	1.18	F
1250 Farnsworth Ave.	US 88 to IL 56	2.3	1.1	4.5	57,964	2,036	275.4	28.5	1.36	F
1251 Raymond Rd.		1.7	0.9	1.7	6,573	190	2.0	34.6	0.69	D
1253 Main St.		0.6	0.3	0.6	36	1	0.0	34.7	0.01	A
1254		1.3	0.7	1.3	1,443	41	0.0	35.0	0.24	A
1255 Peck Rd.		1.5	0.7	1.5	14,024	442	41.1	31.7	1.28	F
1256 Crane Rd.		2.1	1.1	2.1	9,680	327	3.9	29.6	0.74	D
1257		1.4	0.7	1.4	1,400	47	0.0	30.0	0.17	A
1258		1.0	0.5	1.0	3,523	153	6.3	23.0	0.83	E
1259		1.0	0.5	1.0	2,156	87	0.0	24.9	0.38	B
1260		1.2	0.6	1.2	4,607	186	1.3	24.8	0.68	D

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
1261 Dunham Rd.		2.6	1.3	4.2	15,144	508	3.6	29.8	0.61	C
1262		1.7	0.9	1.7	2,954	98	0.0	30.0	0.28	A
1263		1.3	0.7	1.3	558	19	0.0	30.0	0.07	A
1264		0.3	0.2	0.3	42	1	0.0	30.2	0.02	A
1265		1.3	0.7	1.3	4,519	151	0.7	29.9	0.59	C
1266 Denker Rd.		2.8	1.4	2.8	1,706	57	0.0	30.0	0.10	A
1267		1.1	0.5	1.1	7,191	255	15.3	28.2	1.11	F
1268 Highland Ave.		1.0	0.5	1.0	4,185	121	1.4	34.6	0.77	D
1269 Barrington Rd.		1.6	0.8	1.6	1,907	64	0.0	30.0	0.20	A
1270		0.5	0.3	0.5	1,688	68	0.0	24.9	0.54	C
1271		1.3	0.7	1.3	1,447	58	0.0	25.0	0.19	A
1272 County Line Rd.		4.5	2.3	4.5	1,685	48	0.0	35.0	0.07	A
1274 Oak St.		2.2	1.1	2.2	8,447	341	2.7	24.8	0.66	C
1275 Army Trail Rd.		3.6	1.8	3.6	5,392	180	0.0	30.0	0.23	A
1276 Beith Rd.	IL 47 to Town Hall Rd.	5.3	2.7	5.3	11,782	337	0.0	35.0	0.39	B
1276 Beith Rd.	Town Hall Rd. to IL 38	1.6	0.8	1.6	10,146	310	21.0	32.7	1.15	F
1277 McGough Rd.		1.0	0.5	1.0	108	3	0.0	35.1	0.02	A
1278 Randall Rd.		4.4	2.2	4.4	27,276	1,004	47.7	27.2	1.04	F
1279 Granart Rd.		5.8	2.9	5.8	35,677	1,036	18.6	34.4	0.84	E
1280 Walker Rd.		3.0	1.5	3.0	5,667	162	0.0	35.0	0.34	B
1281 Ramm Rd.		2.2	1.1	2.2	1,331	38	0.0	35.0	0.11	A
1282 Main St.		2.9	1.5	2.9	13,107	444	7.5	29.5	0.73	D
1283		3.4	1.7	3.4	24,838	878	49.9	28.3	1.12	F
1284		4.7	2.3	9.3	68,575	2,608	322.2	26.3	1.27	F
1284		2.6	1.3	5.2	61,016	2,988	954.1	20.4	1.85	F
1285 Big Timber Rd.		4.3	2.1	8.5	78,906	2,491	237.5	31.7	1.26	F
1286 Sauber Rd.		1.0	0.5	1.0	791	23	0.0	35.0	0.15	A
1287 Old Burlington Rd.		1.6	0.8	1.6	12,897	389	21.9	33.1	1.11	F
1288 Highland Ave.		6.5	3.3	6.9	44,465	1,793	271.6	24.8	1.28	F
1289 Peck Rd.		1.5	0.8	1.5	4,662	151	5.3	30.9	0.84	E

Appendix D

Model Output – 2030 Recommended Plan with Freeway/Arterial Road Projects

Jurisdiction Summary

(Summary of links with Rte Code)

Jurisdiction	Distance (miles)		Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
Interstate	93.8	8.2%	46.9	8.2%	267	14.0%	4,736,424	29.5%	85,685	20.8%	4,831	20.1%
US Highway	62.7	5.5%	31.3	5.5%	127	6.7%	1,099,622	6.9%	27,312	6.6%	1,290	5.4%
State Highway	330.2	28.9%	165.1	28.9%	582	30.6%	5,333,028	33.3%	151,320	36.7%	10,603	44.2%
County	653.3	57.2%	326.6	57.2%	926	48.6%	4,829,305	30.1%	147,325	35.7%	7,248	30.2%
Other	1.4	0.1%	0.7	0.1%	3	0.2%	35,877	0.2%	839	0.2%	42	0.2%
	1,141.3		570.6		1,904.7		16,034,255.5		412,480.6		24,014.0	

Functional Class Summary

(Summary of ALL links)

Route	Distance (miles)		Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
Collector	1,049.3	45.5%	524.7	45.5%	1,112	34.9%	3,258,617	15.9%	121,619	21.1%	17,296	36.1%
County Freeway & SRA	270.9	11.7%	135.5	11.7%	620	19.5%	6,110,400	29.8%	180,250	31.2%	12,361	25.8%
Freeways and Ramps	123.2	5.3%	61.6	5.3%	330	10.4%	5,539,912	27.0%	104,952	18.2%	8,575	17.9%
Minor Arterials	426.8	18.5%	213.4	18.5%	470	14.8%	1,680,607	8.2%	53,467	9.3%	3,113	6.5%
Not Used	9.8	0.4%	4.9	0.4%	20	0.6%	109,551	0.5%	3,326	0.6%	40	0.1%
Principal Arterials	425.8	18.5%	212.9	18.5%	633	19.9%	3,822,870	18.6%	113,464	19.7%	6,519	13.6%
	2,305.8		1,152.9		3,184.3		20,521,957.2		577,079.1		47,904.2	

County Road Functional Class Summary

(Summary of links with Rte Code < 110)

Route	Distance (miles)		Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
Collector	45.0	6.9%	22.5	6.9%	65	7.0%	294,909	6.1%	8,276	5.6%	245	3.4%
County Freeway & SRA	95.5	14.6%	47.8	14.6%	267	28.8%	2,692,976	55.8%	83,274	56.5%	4,960	68.4%
Minor Arterials	342.9	52.5%	171.5	52.5%	361	39.0%	1,087,394	22.5%	33,463	22.7%	1,098	15.1%
Principal Arterials	169.8	26.0%	84.9	26.0%	234	25.2%	754,026	15.6%	22,313	15.1%	946	13.0%
	653.3		326.6		926.1		4,829,305.1		147,325.1		7,248.1	

Summary by Level of Service

(Summary of links with Rte Seg Codes)

Route	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD
A	674.2	337.1	689	524,706	15,366	0
B	326.5	163.2	383	870,259	26,738	18
C	315.8	157.9	463	2,591,764	59,508	342
D	138.9	69.5	222	1,482,098	38,778	425
E	295.2	147.6	476	3,883,790	103,429	3,218
F	536.7	268.3	932	10,965,192	322,450	39,063
	2,287.2	1,143.6	3,165.1	20,317,809.7	566,268.8	43,066.2

County Road LOS Summary

(Summary of links with Rte Code < 110)

LOS	Distance (miles)		Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	
A	230.3	35.0%	115.1	35.0%	244	26.3%	209,460	4.4%	5,965	4.1%	0	0.0%
B	90.8	13.8%	45.4	13.8%	114	12.3%	285,970	6.0%	8,459	5.8%	4	0.1%
C	107.5	16.4%	53.7	16.4%	149	16.1%	622,619	13.0%	17,971	12.3%	139	1.9%
D	46.1	7.0%	23.0	7.0%	67	7.2%	378,105	7.9%	10,869	7.4%	130	1.8%
E	63.7	9.7%	31.9	9.7%	113	12.2%	867,988	18.1%	26,052	17.8%	708	9.8%
F	119.1	18.1%	59.6	18.1%	240	25.9%	2,419,870	50.6%	77,242	52.7%	6,237	86.4%
	657.4		328.7		928.2		4,784,011.8		146,557.8		7,218.4	

Summary by Planning Partnership Area (PPA)

(Summary of links with Rte Seg Codes)

PPA	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Speed	Weighted VC	LOS
Upper Fox	222.8	111.4	374	3,113,870	84,558	5,560	36.83	1.03	F
Greater Elgin	242.6	121.3	415	3,938,347	118,257	13,679	33.30	1.15	F
Tri-Cities	377.8	188.9	549	3,412,707	109,162	7,063	31.26	1.00	F
Aurora Area	322.4	161.2	478	3,878,002	106,788	7,299	36.32	1.04	F
Campton Hills	173.9	86.9	188	689,860	19,630	839	35.14	0.88	E
Northwest	322.2	161.1	401	1,911,080	47,307	4,321	40.40	0.85	E
West Central	346.2	173.1	421	1,822,287	39,735	1,181	45.86	0.71	D
Southwest	279.2	139.6	339	1,551,656	40,832	3,125	38.00	0.88	E

Summary by Planning Partnership Area (PPA) and Road Jurisdiction

(Summary of links with Rte Seg Codes - including RTE codes = 0 - NO CENTROID CONNECTORS)

Jurisdiction	Distance (miles)		Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	Sum of Volume	
Aurora Area													
Interstate	19.5	18.49%	9.8	18.49%	76	33.69%	1,616,373	57.59%	31,293	44.28%	2,162.1	1,316,717	29.56%
US Highway	4.8	4.57%	2.4	4.57%	8	3.36%	83,588	2.98%	3,025	4.28%	507.6	144,999	3.25%
State Highway	35.4	33.53%	17.7	33.53%	56	25.17%	406,074	14.47%	12,952	18.33%	691.1	1,083,894	24.33%
County	30.2	28.57%	15.1	28.57%	56	25.17%	393,792	14.03%	11,506	16.28%	353.2	747,102	16.77%
Other	15.7	14.84%	7.8	14.84%	28	12.61%	306,847	10.93%	11,887	16.82%	2,496.1	1,162,403	26.09%
	105.6		52.8		224		2,806,674		70,663			4,455,115	
Campton Hills													
State Highway	18.4	20.76%	9.2	20.76%	33	31.78%	297,931	53.92%	7,143	47.00%	401.2	386,235	52.83%
County	70.2	79.24%	35.1	79.24%	70	68.22%	254,645	46.08%	8,056	53.00%	347.4	344,906	47.17%
	88.5		44.3		103		552,576		15,198			731,141	
Greater Elgin													
Interstate	13.0	11.47%	6.5	11.47%	48	19.10%	1,074,990	35.23%	20,950	24.72%	1,579.5	1,219,788	22.79%
US Highway	10.3	9.13%	5.2	9.13%	31	12.37%	338,100	11.08%	8,092	9.55%	292.7	778,026	14.54%
State Highway	35.6	31.45%	17.8	31.45%	64	25.49%	727,618	23.84%	25,465	30.05%	3,404.8	1,568,507	29.31%
County	41.6	36.75%	20.8	36.75%	90	35.71%	771,684	25.29%	24,269	28.63%	1,524.2	1,095,060	20.46%
Other	12.7	11.19%	6.3	11.19%	18	7.33%	139,191	4.56%	5,979	7.05%	1,620.2	690,057	12.89%
	113.2		56.6		251		3,051,582		84,756			5,351,438	
Northwest													
Interstate	12.2	5.87%	6.1	5.87%	27	9.53%	453,618	27.53%	7,198	19.73%	218.6	392,754	19.18%
US Highway	23.1	11.07%	11.5	11.07%	47	16.68%	388,640	23.58%	8,759	24.01%	117.9	477,252	23.31%
State Highway	30.7	14.73%	15.4	14.73%	60	21.29%	508,240	30.84%	11,470	31.44%	331.4	747,480	36.50%
County	117.3	56.27%	58.7	56.27%	123	43.58%	244,754	14.85%	7,275	19.94%	92.2	313,545	15.31%
Other	25.1	12.06%	12.6	12.06%	25	8.92%	52,591	3.19%	1,780	4.88%	328.2	116,708	5.70%
	208.5		104.3		282		1,647,843		36,482			2,047,739	

Jurisdiction	Distance (miles)		Approximate Route Miles (miles)		Lane Miles (miles)		Sum of VMT		Sum of VHT		Sum of VHD	Sum of Volume	
Southwest													
US Highway	24.4	14.58%	12.2	14.58%	41	18.43%	289,293	24.51%	7,435	26.39%	371.9	374,353	22.66%
State Highway	16.4	9.78%	8.2	9.78%	40	18.13%	425,185	36.02%	7,769	27.57%	151.3	628,741	38.07%
County	104.3	62.26%	52.1	62.26%	113	50.58%	326,028	27.62%	9,565	33.94%	415.2	435,596	26.37%
Other	22.4	13.38%	11.2	13.38%	29	12.86%	140,029	11.86%	3,408	12.10%	184.8	213,052	12.90%
	167.5		83.7		223		1,180,535		28,177			1,651,742	
Tri-Cities													
State Highway	80.5	41.79%	40.2	41.79%	129	35.68%	1,094,816	37.40%	34,577	37.73%	2,210.7	2,337,855	41.14%
County	112.1	58.21%	56.0	58.21%	232	64.32%	1,832,250	62.60%	57,078	62.27%	3,524.3	3,344,235	58.86%
	192.6		96.3		361		2,927,065		91,655			5,682,090	
Upper Fox													
Interstate	11.2	7.66%	5.6	7.66%	34	11.69%	728,014	25.76%	12,641	16.62%	824.0	205,260	6.12%
State Highway	55.0	37.49%	27.5	37.49%	114	39.61%	1,166,776	41.29%	33,013	43.41%	2,322.2	1,855,228	55.31%
County	58.7	39.99%	29.4	39.99%	116	40.30%	782,322	27.68%	23,732	31.20%	955.0	1,057,083	31.52%
Other	21.8	14.86%	10.9	14.86%	24	8.40%	148,755	5.26%	6,670	8.77%	1,974.0	236,396	7.05%
	146.8		73.4		289		2,825,868		76,056			3,353,967	
West Central													
Interstate	37.8	17.35%	18.9	17.35%	83	28.42%	863,429	49.95%	13,603	36.75%	46.9	185,886	12.90%
State Highway	58.2	26.73%	29.1	26.73%	85	29.23%	706,389	40.87%	18,931	51.14%	1,090.6	1,069,531	74.23%
County	114.1	52.45%	57.1	52.45%	116	39.77%	142,732	8.26%	4,011	10.83%	2.7	134,436	9.33%
Other	7.5	3.46%	3.8	3.46%	8	2.58%	16,032	0.93%	473	1.28%	71.7	51,030	3.54%
	217.6		108.8		292		1,728,582		37,017			1,440,883	

Area Routes Summary

(Summary of links with a route code > 0)

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
1	W. County Line Rd.	20.6	10.3	20.6	4,713	135	0.0	35.0
2	Burlington Rd.	23.7	11.8	23.7	124,859	3,926	195.4	31.8
3	Allen Rd.	5.4	2.7	5.4	20,021	580	6.4	34.5
4	Perry Rd.	17.7	8.8	17.7	20,505	586	0.5	35.0
5	Silver Glen R.	16.0	8.0	16.0	36,396	1,309	102.9	27.8
6	Galligan Rd.	6.8	3.4	11.5	62,623	1,814	25.0	34.5
7	Damisch	5.7	2.8	5.7	23,066	707	10.2	32.6
8	Fabyan Pkwy.	15.1	7.6	38.1	255,343	7,414	107.1	34.4
10	Main St.	26.8	13.4	33.2	62,823	1,599	2.2	39.3
11	Peplow Rd.	21.1	10.6	21.1	55,966	1,637	9.9	34.2
14	Meredith Rd.	11.7	5.9	11.7	16,456	470	0.0	35.0
15	Healy Rd./Tanner Rd.	8.5	4.2	8.5	14,606	451	0.6	32.4
16	Bunker Rd.	5.1	2.6	5.1	18,655	534	1.2	35.0
17	Bowes Rd.	13.6	6.8	21.1	48,853	1,571	0.8	31.1
18	McLean Rd.	1.5	0.7	3.0	21,447	754	38.7	28.5
19	Durham	3.8	1.9	7.5	90,897	3,002	254.0	30.3
20	Army Trail Rd.	2.9	1.4	2.9	21,555	763	45.0	28.2
21	Big Timber Rd.	23.6	11.8	41.3	117,388	3,366	11.4	34.9
22	Plank Rd.	17.9	9.0	17.9	43,961	1,342	60.6	32.8
23	Thatcher Rd	13.2	6.6	13.2	13,201	377	0.0	35.0
24	Jericho Rd.	26.3	13.1	33.7	126,464	3,892	220.5	32.5
26	Hughes Rd.	9.9	5.0	9.9	20,262	596	0.0	34.0
27	Sauber Rd./Lees Rd.	3.7	1.8	3.7	511	15	0.0	35.0
28	McGough Rd.	11.6	5.8	11.6	6,882	200	0.0	34.5
29	Montgomery Rd.	5.5	2.8	5.5	28,045	971	35.9	28.9
30	Huntley Rd.	9.6	4.8	19.2	170,931	5,333	450.6	32.0
32	Plato Rd.	8.6	4.3	8.6	9,738	287	0.0	34.0
33	Russell Rd.	7.3	3.6	7.3	42,136	1,275	105.5	33.0
34	Randall Rd.	50.7	25.3	146.5	1,604,132	50,163	3,601.6	32.0
35	Granart Rd.	7.9	4.0	7.9	40,315	1,193	42.3	33.8
36	State St.	10.9	5.4	10.9	19,592	570	0.0	34.4

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
37	Stearns Rd.	3.1	1.5	3.1	48,256	1,714	294.4	28.2
38	Plank Rd.	5.7	2.9	5.7	4,935	141	0.0	34.9
40	Penny Rd.	2.0	1.0	2.0	5,813	194	0.0	30.0
41	Keslinger Rd.	27.0	13.5	32.0	52,071	1,324	1.6	39.3
44	Davis Rd.	9.4	4.7	9.4	3,651	104	0.0	35.0
45	Allen Rd.	6.0	3.0	6.0	2,332	66	0.0	35.1
46	Burlington Rd./Walker Rd.	8.8	4.4	8.8	15,139	464	0.0	32.6
47	Highland Rd.	8.0	4.0	8.0	29,068	862	30.4	33.7
48	Scott Rd.	8.5	4.2	8.5	28,462	903	90.5	31.5
49	Ellithorpe	9.4	4.7	9.4	3,420	98	0.0	35.0
51	Dittman Rd.	6.8	3.4	6.8	1,515	51	0.0	30.0
52	Manning Rd.	1.3	0.6	1.3	6,083	178	4.0	34.1
56	Ramm Rd.	11.6	5.8	11.6	2,892	83	0.0	35.0
59	Tyrrell Rd.	4.3	2.1	8.6	52,673	1,537	35.5	34.3
61	West Bartlett Rd.	2.2	1.1	2.2	19,800	752	91.9	26.3
62	Dauberman Rd.	16.0	8.0	16.0	69,450	1,994	9.2	34.8
69	Empire Rd.	6.7	3.4	6.7	4,061	135	0.0	30.0
71	Mooseheart Rd.	2.0	1.0	2.0	15,488	560	43.9	27.7
77	Kirk Rd.	19.3	9.7	53.6	544,006	17,261	995.1	31.5
78	Bliss Rd	10.5	5.3	21.0	92,982	2,336	5.0	39.8
80	Corron Ext.	20.1	10.1	20.1	88,411	2,686	43.3	32.9
81	LaFox Rd.	10.0	5.0	10.0	38,570	1,207	8.6	32.0
83	Orchard Rd.	14.9	7.5	36.8	284,577	8,048	142.7	35.4
84	Kaneville Rd/Peck Rd.	5.7	2.8	5.7	27,359	924	11.7	29.6
90	Longmeadow Pkwy.	10.7	5.4	21.5	105,848	3,193	19.2	33.2
91	Stearns Rd.	6.8	3.4	13.6	55,410	1,633	4.0	33.9
101	Galena Rd.	3.5	1.8	3.5	16,655	527	52.0	31.6
102	Lake Cook Rd.	4.2	2.1	4.2	19,973	673	7.6	29.7
103	Haegers Bend Rd.	0.4	0.2	0.4	2,766	81	0.0	34.1
188	Interstate 88	57.3	28.6	158.6	2,479,802	44,896	2,208.9	55.2
190	Interstate 90	36.5	18.2	108.5	2,256,622	40,789	2,622.0	55.3
220	US 20	36.2	18.1	86.3	836,613	18,949	432.0	44.1
230	US 30	27.1	13.6	46.6	340,996	8,997	413.4	37.9
234	US 34	2.1	1.1	2.1	31,885	1,463	466.1	21.8

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
319	IL 19	1.2	0.6	2.4	17,258	528	4.7	32.7
325	IL 25	64.1	32.0	105.5	1,063,051	34,263	2,949.6	31.0
331	IL 31	64.7	32.4	108.9	919,513	29,713	2,260.1	30.9
338	IL 38	36.8	18.4	60.1	429,739	12,099	718.7	35.5
347	IL 47	56.4	28.2	121.4	1,388,633	35,669	2,510.0	38.9
356	IL 56	14.5	7.3	35.8	375,604	6,849	99.8	54.8
358	IL 58	1.1	0.5	2.1	14,952	456	4.7	32.8
362	IL 62	5.4	2.7	6.2	59,564	1,965	152.5	30.3
364	IL 64	39.8	19.9	58.1	340,146	10,574	722.2	32.2
368	IL 68	6.3	3.2	9.0	60,799	1,824	30.7	33.3
372	IL 72	39.8	19.9	72.3	663,771	17,380	1,150.4	38.2
601	Drendl Rd	3.9	2.0	3.9	32,872	1,117	177.7	29.4
602	Kreutzer Rd	4.5	2.2	8.9	48,126	1,387	12.7	34.7
603	Powers Rd	7.1	3.6	7.1	9,549	273	0.0	35.0
604	Freeman Rd	6.0	3.0	6.0	15,679	450	1.3	34.9
605	Binnie Rd	5.3	2.7	5.3	12,605	360	0.0	35.0
606	Miller Rd	2.8	1.4	2.8	12,397	408	9.9	30.4
607	Boyer Rd	2.5	1.2	2.5	6,884	197	0.0	35.0
609	Coombs Rd	4.7	2.4	4.7	26,600	792	31.3	33.6
610	Mason Rd	2.1	1.0	2.1	16,352	540	71.7	30.3
611	Square Barn Rd	1.1	0.5	1.1	6,174	183	7.8	33.7
701	Marshall Rd	3.9	1.9	3.9	566	17	0.0	33.8
702	Rohrsen Rd	9.4	4.7	9.4	4,900	141	0.0	34.7
703	Muirhead Rd	6.2	3.1	6.2	3,251	95	0.0	34.4
704	Lenz Rd	2.5	1.3	2.5	300	9	0.0	33.0
705	Crawford Rd	1.7	0.8	1.7	146	5	0.0	30.0
706	McDonald Rd	17.3	8.7	17.3	29,409	913	2.1	32.2
708	Stevens Rd	3.5	1.7	3.5	6,042	201	0.0	30.0
709	Nolan Rd	1.6	0.8	1.6	3,237	108	0.0	30.0
710	Hopps Rd	5.0	2.5	5.0	15,299	542	32.0	28.2
711	Water Rd	3.0	1.5	3.0	3,239	108	0.0	30.0
712	Nesler Rd	5.1	2.6	5.1	20,705	699	8.5	29.6
713	South St	2.9	1.4	2.9	12,357	415	2.9	29.8
715	Umbdenstock Rd	1.8	0.9	1.8	12,354	435	22.9	28.4

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
801	Prairie St	17.6	8.8	17.7	50,402	2,139	605.1	23.6
802	Galena Blvd	12.6	6.3	25.2	193,436	5,877	343.6	32.9
803	Hankes Rd	6.3	3.1	6.3	37,918	1,472	368.9	25.8
804	Sullivan Rd	6.3	3.2	6.3	35,916	1,195	50.7	30.1
805	Indian Trail Rd	9.8	4.9	19.5	109,551	3,326	39.8	32.9
806	West Illinois Ave	7.8	3.9	12.3	38,997	1,255	13.9	31.1
807	Wheeler Rd	11.3	5.7	11.3	30,301	905	39.7	33.5
808	Dugan Rd	8.3	4.1	8.3	68,337	2,545	594.7	26.9
809	Baseline Rd	4.3	2.1	4.3	20,180	591	14.4	34.1
810	Seavey Rd	14.6	7.3	14.6	8,288	236	0.0	35.1
811	Ke-De-Ka Rd	1.6	0.8	1.6	5,181	149	0.6	34.8
812	Merrill Rd	3.6	1.8	3.6	6,599	189	0.0	35.0
813	Denny Rd	2.2	1.1	2.2	427	12	0.0	35.0
814	Norris Rd	5.6	2.8	5.6	18,209	523	3.2	34.8
815	Deerpath Rd	11.9	5.9	11.9	19,573	597	0.0	32.8
817	Gordon Rd	6.3	3.2	12.6	116,976	2,674	75.5	43.7
818	Barnes Rd	3.7	1.9	3.7	2,740	78	0.0	35.1
819	Bertram Rd	1.2	0.6	1.2	5,731	167	3.2	34.4
820	Mighell Rd	3.1	1.5	3.1	17,158	733	242.9	23.4
821	Ashe Rd	1.8	0.9	1.8	7,487	216	2.1	34.7
822	Aucutt Rd	3.1	1.5	3.6	16,764	596	36.7	28.2
824	Jericho Rd	3.7	1.9	3.7	12,942	438	6.3	29.6
848	Scott Rd	6.3	3.1	6.3	14,498	437	22.6	33.2
1001	Melms Rd.	5.6	2.8	5.6	5,692	163	0.0	35.0
1002	Higgins Rd.	3.1	1.6	3.1	18,961	570	29.9	33.3
1003	Widmayer Rd.	4.5	2.2	4.5	5,457	156	0.0	35.0
1004	Kelley Rd.	4.5	2.3	4.5	10,562	302	0.0	34.9
1005	Gast Rd.	1.6	0.8	1.6	410	12	0.0	35.0
1006	Ketchum Rd.	2.3	1.2	2.3	7,547	216	0.6	34.9
1007	Dietrich Rd.	2.7	1.4	2.7	4,378	125	0.0	35.1
1008	Brier Hill Rd.	6.0	3.0	11.3	27,446	815	31.7	33.7
1009	Clanyard Rd.	4.1	2.0	4.1	27,805	889	93.9	31.3
1010	Hennig Rd.	3.8	1.9	3.8	25,762	904	168.4	28.5
1011	Freeman Rd.	2.1	1.1	2.1	31,336	2,859	1,963.1	11.0

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
1014	County Line Rd.	6.2	3.1	7.7	55,911	1,780	184.6	31.4
1015	Sandwald Rd.	3.9	2.0	3.9	46,122	2,409	1,090.9	19.1
1016	Galligan/Tyrrell	2.5	1.3	5.0	22,856	655	3.1	34.9
1017	Sleepy Hollow Rd.	10.8	5.4	10.8	58,364	1,921	79.2	30.4
1018	Huntley Rd.	4.9	2.5	7.4	55,608	2,519	665.8	22.1
1019	Algonquin Rd.	5.6	2.8	5.6	20,479	686	3.2	29.9
1020		2.2	1.1	2.2	3,432	137	0.0	25.0
1021	Lake Marian Rd.	2.7	1.4	4.0	9,863	333	1.6	29.6
1022	Van Buren Rd.	4.5	2.2	4.5	3,819	152	0.0	25.0
1023	Helm Rd.	3.1	1.6	3.1	3,244	108	0.0	30.0
1024		2.2	1.1	2.2	3,173	127	0.0	25.0
1025		7.1	3.6	7.1	3,157	105	0.0	30.0
1026		3.1	1.5	3.1	14,252	482	6.7	29.6
1027	Washington Rd.	2.0	1.0	2.0	18,629	793	132.5	23.5
1028		4.8	2.4	4.8	19,828	670	8.6	29.6
1029	Boncosky Rd.	3.0	1.5	3.0	18,860	654	25.1	28.8
1030	Duncan Ave.	8.4	4.2	8.4	93,238	7,034	3,912.1	13.3
1031		1.6	0.8	1.6	15,556	644	125.0	24.2
1032	McLean Blvd.	4.3	2.2	6.8	34,130	1,126	20.3	30.3
1033	Reinking Rd.	6.6	3.3	6.6	5,870	171	0.0	34.3
1034	Kendall Rd.	4.4	2.2	4.4	599	17	0.0	35.0
1035	Connors Rd.	1.0	0.5	1.0	410	12	0.0	35.2
1036	Ellithorpe/Pease Rd.	1.6	0.8	1.6	1,010	29	0.0	34.9
1037	Tower Rd.	4.0	2.0	4.0	86	2	0.0	35.1
1039	Brier Hill Rd.	7.0	3.5	7.0	11,479	328	0.0	35.0
1040	Berner Rd.	2.0	1.0	2.0	247	7	0.0	35.1
1041	Bahr Rd.	6.5	3.3	6.5	4,344	124	0.0	35.0
1042	Romke Rd.	7.7	3.8	7.7	9,688	277	0.0	35.0
1043	Getzelman Rd.	2.9	1.5	2.9	1,599	46	0.0	35.0
1044	Lenschow Rd.	11.6	5.8	11.6	2,703	77	0.0	34.9
1045	Engel Rd.	5.7	2.8	5.7	6,423	184	0.0	34.9
1046	Factly Rd.	3.2	1.6	3.2	824	24	0.0	35.0
1047	Waughon Rd.	1.9	0.9	1.9	2,202	70	0.0	31.4
1048		1.1	0.5	1.1	108	3	0.0	34.8

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
1049	Lawrence Rd.	3.2	1.6	3.2	400	11	0.0	35.0
1050	Lukens Rd.	2.1	1.0	2.1	138	4	0.0	34.9
1051	Marcy Rd.	2.0	1.0	2.0	386	11	0.0	35.2
1052	Chapman Rd.	5.7	2.9	5.7	980	28	0.0	35.0
1053	Godfrey Rd.	2.6	1.3	2.6	922	26	0.0	35.0
1054	Middleton Rd.	8.5	4.3	8.5	598	17	0.0	34.9
1055	Percy Rd.	3.1	1.5	3.1	22	1	0.0	34.8
1058	Snyder Rd.	2.8	1.4	2.8	239	7	0.0	35.0
1059	Thomas Rd.	3.3	1.7	3.3	533	15	0.0	35.0
1060		2.3	1.2	2.3	456	15	0.0	30.0
1061		2.9	1.4	2.9	6,246	208	0.0	30.0
1062		1.5	0.8	1.5	2,589	86	0.0	30.0
1063	Spring St.	2.7	1.3	2.7	21,032	858	156.5	24.5
1064	Kenyon Rd.	2.5	1.3	2.5	2,666	89	0.0	30.0
1065	Barry Rd.	0.9	0.4	0.9	433	17	0.0	24.9
1066	Middle St.	2.3	1.2	2.3	12,224	416	8.1	29.4
1067	Gilbert St.	2.6	1.3	2.6	21,695	795	71.5	27.3
1068	Raymond St.	5.5	2.8	5.5	30,674	1,049	26.9	29.2
1069	Bluff City St.	2.5	1.2	2.5	17,351	617	38.9	28.1
1070	Larkin St.	4.4	2.2	6.5	36,144	1,331	125.9	27.2
1071		4.2	2.1	4.2	4,210	169	0.0	25.0
1072	Wing St.	1.8	0.9	2.7	15,390	609	95.8	25.3
1073		2.5	1.2	2.5	5,162	207	1.3	24.9
1074		2.8	1.4	2.8	17,479	738	38.0	23.7
1075		2.6	1.3	2.6	2,822	113	0.0	25.0
1076		2.3	1.1	2.3	2,905	116	0.0	25.1
1077		2.8	1.4	2.8	11,293	471	19.1	24.0
1078	Lawrence Ave./Kimball St.	4.6	2.3	5.4	23,362	1,013	185.1	23.1
1079	Chicago St.	1.8	0.9	3.6	19,581	839	142.6	23.3
1080	Congdon Ave.	3.7	1.8	3.7	14,677	605	66.0	24.2
1081		2.2	1.1	2.2	3,811	153	0.0	24.9
1082		1.6	0.8	1.6	2,889	117	0.8	24.8
1083		0.5	0.3	0.5	1,575	63	0.0	24.9
1084		1.5	0.8	1.5	1,409	56	0.0	25.1

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
1085	National St.	2.6	1.3	2.6	17,903	933	275.8	19.2
1086		1.3	0.6	2.6	807	32	0.0	24.9
1087		2.1	1.0	2.1	10,916	452	14.5	24.2
1088	Summit St.	1.6	0.8	2.5	7,171	235	0.0	30.5
1089	Dundee Ave.	2.3	1.1	4.5	41,454	1,685	302.9	24.6
1090	Villa St.	4.5	2.2	8.7	55,719	2,097	283.5	26.6
1091	Old State Rd.	1.3	0.7	1.3	46	1	0.0	35.0
1092	Peterson Rd.	2.3	1.2	2.3	226	6	0.0	35.0
1093	Fabris Rd.	2.9	1.4	2.9	674	19	0.0	35.0
1094	I.C. Tr.	5.8	2.9	5.8	1,085	31	0.0	35.0
1095	Read Rd.	3.3	1.6	3.3	1,330	38	0.0	35.0
1096	Hanson Rd.	1.9	1.0	1.9	5,502	157	0.5	34.9
1097	Swanberg Rd.	2.5	1.3	2.5	2,046	58	0.0	35.0
1098		2.2	1.1	2.2	651	22	0.0	30.0
1099	Bolcum Rd.	6.2	3.1	6.2	30,435	1,031	16.3	29.5
1100	Burr Rd.	6.1	3.1	6.1	5,798	193	0.0	30.0
1101	Crane Rd.	4.9	2.4	4.9	11,946	399	0.5	30.0
1102	Red Gate Rd.	3.2	1.6	3.2	2,562	85	0.0	30.0
1103		2.9	1.5	2.9	1,545	52	0.0	30.0
1104		2.1	1.0	2.1	700	23	0.0	30.0
1105	Welter Rd.	9.7	4.8	9.7	3,187	91	0.0	35.0
1106	Winters Rd.	6.6	3.3	6.6	766	22	0.0	35.0
1107	Beith Rd.	4.2	2.1	4.2	2,884	82	0.0	35.0
1108	Root Rd.	1.2	0.6	1.2	1,310	38	0.0	34.9
1109	Howard Rd.	2.5	1.2	2.5	3,558	102	0.0	35.0
1110	McNulty Rd.	2.3	1.2	2.3	367	10	0.0	35.0
1111	Francis Rd.	6.1	3.1	6.1	6,745	192	0.0	35.0
1112	Freeland Rd.	3.3	1.6	3.3	46	1	0.0	35.1
1113	Schrader Rd.	4.0	2.0	4.0	4,095	117	0.0	35.1
1114	Watson Rd.	4.7	2.4	4.7	4,426	126	0.0	35.0
1115	Harter Rd.	6.4	3.2	6.4	9,768	279	0.0	35.0
1116	Miner Rd.	3.4	1.7	3.4	191	5	0.0	34.9
1117	Owens Rd.	1.9	1.0	1.9	75	2	0.0	34.8
1118	Lasher Rd.	12.3	6.2	12.3	1,989	57	0.0	35.0

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
1119	Shaw Rd.	2.1	1.0	2.1	340	10	0.0	34.9
1120	Hinckley Rd.	4.1	2.1	4.1	53	2	0.0	34.9
1122	Price Rd.	1.2	0.6	1.2	776	22	0.0	35.1
1124	McDermott	2.0	1.0	2.0	1,063	30	0.0	34.9
1125	Greenacre Rd.	2.2	1.1	2.2	114	3	0.0	34.9
1126	Bushnell Rd.	2.6	1.3	2.6	1,153	33	0.0	35.0
1127	Nelson Rd.	2.5	1.3	2.5	1,860	53	0.0	35.0
1128	Jones Rd.	1.7	0.9	1.7	8,515	248	4.9	34.3
1129	Clark Rd.	1.6	0.8	1.6	6,141	177	2.0	34.6
1131	Lorang Rd.	5.1	2.5	5.1	3,445	98	0.0	35.0
1132	Green Rd.	4.4	2.2	4.4	24,344	734	38.6	33.2
1133	Smith Rd.	2.5	1.3	2.5	4,199	126	1.5	33.2
1134	Bateman Rd.	4.1	2.0	4.1	4,796	137	0.0	35.0
1135	Rowe Rd.	2.6	1.3	2.6	2,242	64	0.0	34.9
1136	Schneider Rd.	2.8	1.4	2.8	805	23	0.0	35.0
1137	Pouly Rd.	5.6	2.8	5.6	13,268	379	0.4	35.0
1138	Harley Rd.	3.3	1.7	3.3	1,490	43	0.0	35.0
1139	Anderson Rd.	4.6	2.3	4.6	6,020	178	0.0	33.7
1140		1.5	0.7	1.5	446	15	0.0	30.0
1141	Campton Hills Rd.	11.7	5.9	11.7	7,320	247	3.3	29.6
1142	Town Hall Rd.	2.5	1.2	2.5	5,202	165	0.0	31.5
1143	Brown Rd.	2.0	1.0	2.0	542	18	0.0	30.0
1144	Dean St.	6.1	3.1	6.1	6,704	245	0.0	27.4
1145		2.3	1.1	2.3	5,108	170	0.0	30.0
1146	Country Club Rd.	3.0	1.5	3.0	3,984	133	0.0	30.0
1147		2.8	1.4	2.8	36,649	2,112	890.2	17.4
1148	Kautz Rd.	5.2	2.6	5.2	28,606	975	21.1	29.4
1149		1.6	0.8	1.6	12,681	465	42.3	27.3
1150		1.9	1.0	1.9	11,596	400	13.2	29.0
1151	Brundige Rd.	3.0	1.5	3.0	3,715	106	0.0	34.9
1152		2.6	1.3	2.6	7,732	221	0.5	34.9
1153	Wenmoth Rd.	2.7	1.3	2.7	5,289	176	0.0	30.0
1154	McKee St.	5.4	2.7	5.4	8,488	311	1.3	27.3
1155	Nelson Lake Rd.	2.7	1.3	2.7	4,400	147	0.0	30.0

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
1156		2.6	1.3	2.6	10,483	352	3.0	29.7
1157	Banbury Rd.	2.6	1.3	2.6	5,796	193	0.0	30.0
1158	Mettel Rd.	1.7	0.8	1.7	1,336	45	0.0	30.0
1159	Schomer Rd.	1.1	0.6	1.1	3,717	124	0.0	30.0
1160	Molitor Rd.	2.9	1.4	2.9	26,247	1,103	228.6	23.8
1161		2.3	1.2	2.3	17,654	642	53.5	27.5
1162	Mitchell Rd.	4.6	2.3	4.6	24,181	834	28.1	29.0
1163	Hart Rd.	7.9	4.0	7.9	14,564	528	1.1	27.6
1164	Raddant Rd.	7.7	3.9	7.7	19,603	701	7.5	27.9
1165	Church Rd.	6.1	3.1	6.1	36,823	1,363	101.7	27.0
1166		5.5	2.8	5.5	10,782	378	1.2	28.5
1167		1.2	0.6	1.2	359	12	0.0	30.0
1168	Western Ave.	4.2	2.1	4.2	10,627	385	0.7	27.6
1169		2.4	1.2	2.4	2,971	118	0.0	25.1
1170		0.7	0.4	0.7	700	28	0.0	25.1
1171		4.0	2.0	4.0	5,042	194	0.0	26.0
1172	Wilson St.	8.0	4.0	8.0	62,485	2,145	211.2	29.1
1173		1.7	0.9	1.7	2,562	102	0.0	25.1
1174		2.5	1.3	3.7	34,589	839	53.8	41.2
1175		1.0	0.5	1.0	1,925	64	0.0	30.0
1176	South St.	3.3	1.7	3.3	4,314	145	0.8	29.8
1177		0.3	0.1	0.3	1,237	52	1.5	24.0
1178		0.7	0.4	0.7	3,215	133	4.7	24.1
1179		3.2	1.6	3.2	5,792	232	0.0	25.0
1180	Kaneville Rd.	2.5	1.3	2.5	11,616	391	3.5	29.7
1181		1.1	0.5	1.1	259	10	0.0	24.9
1182		1.6	0.8	1.6	1,227	49	0.0	25.0
1183	Bricher St.	2.9	1.5	2.9	758	27	0.0	27.9
1184		2.1	1.0	2.1	5,277	211	0.0	25.1
1185	Prairie St.	3.0	1.5	3.0	20,099	724	39.9	27.7
1186		0.4	0.2	0.4	2,687	123	16.3	21.9
1187		0.5	0.3	0.5	846	34	0.0	24.8
1188		2.5	1.2	2.5	1,009	40	0.0	25.0
1189	Illinois St.	1.1	0.6	1.1	2,638	106	0.6	25.0

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
1191		2.3	1.2	2.3	657	26	0.0	25.0
1192		1.3	0.7	1.3	2,178	87	0.0	25.1
1193	Richards/2nd St.	3.3	1.7	3.3	7,659	315	0.0	24.4
1194		2.5	1.3	2.5	6,674	267	0.0	25.0
1195	7th St/East Side St.	4.3	2.1	4.3	7,575	303	0.0	25.0
1196		2.6	1.3	2.6	5,772	209	0.6	27.7
1197	Edgelawn Dr.	6.0	3.0	6.0	16,028	613	2.5	26.1
1198		2.6	1.3	2.6	4,276	171	0.0	25.1
1199		2.0	1.0	2.0	18	1	0.0	25.2
1200		4.3	2.1	4.3	9,856	372	1.2	26.5
1201		4.0	2.0	4.0	6,562	263	1.3	24.9
1202	Highland Ave.	4.9	2.5	5.8	8,320	333	0.0	25.0
1203		3.7	1.9	3.7	7,967	324	19.5	24.6
1204		2.3	1.1	2.3	1,758	70	0.0	25.0
1205	Ashland Ave.	3.6	1.8	3.6	2,342	94	0.0	25.0
1206	5th Ave.	6.0	3.0	6.0	41,069	1,455	133.9	28.2
1207		1.9	1.0	3.8	16,921	577	12.7	29.3
1208		2.3	1.2	3.7	12,011	434	13.2	27.7
1209		1.7	0.9	1.7	9,538	330	12.1	28.9
1210	Lincoln Ave.	3.9	1.9	3.9	16,284	691	37.2	23.6
1211		4.0	2.0	4.0	7,139	277	0.0	25.7
1212	Root St.	4.2	2.1	4.2	5,299	213	1.1	24.9
1213	Union St.	7.3	3.7	7.3	17,408	701	5.1	24.8
1214		2.1	1.1	2.1	3,031	121	0.0	25.1
1215	Liberty/Claim St.	5.9	2.9	5.9	18,914	688	4.4	27.5
1216	Kautz Rd.	2.0	1.0	2.0	4,279	143	0.0	30.0
1217	Farnsworth Rd.	1.6	0.8	1.6	12,212	449	42.2	27.2
1219	New York St./Galena Blvd.	3.7	1.8	7.4	78,361	2,841	350.9	27.6
1220	Hill Ave.	4.8	2.4	4.8	50,372	1,775	259.0	28.4
1222	Main St.	4.3	2.1	5.6	8,091	289	0.0	28.0
1223	North. Ave.	0.9	0.5	1.1	2,619	85	0.0	30.9
1224		2.7	1.3	2.7	2,670	107	0.0	25.1
1225		1.6	0.8	1.6	585	24	0.0	24.9
1226		2.4	1.2	2.4	4,442	148	0.0	30.0

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
1227		1.9	1.0	1.9	508	17	0.0	30.0
1228		1.1	0.6	1.1	716	27	0.0	26.2
1229		1.4	0.7	1.4	310	11	0.0	27.0
1230	New York St.	3.2	1.6	6.4	47,041	1,534	62.3	30.7
1231	Ohio St.	5.2	2.6	5.2	31,964	1,294	271.8	24.7
1232		0.9	0.5	0.9	4,545	185	3.3	24.5
1233		0.8	0.4	0.8	1,783	59	0.0	30.0
1234	Sheffer Rd./Forest St.	4.6	2.3	4.6	27,278	1,043	49.6	26.2
1235		1.0	0.5	1.0	2,118	85	0.0	24.9
1236		1.0	0.5	1.0	1,551	62	0.0	24.9
1237	Montgomery Rd.	2.5	1.2	2.5	31,782	1,743	683.5	18.2
1238	McClure Rd.	2.7	1.4	2.7	13,222	522	81.1	25.3
1239		1.1	0.5	1.1	2,237	79	0.9	28.3
1240	Felten Rd.	2.3	1.2	2.3	5,383	180	0.7	29.9
1241	Reckinger Rd.	2.4	1.2	2.4	8,698	293	3.5	29.6
1242	Albright Rd.	0.6	0.3	0.6	4,250	151	9.4	28.1
1243	Densmore Rd.	1.6	0.8	1.6	5,887	184	1.2	32.0
1244	Geise Rd.	1.0	0.5	1.0	1,197	48	0.0	25.0
1245	Pine Rd.	2.2	1.1	2.2	2,783	112	0.0	24.9
1246		0.4	0.2	0.4	382	15	0.0	24.8
1247		1.6	0.8	1.6	151	6	0.0	24.9
1248		1.2	0.6	1.2	540	22	0.0	25.0
1249		0.5	0.2	0.5	62	2	0.0	25.2
1250	Farnsworth Ave.	11.2	5.6	25.1	272,147	8,940	748.3	30.4
1251	Raymond Rd.	1.7	0.9	1.7	8,686	255	6.0	34.1
1253	Main St.	0.6	0.3	0.6	67	2	0.0	34.8
1254		1.3	0.7	1.3	580	17	0.0	35.1
1255	Peck Rd.	1.5	0.7	1.5	8,659	252	3.9	34.4
1256	Crane Rd.	2.1	1.1	2.1	5,759	192	0.0	30.0
1257		1.4	0.7	1.4	1,253	42	0.0	30.0
1258		1.0	0.5	1.0	2,373	100	2.2	23.8
1259		1.0	0.5	1.0	1,306	52	0.0	24.9
1260		1.2	0.6	1.2	4,090	165	1.2	24.8
1261	Dunham Rd.	2.6	1.3	4.2	8,516	284	0.0	30.0

Route		Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	VMT/ VHT	Avg Speed
1262		1.7	0.9	1.7	2,008	67	0.0	30.0
1263		1.3	0.7	1.3	553	18	0.0	30.0
1264		0.3	0.2	0.3	48	2	0.0	29.9
1265		1.3	0.7	1.3	4,883	163	0.7	29.9
1266	Denker Rd.	2.8	1.4	2.8	1,975	66	0.0	30.0
1267		1.1	0.5	1.1	5,736	195	3.8	29.4
1268	Highland Ave.	1.0	0.5	1.0	1,333	38	0.0	35.0
1269	Barrington Rd.	1.6	0.8	1.6	1,556	52	0.0	30.0
1270		0.5	0.3	0.5	1,606	64	0.0	24.9
1271		1.3	0.7	1.3	352	14	0.0	25.0
1272	County Line Rd.	4.5	2.3	4.5	1,489	43	0.0	35.0
1274	Oak St.	2.2	1.1	2.2	8,581	346	2.8	24.8
1275	Army Trail Rd.	3.6	1.8	3.6	4,091	136	0.0	30.0
1276	Beith Rd.	6.9	3.5	6.9	13,646	391	2.0	34.9
1277	McGough Rd.	1.0	0.5	1.0	101	3	0.0	35.1
1278	Randall Rd.	4.4	2.2	4.4	26,463	969	36.9	27.3
1279	Granart Rd.	7.6	3.8	7.6	41,683	1,219	29.6	34.2
1280	Walker Rd.	3.0	1.5	3.0	2,729	78	0.0	35.0
1281	Ramm Rd.	2.2	1.1	2.2	1,163	33	0.0	35.0
1282	Main St.	2.9	1.5	2.9	8,382	279	0.0	30.0
1283	McClean Rd.	3.4	1.7	6.7	17,833	594	0.0	30.0
1284		7.3	3.6	14.5	117,667	4,648	725.4	25.3
1285	Big Timber Rd.	4.3	2.1	8.5	76,737	2,388	196.4	32.1
1286	Sauber Rd.	1.0	0.5	1.0	1	0	0.0	49.0
1287	Old Burlington Rd.	1.6	0.8	1.6	16,477	539	69.6	30.6
1288	Highland Ave.	6.5	3.3	6.9	34,248	1,349	168.2	25.4
1289	Peck Rd.	1.5	0.8	1.5	3,953	135	2.9	29.4

Route-Segment Summary

(Summary of links with a route code > 0)

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
1 W. County Line Rd.	Main St. (CH 10) to Perry Rd. (CH 4)	4.1	2.0	4.1	349	10	0.0	35.0	0.01	A
1 W. County Line Rd.	Perry Rd. (CH 4) to Keslinger Rd. (CH 41)	4.0	2.0	4.0	404	12	0.0	35.0	0.01	A
1 W. County Line Rd.	Keslinger Rd. (CH 41) to IL 38	2.7	1.4	2.7	225	6	0.0	35.1	0.01	A
1 W. County Line Rd.	Thatcher Rd. (CH 23) to IL 64	9.8	4.9	9.8	3,734	107	0.0	35.0	0.06	A
2 Burlington Rd.	Peplow Rd. (CH 11) to Ellithorpe Rd. (CH 49)	8.5	4.2	8.5	34,289	1,051	5.5	32.6	0.58	C
2 Burlington Rd.	Ellithorpe Rd. (CH 49) to IL 47	3.8	1.9	3.8	16,665	477	1.5	34.9	0.59	C
2 Burlington Rd.	IL 47 to Silver Glen Rd. (CH 5)	4.6	2.3	4.6	24,150	699	8.0	34.6	0.71	D
2 Burlington Rd.	Silver Glen Rd. (CH 5) to LaFox Rd. (CH 81)	4.0	2.0	4.0	26,726	917	56.4	29.2	1.05	F
2 Burlington Rd.	LaFox Rd. (CH 81) to IL 64	2.7	1.4	2.7	23,030	782	124.1	29.4	1.35	F
3 Allen Rd.	State St. (CH 36) to US 20	5.4	2.7	5.4	20,021	580	6.4	34.5	0.64	C
4 Perry Rd.	W. County Line Rd. (CH 1) to Main St. (CH 10)	8.0	4.0	8.0	2,063	59	0.0	34.8	0.20	A
4 Harter Rd.	Main St. (CH 10) to Scott Rd. (CH 48)	7.4	3.7	7.4	12,928	370	0.5	35.0	0.34	B
4 Harter Rd.	Scott Rd. (CH 48) to IL 47	2.3	1.2	2.3	5,514	157	0.0	35.0	0.44	B
5 Silver Glen R.	IL 47 to Burlington Rd. (CH 2)	4.5	2.3	4.5	2,577	78	0.0	32.9	0.08	A
5 Silver Glen R.	Burlington Rd. (CH 2) to Corron Rd. (CH 80)	3.0	1.5	3.0	2,460	82	0.0	30.0	0.13	A
5 Silver Glen R.	Corron Rd. (CH 80) to Randall Rd. (CH 34)	6.7	3.4	6.7	14,667	492	3.2	29.8	0.53	C
5 Silver Glen R.	Randall Rd. (CH 34) to IL 31	1.8	0.9	1.8	16,692	656	99.7	25.4	1.44	F
6 Galligan Rd.	IL 72 to Huntly Rd. (CH 30)	6.8	3.4	11.5	62,623	1,814	25.0	34.5	0.75	D
7 Damisch	US 20 to Highland Ave. (CH 47)	3.3	1.7	3.3	11,305	362	1.7	31.3	0.57	C
7 Damisch	Highland Ave. (CH 47) to Big Timber Rd. (CH 21	2.3	1.2	2.3	11,761	345	8.5	34.1	0.90	E
8 Fabyan Pkwy.	Main St. (CH 10) to Kaneville Rd. (CH 84)	4.2	2.1	8.4	45,156	1,385	16.2	32.6	0.74	D
8 Fabyan Pkwy.	Kaneville Rd. (CH 84) to Randall Rd. (CH 34)	3.2	1.6	6.3	21,142	624	0.0	33.9	0.33	B
8 Fabyan Pkwy.	Randall Rd. (CH 34) to IL 31	2.8	1.4	8.3	46,185	1,401	0.0	33.0	0.57	C
8 Fabyan Pkwy.	IL 31 to Kirk Rd. (CH 77)	3.6	1.8	10.8	102,649	3,094	71.8	33.2	0.92	E
8 Fabyan Pkwy.	Kirk Rd. (CH 77) to County Line	1.4	0.7	4.2	40,211	910	19.2	44.2	0.93	E
10 Main St.	W. County Line Rd. (CH 1) to Swan Rd. (CH 44)	2.0	1.0	2.0	379	11	0.0	35.1	0.04	A
10 Main St.	Swan Rd. (CH 44) to Harter Rd. (CH 4)	5.9	3.0	5.9	5,599	154	0.0	36.4	0.18	A
10 Main St.	Harter Rd. (CH 4) to IL 47	5.7	2.8	5.7	11,166	279	0.0	40.0	0.26	A
10 Main St.	IL 47 to Fabyan Pkwy (CH 8)	6.9	3.4	6.9	23,324	596	2.2	39.1	0.54	C
10 Main St.	Fabyan Pkwy (CH 8) to Randall Rd (CH 34)	6.3	3.2	12.7	22,355	559	0.0	40.0	0.22	A
11 Peplow Rd.	IL 64 to Ramm Rd. (CH 56)	3.3	1.7	3.3	5,239	150	0.0	35.0	0.22	A

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
11 Peplow Rd.	Ramm Rd. (CH 56) to Ellithorpe Rd (CH 49)	4.0	2.0	4.0	6,574	188	0.0	35.0	0.22	A
11 Peplow Rd.	Ellithorpe Rd. (CH 49) to McGough Rd. (CH 28)	3.5	1.8	3.5	6,503	186	0.0	35.0	0.25	A
11 Peplow Rd.	McGough Rd. (Ch 28) to Burlington Rd. (CH 2)	2.2	1.1	2.2	3,093	103	0.0	30.0	0.22	A
11 French Rd.	Burlington Rd. (CH 46) to IL 72	3.0	1.5	3.0	16,520	477	5.5	34.6	0.75	D
11		3.1	1.5	3.1	7,321	209	0.0	35.0	0.32	B
11		2.1	1.1	2.1	10,716	324	4.4	33.0	0.69	D
14 Meredith Rd.	Keslinger Rd. (CH 41) to IL 38	2.5	1.3	2.5	4,093	117	0.0	35.0	0.22	A
14 Meredith Rd.	IL 38 to Beith Rd. (CH 23)	4.2	2.1	4.2	5,847	167	0.0	35.0	0.19	A
14 Meredith Rd.	Beith Rd. (CH 23) to I.C. Trail (CH 27)	5.0	2.5	5.0	6,517	186	0.0	35.0	0.19	A
15 Healy Rd./Tanner Rd.	Bliss Rd. (CH 78) to Orchard Rd. (CH 83)	6.2	3.1	6.2	7,828	224	0.0	34.9	0.35	B
15 Oak St.	Orchard Rd. (CH 83) to Randall Rd (CH 83)	2.3	1.1	2.3	6,778	227	0.6	29.9	0.46	B
16 Bunker Rd.	Main St. (CH 10) to Hughes Rd. (CH 26)	2.4	1.2	2.4	7,915	226	0.6	35.0	0.45	B
16 Bunker Rd.	Hughes Rd. (CH 26) to Keslinger (CH 41)	2.7	1.4	2.7	10,740	307	0.7	34.9	0.54	C
17 Bowes Rd.	Muirhead Rd. (CH 32) to Corron Rd. (Ch 80)	2.2	1.1	2.2	277	9	0.0	30.0	0.02	A
17 Bowes Rd.	Corron Rd. (CH 80) to Randall Rd. (CH 34)	6.4	3.2	9.0	22,455	749	0.8	30.0	0.40	B
17 Bowes Rd.	Randall Rd. (CH 34) to McLean Rd. (CH 18)	2.1	1.1	4.2	11,195	373	0.0	30.0	0.41	B
17		2.8	1.4	5.7	14,927	440	0.0	33.9	0.26	A
18 McLean Rd.	Hopps Rd./Spring St. to Bowes Rd. (CH 17)	1.5	0.7	3.0	21,447	754	38.7	28.5	1.10	F
19 Durham	Army Trail Rd. (CH 20) to IL 25	3.8	1.9	7.5	90,897	3,002	254.0	30.3	1.25	F
20 Army Trail Rd.	Durham Rd. (CH 19) to County Line	2.9	1.4	2.9	21,555	763	45.0	28.2	1.13	F
21 Big Timber Rd.	Harmony Rd. (CH 36) to US 20	5.9	3.0	5.9	3,975	114	0.0	35.0	0.12	A
21 Big Timber Rd.	US 20 to IL 47	5.6	2.8	11.2	24,075	687	0.0	35.1	0.35	B
21 Big Timber Rd.	IL 47 to IL 72	3.7	1.9	7.5	23,148	662	0.0	34.9	0.42	B
21 Big Timber Rd.	IL 72 to Tyrell Rd. (CH 59)	6.2	3.1	12.5	43,054	1,237	4.2	34.8	0.50	C
21 Big Timber Rd.	Tyrell Rd. (CH 59) to Randall Rd. (CH 34)	2.1	1.1	4.3	23,136	667	7.2	34.7	0.73	D
22 Plank Rd.	Burlington Rd. (CH 46) to IL 47	8.7	4.4	8.7	14,912	454	0.0	32.9	0.25	A
22 Plank Rd.	IL 47 to US 20	9.2	4.6	9.2	29,049	889	60.6	32.7	0.65	C
23 Thatcher Rd	County Line to Meredith Rd. (CH 14)	4.5	2.3	4.5	3,173	90	0.0	35.1	0.26	A
23 Beith Rd.	Meredith Rd. (CH 14) to IL 47	8.7	4.3	8.7	10,028	287	0.0	35.0	0.21	A
24 Jericho Rd.	US 30 to Granart Rd. (CH 35)	7.8	3.9	7.8	3,561	102	0.0	35.0	0.11	A
24 Jericho Rd.	Granart Rd. (CH 35) to US 30/IL 47	11.0	5.5	11.0	73,626	2,313	210.0	31.8	1.15	F
24 Jericho Rd.	US 30/IL 47 to Orchard Rd. (CH 83)	7.5	3.7	14.9	49,277	1,477	10.5	33.4	0.62	C
26 Hughes Rd.	IL 47 to Bunker Rd. (CH 16)	6.6	3.3	6.6	15,454	459	0.0	33.7	0.37	B
26 Hughes Rd.	Bunker Rd. (CH 16) to Fabyan Pkwy. (CH 8)	3.3	1.7	3.3	4,808	137	0.0	35.0	0.20	A

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
27 Sauber Rd./Lees Rd.	IL 64 to IL 47	3.7	1.8	3.7	511	15	0.0	35.0	0.08	A
28 McGough Rd.	IL 64 to Ramm Rd. (CH 56)	1.8	0.9	1.8	410	12	0.0	35.0	0.04	A
28 McGough Rd.	Ramm Rd. (CH 56) to Ellithorpe Rd (CH 49)	4.2	2.1	4.2	2,677	76	0.0	35.0	0.11	A
28 McGough Rd.	Ellithorpe Rd. (CH 49) to Peplow Rd. (CH 11)	5.6	2.8	5.6	3,796	111	0.0	34.1	0.12	A
29 Montgomery Rd.	IL 25 to Hill Ave.	5.5	2.8	5.5	28,045	971	35.9	28.9	0.93	E
30 Huntley Rd.	County Line to Galligan Rd. (CH 6)	0.9	0.5	1.8	15,619	477	31.9	32.7	1.18	F
30 Huntley Rd.	Galligan Rd. (CH 6) to Randall Rd. (CH 34)	6.1	3.1	12.2	115,023	3,653	365.8	31.5	1.29	F
30 Huntley Rd.	Randall Rd. (CH 34) to Sleepy Hollow Rd.	2.6	1.3	5.2	40,289	1,203	52.9	33.5	1.06	F
32 Plato Rd.	Burlington Rd. (CH 2) to IL 47	3.3	1.6	3.3	1,147	33	0.0	35.0	0.09	A
32 Plato Rd.	IL 47 to Rippburger Rd. (CH 33)	3.5	1.7	3.5	7,924	232	0.0	34.2	0.32	B
32 Plato Rd.	Rippburger Rd. (CH 33) to Bowes Rd. (CH 17)	1.9	0.9	1.9	666	22	0.0	30.0	0.09	A
33 Russell Rd.	Plato Rd. (Ch 32) to Plank Rd. (CH 22)	7.3	3.6	7.3	42,136	1,275	105.5	33.0	1.04	F
34 Randall Rd.	Sullivan Rd. to Orchard Rd. (CH 83)	4.2	2.1	7.0	72,979	1,979	148.7	36.9	1.05	F
34 Randall Rd.	Orchard Rd. (CH 83) to Main St. (CH 10)	4.0	2.0	11.9	143,259	3,804	216.8	37.7	1.11	F
34 Randall Rd.	Main St. (CH 10) to Keslinger Rd. (CH 41)	5.0	2.5	15.1	163,831	5,742	629.0	28.5	1.35	F
34 Randall Rd.	Keslinger Rd. (CH 41) to IL 64	4.1	2.0	12.2	144,565	5,421	897.8	26.7	1.48	F
34 Randall Rd.	IL 64 to Silver Glen Rd. (CH 5)	7.9	3.9	23.6	234,955	7,156	241.1	32.8	0.97	E
34 Randall Rd.	Silver Glen Rd. (CH 5) to Bowes Rd. (CH 17)	5.1	2.6	15.4	165,091	5,129	237.2	32.2	1.06	F
34 Randall Rd.	Bowes Rd. (CH 17) to US 20	3.8	1.9	11.3	110,815	3,440	136.4	32.2	1.01	F
34 Randall Rd.	US 20 to Big Timber Rd. (CH 21)	4.4	2.2	13.1	163,768	5,072	402.0	32.3	1.23	F
34 Randall Rd.	Big Timber Rd. (CH 21) to I 90	2.5	1.3	7.5	89,061	2,742	200.8	32.5	1.18	F
34 Randall Rd.	I 90 to IL 72	2.8	1.4	8.5	99,689	3,015	172.2	33.1	1.12	F
34 Randall Rd.	IL 72 to Huntley Rd. (CH 30)	3.0	1.5	8.9	109,364	3,450	244.9	31.7	1.19	F
34 Randall Rd.	Huntley Rd. (CH 30) to County Line	4.0	2.0	11.9	106,754	3,213	74.7	33.2	0.88	E
35 Granart Rd.	Galena Rd. to Jericho Rd. (CH 24)	4.7	2.3	4.7	33,483	990	33.4	33.8	0.99	E
35 Rhodes St.	Jericho Rd. (CH 24) to US 30	3.2	1.6	3.2	6,832	204	8.9	33.5	0.83	E
36 State St.	IL 72 to Allen Rd. (CH 45)	2.6	1.3	2.6	888	35	0.0	25.0	0.07	A
36 Harmony Rd.	Allen Rd. (CH 45) to Big Timber Rd. (CH 21)	4.0	2.0	4.0	9,625	274	0.0	35.1	0.33	B
36 Harmony Rd.	Big Timber Rd. (CH 21) to County Line	2.4	1.2	2.4	6,657	190	0.0	35.0	0.38	B
36 Getty Rd.	Harmony Rd. (CH 36) to US 20	1.8	0.9	1.8	2,422	69	0.0	35.0	0.18	A
37 Stearns Rd.	Durham Rd. (CH 19) to County Line	3.1	1.5	3.1	48,256	1,714	294.4	28.2	1.53	F
38 Plank Rd.	County Line to Burlington Rd. (CH 46)	5.7	2.9	5.7	4,935	141	0.0	34.9	0.31	B
40 Penny Rd.	IL 68 to County Line	1.0	0.5	1.0	2,971	99	0.0	30.0	0.45	B
40		1.0	0.5	1.0	2,842	95	0.0	30.0	0.45	B

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
41 Keslinger Rd.	W. County Line Rd. (CH 1) to Meredith Rd. (CH	6.7	3.4	6.7	373	9	0.0	39.9	0.01	A
41 Keslinger Rd.	Meredith Rd. (CH 14) to IL 47	6.6	3.3	6.6	6,509	163	0.0	39.8	0.23	A
41 Keslinger Rd.	IL 47 to LaFox Rd. (CH 81)	6.5	3.3	8.5	10,881	291	0.0	37.4	0.18	A
41 Keslinger Rd.	LaFox Rd. (CH 81) to Kaneville Rd. (CH 84)	5.1	2.6	6.2	17,189	431	0.0	39.9	0.36	B
41 Keslinger Rd.	Kaneville Rd. (CH 84) to Randall Rd. (CH 34)	2.0	1.0	4.0	17,119	430	1.6	39.8	0.52	C
44 Davis Rd.	US 30 to Scott Rd. (CH 48)	3.5	1.8	3.5	976	28	0.0	35.0	0.05	A
44 Swan Rd.	Scott Rd. (CH 48) to Main St. (CH 10)	5.9	3.0	5.9	2,675	76	0.0	35.1	0.09	A
45 Allen Rd.	County Line to Walker Rd. (CH 46)	1.9	1.0	1.9	20	1	0.0	35.1	0.00	A
45 Allen Rd.	Walker Rd. (CH 46) to State St. (CH 36)	4.0	2.0	4.0	2,311	66	0.0	35.1	0.13	A
46 Burlington Rd./Walker	Plank Rd. (CH 38) to IL 72)	5.7	2.9	5.7	13,306	412	0.0	32.3	0.34	B
46 Walker Rd.	IL 72 to Allen Rd. (CH 45)	3.0	1.5	3.0	1,833	52	0.0	34.9	0.11	A
47 Highland Rd.	Damisch Rd. (CH 7) to Randall Rd. (CH 34)	8.0	4.0	8.0	29,068	862	30.4	33.7	0.89	E
48 Scott Rd.	Davis Rd. (CH 44) to Dauberman Rd. (CH 62)	2.7	1.4	2.7	2,261	65	0.0	35.0	0.15	A
48 Scott Rd.	Dauberman Rd. (CH 62) to Harter Rd. (CH 4)	5.7	2.9	5.7	26,201	839	90.5	31.2	1.11	F
49 Ellithorpe	McGough Rd. (CH 28) to Peplow Rd. (CH 11)	3.4	1.7	3.4	671	19	0.0	35.0	0.04	A
49 Ellithorpe	Peplow Rd. (CH 11) to Burlington Rd. (CH 2)	6.0	3.0	6.0	2,749	78	0.0	35.0	0.11	A
51 Dittman Rd.	Burlington Rd. (CH 2) to Plato Rd. (CH 32)	6.8	3.4	6.8	1,515	51	0.0	30.0	0.06	A
52 Manning Rd.	Big Timber Rd. (CH 21) to IL 47	1.3	0.6	1.3	6,083	178	4.0	34.1	0.85	E
56 Ramm Rd.	McGough Rd. (CH 28) to Peplow Rd. (CH 11)	4.5	2.3	4.5	873	25	0.0	35.0	0.04	A
56 Ramm Rd.	Peplow Rd. (CH 11) to IL 47	7.1	3.6	7.1	2,019	58	0.0	35.0	0.05	A
59 Tyrrell Rd.	Big Timber Rd. (CH 21) to IL 72	4.3	2.1	8.6	52,673	1,537	35.5	34.3	0.86	E
61 West Bartlett Rd.	IL 25 to County Line	2.2	1.1	2.2	19,800	752	91.9	26.3	1.39	F
62 Dauberman Rd.	US 30 to Scott Rd. (CH 48)	4.0	2.0	4.0	18,868	542	3.2	34.8	0.65	C
62 Dauberman Rd.	Scott Rd. (CH 48) to Harter Rd. (CH 4)	6.4	3.2	6.4	29,640	852	4.8	34.8	0.63	C
62 Dauberman Rd.	Harter Rd. (CH 4) to Keslinger Rd. (CH 41)	5.6	2.8	5.6	20,941	600	1.3	34.9	0.51	C
69 Empire Rd.	IL 47 to Burlington Rd. (CH 2)	6.7	3.4	6.7	4,061	135	0.0	30.0	0.09	A
71 Mooseheart Rd.	Randall Rd. (CH 34) to IL 31	2.0	1.0	2.0	15,488	560	43.9	27.7	1.20	F
77 Kirk Rd.	IL 56 to Fabyan Pkwy. (CH 8)	7.7	3.9	23.1	234,327	7,550	448.9	31.0	1.11	F
77 Kirk Rd.	Fabyan Pkwy. (CH 8) to IL 38	2.4	1.2	7.2	78,661	2,535	142.3	31.0	1.13	F
77 Kirk Rd.	IL 38 to IL 64	4.9	2.4	14.6	132,268	3,953	176.5	33.5	1.06	F
77 Kirk Rd.	IL 64 to Army Trail Rd. (CH 20)	4.3	2.2	8.7	98,749	3,223	227.5	30.6	1.18	F
78 Bliss Rd	IL 47 to Healy Rd. (CH 15)	4.7	2.4	9.5	39,198	983	1.5	39.9	0.51	C
78 Bliss Rd	Healy Rd. (CH 15) to Main St. (CH 10)	5.8	2.9	11.6	53,784	1,353	3.5	39.8	0.58	C
80 Corron Rd.	Burlington Rd. (CH 10) to Silver Glen Rd. (CH 5)	2.6	1.3	2.6	12,298	415	4.8	29.7	0.73	D

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
80 Corron Rd.	Silver Glen Rd. (CH 5) to Bowes Rd. (CH 17)	5.4	2.7	5.4	33,181	1,028	21.3	32.3	0.86	E
80 Corron Ext.	Bowes Rd. to U.S. 20	7.2	3.6	7.2	32,075	931	14.7	34.4	0.75	D
80 Corron Ext.	U.S. 20 to Big Timber Rd.	2.4	1.2	2.4	1,420	41	0.0	35.1	0.14	A
80 Corron Ext.	Big Timber Rd. to IL 72	2.6	1.3	2.6	9,436	272	2.4	34.7	0.66	C
81 LaFox Rd.	Keslinger Rd. (CH 41) to IL 38	3.5	1.8	3.5	11,658	332	0.0	35.1	0.45	B
81 LaFox Rd.	IL 38 to IL 64	4.4	2.2	4.4	22,959	743	8.6	30.9	0.76	D
81 LaFox Rd.	IL 64 to Burlington Rd. (CH 2)	2.1	1.0	2.1	3,953	132	0.0	30.0	0.31	B
83 Orchard Rd.	US 30 to Jericho Rd. (CH 24)	0.9	0.5	1.8	10,566	309	0.0	34.2	0.57	C
83 Orchard Rd.	Jericho Rd. (CH 24) to I 88	9.2	4.6	20.5	165,512	4,998	114.9	33.1	0.84	E
83 Orchard Rd.	I 88 to Randall Rd.	4.8	2.4	14.5	108,499	2,740	27.8	39.6	0.68	D
84 Kaneville Rd/Peck Rd	Fabyan Pkwy. (CH 8) to Keslinger Rd. (CH 41)	2.9	1.5	2.9	16,781	568	8.9	29.5	0.80	E
84 Peck Rd.	Keslinger Rd. (CH 41) to IL 38	2.7	1.4	2.7	10,578	355	2.8	29.8	0.61	C
90 Longmeadow Pkwy.	Huntley Rd. to Randall Rd.	1.0	0.5	2.1	4,750	140	0.0	33.9	0.23	A
90 Longmeadow Pkwy.	Randall Rd. to IL 31	3.7	1.9	7.5	50,405	1,496	13.8	33.7	0.66	C
90 Longmeadow Pkwy.	IL 31 to IL 25	4.2	2.1	8.4	44,487	1,349	5.4	33.0	0.53	C
90 Longmeadow Pkwy.,	IL 25 to IL 62	1.7	0.9	3.5	6,207	207	0.0	30.0	0.22	A
91 Stearns Rd.	Randall Rd. to IL 31	5.5	2.7	10.9	39,156	1,153	2.0	34.0	0.40	B
91 Stearns Rd.	IL 31 to IL 25	1.3	0.7	2.6	16,254	480	2.1	33.9	0.60	C
101 Galena Rd.	Granart Rd. (CH 35) to Jones Rd.	3.5	1.8	3.5	16,655	527	52.0	31.6	1.11	F
102 Lake Cook Rd.	IL 62 to County Line	4.2	2.1	4.2	19,973	673	7.6	29.7	0.73	D
103 Haegers Bend Rd.	IL 25/IL 62 to County Line	0.4	0.2	0.4	2,766	81	0.0	34.1	0.64	C
188 Interstate 88	County Line to IL 47	29.4	14.7	58.9	582,447	9,045	23.1	64.4	0.52	C
188 Interstate 88	IL 47 to IL 56	8.3	4.2	24.1	280,982	4,558	23.8	61.6	0.62	C
188 Interstate 88	IL 56 to Orchard Rd.	2.5	1.3	7.5	209,954	4,480	672.4	46.9	1.48	F
188 Interstate 88	Orchard Rd. to IL 31	4.4	2.2	17.5	326,929	6,158	211.7	53.1	0.98	E
188 Interstate 88	IL 31 to Farnsworth Ave.	4.6	2.3	18.3	358,951	6,822	291.4	52.6	1.03	F
188 Interstate 88	Farnsworth Ave. to County Line	8.1	4.0	32.2	720,539	13,834	986.6	52.1	1.18	F
190 Interstate 90	County Line to US 20	4.1	2.0	8.1	124,050	1,940	30.5	63.9	0.81	E
190 Interstate 90	US 20 to IL 47	9.1	4.5	21.4	360,368	5,841	194.0	61.7	0.93	E
190 Interstate 90	IL 47 to Randall Rd.	10.4	5.2	31.1	697,214	12,057	818.1	57.8	1.18	F
190 Interstate 90	Randall Rd. to IL 31	5.3	2.6	17.0	366,042	7,120	517.5	51.4	1.16	F
190 Interstate 90	IL 31 to IL 25	3.5	1.8	14.2	314,591	6,056	428.5	51.9	1.18	F
190 Interstate 90	IL 25 to County Line	4.2	2.1	16.7	394,357	7,774	633.4	50.7	1.25	F
220 US 20	County Line to Interstate 90	0.9	0.4	1.7	13,411	301	5.2	44.5	0.68	D

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
220 US 20	Interstate 90 to Big Timber Rd.	4.7	2.4	9.5	66,074	1,474	10.6	44.8	0.63	C
220 US 20	Big Timber Rd to IL 47	6.8	3.4	13.6	102,361	2,293	16.2	44.6	0.67	D
220 US 20	IL 47 to to IL 72	0.9	0.4	2.6	28,516	659	21.6	43.3	0.91	E
220 US 20	IL 72 to Reinking Rd.	6.5	3.3	13.0	112,276	2,528	28.8	44.4	0.76	D
220 US 20	Reinking Rd. to Plank Rd.	3.3	1.6	6.6	66,001	1,505	35.6	43.9	0.89	E
220 US 20	Plank Rd. to Randall Rd.	4.2	2.1	12.6	123,787	4,004	266.2	30.9	1.15	F
220 US 20	Randall Rd. to McLean Blvd.	2.8	1.4	8.5	97,942	1,871	11.4	52.4	0.61	C
220 US 20	McLean Blvd. to IL 31	2.7	1.4	8.2	109,873	2,098	21.3	52.4	0.72	D
220 US 20	IL 31 to IL 25	1.6	0.8	4.9	66,638	1,275	15.1	52.3	0.73	D
220 US 20	IL 25 to County Line	1.7	0.8	5.1	49,734	942	0.0	52.8	0.52	C
230 US 30	County Line to Davis Rd.	5.2	2.6	5.2	12,883	286	0.0	45.0	0.22	A
230 US 30	Davis Rd. to Dauberman Rd.	2.5	1.3	2.5	8,086	179	0.0	45.1	0.28	A
230 US 30	Dauberman Rd. to IL 56	8.6	4.3	17.2	146,549	3,415	156.8	42.9	0.92	E
230 US 30	IL 56 to Base Line Rd.	5.6	2.8	11.2	85,622	2,742	207.4	31.2	0.95	E
230 US 30	Base Line Rd. to Orchard Rd.	2.5	1.3	5.0	36,153	813	7.8	44.5	0.64	C
230 US 30	Orchard Rd. to IL 31	2.7	1.4	5.4	51,703	1,562	41.4	33.1	0.93	E
234 US 34	County Line to County Line	2.1	1.1	2.1	31,885	1,463	466.1	21.8	1.88	F
319 IL 19	IL 25 to County Line	1.2	0.6	2.4	17,258	528	4.7	32.7	0.73	D
325 IL 25	County Line to Galena Blvd	5.7	2.8	6.0	60,500	2,029	157.1	29.8	1.14	F
325 IL 25	Galena Blvd to IL 56	7.5	3.8	9.6	85,046	2,777	228.9	30.6	1.14	F
325 IL 25	IL 56 to Fabyan Pkwy.	8.4	4.2	8.4	55,654	1,771	43.0	31.4	0.81	E
325 IL 25	Fabyan Pkwy to IL 38	2.9	1.5	2.9	29,760	1,012	84.6	29.4	1.23	F
325 IL 25	IL 38 to IL 64	4.0	2.0	4.0	36,992	1,223	76.3	30.2	1.12	F
325 IL 25	Il 64 to Dunham Rd.	10.8	5.4	11.7	135,085	4,263	266.4	31.7	1.14	F
325 IL 25	Dunham Rd. to US 20	5.8	2.9	11.5	159,849	6,131	1,210.1	26.1	1.58	F
325 IL 25	US 20 to IL 58	3.9	1.9	7.7	95,666	3,192	292.5	30.0	1.28	F
325 IL 25	IL 58 to Interstate 90	3.0	1.5	7.4	82,848	2,897	333.5	28.6	1.31	F
325 IL 25	Interstate 90 to IL 72	4.1	2.1	12.4	100,688	2,982	85.5	33.8	0.90	E
325 IL 25	IL 72 to IL 68	1.5	0.8	4.6	50,974	1,319	44.7	38.6	1.00	F
325 IL 25	IL 68 to IL 62	6.5	3.2	19.4	169,990	4,667	127.0	36.4	0.86	E
331 IL 31	County line to Galena Blvd.	5.5	2.8	10.4	51,752	1,649	24.7	31.4	0.69	D
331 IL 31	Galena Blvd. to Interstate 88	5.3	2.7	10.6	92,650	2,867	148.3	32.3	1.06	F
331 IL 31	Interstate 88 to Fabyan Pkwy.	9.8	4.9	19.3	131,338	4,188	145.2	31.4	0.85	E
331 IL 31	Fabyan Pkwy. to IL 38	3.5	1.7	5.8	29,043	914	7.3	31.8	0.62	C

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
331 IL 31	IL 38 to IL 64	3.7	1.9	3.7	34,690	1,217	106.1	28.5	1.21	F
331 IL 31	IL 64 to Silver Glen Rd.	7.9	3.9	13.2	96,131	3,019	77.0	31.8	0.82	E
331 IL 31	Silver Glen Rd. to US 20	9.3	4.7	9.3	115,646	3,901	490.7	29.6	1.29	F
331 IL 31	US 20 to Kimball St.	2.7	1.4	2.7	34,632	1,491	421.6	23.2	1.55	F
331 IL 31	Kimball St. to Interstate 90	3.7	1.9	7.4	88,229	3,188	517.0	27.7	1.45	F
331 IL 31	Interstate 90 to IL 72	4.7	2.3	9.3	102,773	3,146	212.5	32.7	1.09	F
331 IL 31	IL 72 to County Line	8.5	4.3	17.1	142,630	4,133	109.8	34.5	0.85	E
338 IL 38	Countly Line Rd. to Meredith Rd.	6.8	3.4	6.8	28,710	638	0.0	45.0	0.38	B
338 IL 38	Meredith Rd. to IL 47	6.8	3.4	6.8	41,398	927	5.9	44.7	0.56	C
338 IL 38	IL 47 to La Fox Rd.	6.5	3.3	13.0	60,044	1,404	0.0	42.8	0.43	B
338 IL 38	La Fox Rd. to Peck Rd.	5.2	2.6	10.3	68,180	1,524	8.6	44.7	0.58	C
338 IL 38	Peck Rd. to Randall Rd.	1.9	1.0	3.9	42,893	984	33.3	43.6	0.97	E
338 IL 38	Randall Rd. to IL 31	4.3	2.1	8.5	71,003	2,411	128.7	29.5	1.08	F
338 IL 38	IL 31 to Kirk Rd.	2.9	1.5	5.8	69,486	2,666	453.8	26.1	1.52	F
338 IL 38	Kirk Rd. to County Line	2.5	1.3	5.0	48,025	1,546	88.5	31.1	1.13	F
347 IL 47	US 30 to Bliss Rd.	2.1	1.1	4.2	39,142	1,229	87.7	31.9	1.12	F
347 IL 47	Bliss Rd. to Harter Rd.	2.7	1.4	5.4	34,270	767	4.7	44.7	0.56	C
347 IL 47	Harter Rd. to Interstate 88	3.8	1.9	7.6	45,583	1,016	6.1	44.9	0.59	C
347 IL 47	Interstate 88 to Main St.	3.3	1.6	6.6	80,767	2,176	142.6	37.1	1.15	F
347 IL 47	Main St. to Keslinger Rd.	5.8	2.9	11.5	121,622	3,735	152.4	32.6	1.03	F
347 IL 47	Keslinger Rd. to IL 38	3.0	1.5	6.0	66,098	2,331	259.0	28.4	1.35	F
347 IL 47	IL 38 to Beith Rd.	3.2	1.6	6.3	75,508	1,756	75.7	43.0	1.05	F
347 IL 47	Beith Rd. to IL 64	2.0	1.0	4.0	50,683	1,359	120.1	37.3	1.22	F
347 IL 47	IL 64 to Burlington Rd.	7.0	3.5	13.9	181,567	4,553	335.0	39.9	1.19	F
347 IL 47	Burlington Rd. to Plato Rd.	4.7	2.4	9.5	129,512	3,101	223.3	41.8	1.20	F
347 IL 47	Plato Rd. to Plank Rd.	4.9	2.5	9.8	127,377	3,011	177.9	42.3	1.14	F
347 IL 47	Plank Rd. to US 20	3.9	2.0	7.9	105,293	2,512	169.4	41.9	1.17	F
347 IL 47	US 20 to Interstate 90	5.4	2.7	16.3	139,247	3,136	36.3	44.4	0.77	D
347 IL 47	Interstate 90 to County Line	4.6	2.3	12.4	191,963	4,986	719.9	38.5	1.40	F
356 IL 56	US 30 to Galena Blvd.	3.4	1.7	10.3	112,530	1,740	6.8	64.7	0.60	C
356 IL 56	Galena Blvd. to Interstate 88	4.3	2.1	12.9	193,659	3,018	46.0	64.2	0.80	E
356 IL 56	IL 31 to IL 25	0.6	0.3	1.2	7,205	212	0.0	34.0	0.59	C
356 IL 56	IL 25 to Kirk Rd.	4.3	2.2	8.6	36,935	1,092	2.7	33.8	0.47	B
356 IL 56	Kirk Rd. to County Line	1.9	0.9	2.8	25,275	787	44.2	32.1	0.98	E

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
358 IL 58	IL 25 to County Line	1.1	0.5	2.1	14,952	456	4.7	32.8	0.73	D
362 IL 62	County Line to IL 25	0.8	0.4	1.6	15,249	467	28.7	32.6	1.12	F
362 IL 62	IL 25 to County Line	4.6	2.3	4.6	44,314	1,498	123.8	29.6	1.20	F
364 IL 64	Countly Line Rd. to Peplow Rd.	6.0	3.0	6.0	9,805	218	0.0	44.9	0.15	A
364 IL 64	Peplow Rd. to IL 47	7.4	3.7	7.4	18,916	421	0.0	45.0	0.23	A
364 IL 64	IL 47 to La Fox Rd.	8.2	4.1	8.2	19,648	560	0.0	35.1	0.26	A
364 IL 64	La Fox Rd. to Randall Rd.	7.5	3.7	15.0	69,392	2,028	8.2	34.2	0.58	C
364 IL 64	Randall Rd. to IL 31	2.5	1.3	5.1	36,314	1,210	42.2	30.0	0.93	E
364 IL 64	IL 31 to Kirk Rd.	4.3	2.2	8.6	98,295	3,326	368.0	29.6	1.34	F
364 IL 64	Kirk Rd. to County Line	3.9	2.0	7.8	87,776	2,811	303.8	31.2	1.27	F
368 IL 68	IL 72 to IL 25	1.6	0.8	3.2	11,601	348	0.0	33.3	0.36	B
368 IL 68	IL 25 to County Line	4.7	2.4	5.8	49,198	1,475	30.7	33.3	0.84	E
372 IL 72	County Line to Walker Rd.	3.4	1.7	3.4	8,025	178	0.0	45.0	0.23	A
372 IL 72	Walker Rd. to State St.	4.0	2.0	4.0	31,166	699	6.7	44.6	0.72	D
372 IL 72	State St. to US 20	7.5	3.8	15.0	105,008	2,172	9.9	48.3	0.63	C
372 IL 72	US 20 to Big Timber Rd.	5.9	3.0	11.8	93,708	2,095	16.0	44.7	0.69	D
372 IL 72	Big Timber Rd. to Tyrrell Rd.	4.4	2.2	8.8	100,888	2,333	94.0	43.2	1.01	F
372 IL 72	Tyrrell Rd. to Randall Rd.	2.5	1.3	5.0	70,930	1,726	147.0	41.1	1.25	F
372 IL 72	Randall Rd. to IL 31	5.0	2.5	10.0	73,067	2,169	22.1	33.7	0.71	D
372 IL 72	IL 31 to IL 68	1.6	0.8	3.2	39,390	1,821	459.7	21.6	1.72	F
372 IL 72	IL 68 to IL 25	1.5	0.8	3.1	22,988	682	5.0	33.7	0.73	D
372 IL 72	IL 25 to County Line	4.0	2.0	8.0	118,601	3,503	389.9	33.9	1.35	F
601 Drendl Rd		2.1	1.1	2.1	17,564	592	89.8	29.6	1.48	F
601 Drendl Rd.		1.8	0.9	1.8	15,308	524	87.9	29.2	1.52	F
602 Kreutzer Rd		4.5	2.2	8.9	48,126	1,387	12.7	34.7	0.73	D
603 Powers Rd		7.1	3.6	7.1	9,549	273	0.0	35.0	0.34	B
604 Freeman Rd		6.0	3.0	6.0	15,679	450	1.3	34.9	0.43	B
605 Binnie Rd		5.3	2.7	5.3	12,605	360	0.0	35.0	0.44	B
606 Miller Rd		2.8	1.4	2.8	12,397	408	9.9	30.4	0.82	E
607 Boyer Rd		2.5	1.2	2.5	6,884	197	0.0	35.0	0.50	C
609 Coombs Rd		4.7	2.4	4.7	26,600	792	31.3	33.6	1.02	F
610 Mason Rd		2.1	1.0	2.1	16,352	540	71.7	30.3	1.42	F
611 Square Barn Rd		1.1	0.5	1.1	6,174	183	7.8	33.7	1.03	F
701 Marshall Rd		3.9	1.9	3.9	566	17	0.0	33.8	0.03	A

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
702 Rohrsen Rd	Tower Rd. to IL 47	5.0	2.5	5.0	2,821	81	0.0	35.0	0.10	A
702 Rohrsen Rd.	IL 47 to Muirhead Rd.	4.5	2.2	4.5	2,078	61	0.0	34.3	0.08	A
703 Muirhead Rd		6.2	3.1	6.2	3,251	95	0.0	34.4	0.10	A
704 Lenz Rd		2.5	1.3	2.5	300	9	0.0	33.0	0.03	A
705 Crawford Rd		1.7	0.8	1.7	146	5	0.0	30.0	0.01	A
706 McDonald Rd	Thomas Rd. to Dittman Rd.	7.3	3.7	7.3	4,001	114	0.0	35.1	0.21	A
706 McDonald Rd.	Dittman Rd. to Randall Rd.	10.0	5.0	10.0	25,408	799	2.1	31.8	0.51	C
708 Stevens Rd		3.5	1.7	3.5	6,042	201	0.0	30.0	0.28	B
709 Nolan Rd		1.6	0.8	1.6	3,237	108	0.0	30.0	0.33	B
710 Hopps Rd		5.0	2.5	5.0	15,299	542	32.0	28.2	0.99	E
711 Water Rd		3.0	1.5	3.0	3,239	108	0.0	30.0	0.17	A
712 Nesler Rd		5.1	2.6	5.1	20,705	699	8.5	29.6	0.72	D
713 South St		2.9	1.4	2.9	12,357	415	2.9	29.8	0.70	D
715 Umbdenstock Rd		1.8	0.9	1.8	12,354	435	22.9	28.4	1.11	F
801 Prairie St	Dugan Rd. to IL 47	5.0	2.5	5.0	32,819	1,544	605.1	21.3	2.01	F
801 Prairie Rd.	IL 47 to Randall Rd.	7.3	3.7	7.3	7,475	222	0.0	33.7	0.29	B
801 Prairie Rd.	Randall Rd. to IL 31	5.2	2.6	5.4	10,108	374	0.0	27.0	0.36	B
802 Galena Blvd	IL 47 to. IL 56	3.1	1.5	6.1	30,262	879	11.7	34.4	0.73	D
802 Galena Rd.	IL 56 to Randall Rd.	3.9	2.0	7.8	62,045	1,950	182.0	31.8	1.09	F
802 Galena Rd.	Randall Rd. to IL 31	5.6	2.8	11.2	101,129	3,047	149.9	33.2	1.07	F
803 Hankes Rd	Bliss Rd. to IL 56	3.0	1.5	3.0	22,838	1,004	354.4	22.8	1.58	F
803 Hankes Rd.	IL 56 to Deerpath Rd.	2.0	1.0	2.0	10,119	301	13.1	33.6	0.95	E
803 Hankes Rd.	Deerpath Rd. to Galena Rd.	1.2	0.6	1.2	4,961	167	1.3	29.8	0.65	C
804 Sullivan Rd		6.3	3.2	6.3	35,916	1,195	50.7	30.1	0.96	E
805 Indian Trail Rd	Randall Rd. to IL 31	6.0	3.0	12.0	47,754	1,442	0.0	33.1	0.42	B
805 Indian Trail Rd.	IL 31 to Farnsworth Rd.	3.7	1.9	7.5	61,797	1,884	39.8	32.8	0.86	E
806 West Illinois Ave		7.8	3.9	12.3	38,997	1,255	13.9	31.1	0.58	C
807 Wheeler Rd		11.3	5.7	11.3	30,301	905	39.7	33.5	1.00	E
808 Dugan Rd		8.3	4.1	8.3	68,337	2,545	594.7	26.9	1.60	F
809 Baseline Rd		4.3	2.1	4.3	20,180	591	14.4	34.1	0.87	E
810 Seavey Rd	Harter Rd. to IL 47	4.4	2.2	4.4	6,381	182	0.0	35.1	0.29	B
810 Seavey Rd.	IL 47 to Bliss Rd.	5.7	2.9	5.7	999	29	0.0	35.0	0.03	A
810 Seavey Rd.	Bliss Rd. to Nelson Lake Rd.	4.5	2.3	4.5	909	26	0.0	35.0	0.04	A
811 Ke-De-Ka Rd		1.6	0.8	1.6	5,181	149	0.6	34.8	0.59	C

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812 Merrill Rd		3.6	1.8	3.6	6,599	189	0.0	35.0	0.32	B
813 Denny Rd		2.2	1.1	2.2	427	12	0.0	35.0	0.03	A
814 Norris Rd	Bliss Rd. to Tanner Rd.	2.0	1.0	2.0	6,609	189	1.1	34.9	0.60	C
814 Norris Rd.	Healy Rd. to Hankes Rd.	3.6	1.8	3.6	11,600	333	2.1	34.8	0.58	C
815 Deerpath Rd	Hankes Rd. to Oak St.	4.8	2.4	4.8	5,844	167	0.0	35.0	0.24	A
815 Deerpath Rd.	Tanner Rd. to Nelson Lake Rd.	2.3	1.2	2.3	7,437	234	0.0	31.8	0.55	C
815 Deerpath Rd.	Nelson Lake Rd. to Main St.	4.7	2.4	4.7	6,292	196	0.0	32.1	0.30	B
817 Gordon Rd.	Prairie St. to Galena Rd.	1.4	0.7	2.9	35,877	839	41.5	42.8	1.09	F
817 Gordon Rd.	U.S. 30 to Prairie St.	4.9	2.4	9.7	81,099	1,835	34.0	44.2	0.80	E
818 Barnes Rd		3.7	1.9	3.7	2,740	78	0.0	35.1	0.20	A
819 Bertram Rd		1.2	0.6	1.2	5,731	167	3.2	34.4	0.87	E
820 Mighell Rd		3.1	1.5	3.1	17,158	733	242.9	23.4	1.70	F
821 Ashe Rd		1.8	0.9	1.8	7,487	216	2.1	34.7	0.74	D
822 Aucutt Rd		3.1	1.5	3.6	16,764	596	36.7	28.2	0.89	E
824 Jericho Rd		3.7	1.9	3.7	12,942	438	6.3	29.6	0.63	C
848 Scott Rd		6.3	3.1	6.3	14,498	437	22.6	33.2	0.98	E
1001 Melms Rd.		5.6	2.8	5.6	5,692	163	0.0	35.0	0.18	A
1002 Higgins Rd.		3.1	1.6	3.1	18,961	570	29.9	33.3	1.10	F
1003 Widmayer Rd.		4.5	2.2	4.5	5,457	156	0.0	35.0	0.25	A
1004 Kelley Rd.		4.5	2.3	4.5	10,562	302	0.0	34.9	0.43	B
1005 Gast Rd.		1.6	0.8	1.6	410	12	0.0	35.0	0.05	A
1006 Ketchum Rd.		2.3	1.2	2.3	7,547	216	0.6	34.9	0.60	C
1007 Dietrich Rd.		2.7	1.4	2.7	4,378	125	0.0	35.1	0.29	B
1008 Brier Hill Rd.		4.6	2.3	9.3	16,022	458	0.0	35.0	0.40	B
1008		1.4	0.7	2.0	11,425	357	31.7	32.0	1.19	F
1009 Clanyard Rd.		4.1	2.0	4.1	27,805	889	93.9	31.3	1.28	F
1010 Hennig Rd.	Brier Hill Rd. to Sandwald Rd.	1.7	0.9	1.7	16,944	649	165.6	26.1	1.74	F
1010 Hennig Rd.	Sandwald Rd. to Clanyard Rd.	2.1	1.0	2.1	8,818	254	2.8	34.7	0.76	D
1011 Freeman Rd.		2.1	1.1	2.1	31,336	2,859	1,963.1	11.0	2.71	F
1014 County Line Rd.		1.5	0.8	3.0	19,592	597	38.7	32.8	1.15	F
1014		4.7	2.3	4.7	36,319	1,182	145.9	30.7	1.39	F
1015 Sandwald Rd.		3.9	2.0	3.9	46,122	2,409	1,090.9	19.1	2.13	F
1016 Galligan/Tyrrell		2.5	1.3	5.0	22,856	655	3.1	34.9	0.62	C
1017 Sleepy Hollow Rd.	Boncosky Rd. to IL 72	3.7	1.8	3.7	19,591	667	14.4	29.4	0.86	E

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1017 Sleepy Hollow Rd.	IL 72 to County Line Rd.	7.1	3.6	7.1	38,773	1,254	64.8	30.9	1.01	F
1018 Huntley Rd.	Sleepy Hollow Rd. to IL 31	3.0	1.5	5.5	42,852	2,066	637.3	20.7	1.40	F
1018 Williams	IL 31 to Lake Marian Rd.	1.9	1.0	1.9	12,756	454	28.5	28.1	1.12	F
1019 Algonquin Rd.	Lake Marian Rd. to Bolz Rd.	2.6	1.3	2.6	10,584	355	2.1	29.8	0.66	D
1019 Algonquin Rd.	Bolz. Rd. to IL 62	3.0	1.5	3.0	9,895	331	1.1	29.9	0.53	C
1020		2.2	1.1	2.2	3,432	137	0.0	25.0	0.32	B
1021 Lake Marian Rd.		2.7	1.4	4.0	9,863	333	1.6	29.6	0.44	B
1022 Van Buren Rd.		4.5	2.2	4.5	3,819	152	0.0	25.0	0.32	B
1023 Helm Rd.		3.1	1.6	3.1	3,244	108	0.0	30.0	0.17	A
1024		2.2	1.1	2.2	3,173	127	0.0	25.0	0.26	A
1025		7.1	3.6	7.1	3,157	105	0.0	30.0	0.08	A
1026		3.1	1.5	3.1	14,252	482	6.7	29.6	0.74	D
1027 Washington Rd.		2.0	1.0	2.0	18,629	793	132.5	23.5	1.51	F
1028		4.8	2.4	4.8	19,828	670	8.6	29.6	0.71	D
1029 Boncosky Rd.		3.0	1.5	3.0	18,860	654	25.1	28.8	1.01	F
1030 Duncan Ave.		8.4	4.2	8.4	93,238	7,034	3,912.1	13.3	2.28	F
1031		1.6	0.8	1.6	15,556	644	125.0	24.2	1.58	F
1032 McLean Blvd.	Big Timber Rd. to Boncosky Rd.	4.3	2.2	6.8	34,130	1,126	20.3	30.3	0.80	E
1033 Reinking Rd.		6.6	3.3	6.6	5,870	171	0.0	34.3	0.20	A
1034 Kendall Rd.		4.4	2.2	4.4	599	17	0.0	35.0	0.02	A
1035 Connors Rd.		1.0	0.5	1.0	410	12	0.0	35.2	0.07	A
1036 Ellithorpe/Pease Rd.		1.6	0.8	1.6	1,010	29	0.0	34.9	0.12	A
1037 Tower Rd.		4.0	2.0	4.0	86	2	0.0	35.1	0.01	A
1039 Brier Hill Rd.		7.0	3.5	7.0	11,479	328	0.0	35.0	0.44	B
1040 Berner Rd.		2.0	1.0	2.0	247	7	0.0	35.1	0.02	A
1041 Bahr Rd.		6.5	3.3	6.5	4,344	124	0.0	35.0	0.20	A
1042 Romke Rd.	CH 2 to Bahr Rd.	1.9	0.9	1.9	1,146	33	0.0	35.1	0.11	A
1042 Romke Rd.	Bahr Rd. to Lenschow Rd.	2.5	1.3	2.5	3,580	103	0.0	34.9	0.28	B
1042 Romke Rd.	Lenschow Rd. to Berner Rd.	1.3	0.6	1.3	2,013	58	0.0	35.0	0.29	B
1042 Romke Rd.	Berner Rd. to IL 72	2.0	1.0	2.0	2,949	84	0.0	35.1	0.26	A
1043 Getzelman Rd.		2.9	1.5	2.9	1,599	46	0.0	35.0	0.10	A
1044 Lenschow Rd.	County Line Rd. to CH 46	5.4	2.7	5.4	1,031	30	0.0	34.8	0.15	A
1044 Lenschow Rd.	CH 46 to Romke Rd.	6.2	3.1	6.2	1,671	48	0.0	35.0	0.05	A
1045 Engel Rd.		5.7	2.8	5.7	6,423	184	0.0	34.9	0.27	A

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1046	Factly Rd.	3.2	1.6	3.2	824	24	0.0	35.0	0.05	A
1047	Waughon Rd.	1.9	0.9	1.9	2,202	70	0.0	31.4	0.20	A
1048		1.1	0.5	1.1	108	3	0.0	34.8	0.02	A
1049	Lawrence Rd.	3.2	1.6	3.2	400	11	0.0	35.0	0.03	A
1050	Lukens Rd.	2.1	1.0	2.1	138	4	0.0	34.9	0.01	A
1051	Marcy Rd.	2.0	1.0	2.0	386	11	0.0	35.2	0.05	A
1052	Chapman Rd.	5.7	2.9	5.7	980	28	0.0	35.0	0.05	A
1053	Godfrey Rd.	2.6	1.3	2.6	922	26	0.0	35.0	0.07	A
1054	Middleton Rd.	8.5	4.3	8.5	598	17	0.0	34.9	0.01	A
1055	Percy Rd.	3.1	1.5	3.1	22	1	0.0	34.8	0.00	A
1058	Snyder Rd.	2.8	1.4	2.8	239	7	0.0	35.0	0.02	A
1059	Thomas Rd.	3.3	1.7	3.3	533	15	0.0	35.0	0.03	A
1060		2.3	1.2	2.3	456	15	0.0	30.0	0.03	A
1061		2.9	1.4	2.9	6,246	208	0.0	30.0	0.36	B
1062		1.5	0.8	1.5	2,589	86	0.0	30.0	0.28	A
1063	Spring St.	2.7	1.3	2.7	21,032	858	156.5	24.5	1.35	F
1064	Kenyon Rd.	2.5	1.3	2.5	2,666	89	0.0	30.0	0.23	A
1065	Barry Rd.	0.9	0.4	0.9	433	17	0.0	24.9	0.09	A
1066	Middle St.	2.3	1.2	2.3	12,224	416	8.1	29.4	0.85	E
1067	Gilbert St.	2.6	1.3	2.6	21,695	795	71.5	27.3	1.27	F
1068	Raymond St.	5.5	2.8	5.5	30,674	1,049	26.9	29.2	0.89	E
1069	Bluff City St.	2.5	1.2	2.5	17,351	617	38.9	28.1	1.12	F
1070	Larkin St.	4.4	2.2	6.5	36,144	1,331	125.9	27.2	1.13	F
1071		4.2	2.1	4.2	4,210	169	0.0	25.0	0.26	A
1072	Wing St.	1.8	0.9	2.7	15,390	609	95.8	25.3	1.19	F
1073		2.5	1.2	2.5	5,162	207	1.3	24.9	0.55	C
1074		2.8	1.4	2.8	17,479	738	38.0	23.7	1.08	F
1075		2.6	1.3	2.6	2,822	113	0.0	25.0	0.27	A
1076		2.3	1.1	2.3	2,905	116	0.0	25.1	0.22	A
1077		2.8	1.4	2.8	11,293	471	19.1	24.0	0.89	E
1078	Lawrence Ave./Kimba	4.6	2.3	5.4	23,362	1,013	185.1	23.1	1.41	F
1079	Chicago St.	1.8	0.9	3.6	19,581	839	142.6	23.3	1.15	F
1080	Congdon Ave.	3.7	1.8	3.7	14,677	605	66.0	24.2	0.98	E
1081		2.2	1.1	2.2	3,811	153	0.0	24.9	0.43	B

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1082		1.6	0.8	1.6	2,889	117	0.8	24.8	0.50	C
1083		0.5	0.3	0.5	1,575	63	0.0	24.9	0.52	C
1084		1.5	0.8	1.5	1,409	56	0.0	25.1	0.16	A
1085 National St.		2.6	1.3	2.6	17,903	933	275.8	19.2	1.69	F
1086		1.3	0.6	2.6	807	32	0.0	24.9	0.06	A
1087		2.1	1.0	2.1	10,916	452	14.5	24.2	0.94	E
1088 Summit St.		1.6	0.8	2.5	7,171	235	0.0	30.5	0.46	B
1089 Dundee Ave.		2.3	1.1	4.5	41,454	1,685	302.9	24.6	1.53	F
1090		0.2	0.1	0.2	3,239	304	173.2	10.7	2.37	F
1090 Villa St.	Congdon Ave. to Raymond St.	1.6	0.8	3.2	20,144	753	81.5	26.8	1.13	F
1090 Villa St.	Raymond St. to IL 25	2.6	1.3	5.2	32,336	1,041	28.8	31.1	0.89	E
1091 Old State Rd.		1.3	0.7	1.3	46	1	0.0	35.0	0.01	A
1092 Peterson Rd.		2.3	1.2	2.3	226	6	0.0	35.0	0.02	A
1093 Fabris Rd.		2.9	1.4	2.9	674	19	0.0	35.0	0.05	A
1094 I.C. Tr.		5.8	2.9	5.8	1,085	31	0.0	35.0	0.07	A
1095 Read Rd.		3.3	1.6	3.3	1,330	38	0.0	35.0	0.08	A
1096 Hanson Rd.		1.9	1.0	1.9	5,502	157	0.5	34.9	0.52	C
1097 Swanberg Rd.		2.5	1.3	2.5	2,046	58	0.0	35.0	0.15	A
1098		2.2	1.1	2.2	651	22	0.0	30.0	0.07	A
1099 Bolcum Rd.		6.2	3.1	6.2	30,435	1,031	16.3	29.5	0.81	E
1100 Burr Rd.		6.1	3.1	6.1	5,798	193	0.0	30.0	0.16	A
1101 Crane Rd.		4.9	2.4	4.9	11,946	399	0.5	30.0	0.40	B
1102 Red Gate Rd.		3.2	1.6	3.2	2,562	85	0.0	30.0	0.17	A
1103		2.9	1.5	2.9	1,545	52	0.0	30.0	0.09	A
1104		2.1	1.0	2.1	700	23	0.0	30.0	0.06	A
1105 Welter Rd.		9.7	4.8	9.7	3,187	91	0.0	35.0	0.09	A
1106 Winters Rd.		6.6	3.3	6.6	766	22	0.0	35.0	0.03	A
1107 Beith Rd.		4.2	2.1	4.2	2,884	82	0.0	35.0	0.14	A
1108 Root Rd.		1.2	0.6	1.2	1,310	38	0.0	34.9	0.19	A
1109 Howard Rd.		2.5	1.2	2.5	3,558	102	0.0	35.0	0.26	A
1110 McNulty Rd.		2.3	1.2	2.3	367	10	0.0	35.0	0.03	A
1111 Francis Rd.		6.1	3.1	6.1	6,745	192	0.0	35.0	0.47	B
1112 Freeland Rd.		3.3	1.6	3.3	46	1	0.0	35.1	0.00	A
1113 Schrader Rd.		4.0	2.0	4.0	4,095	117	0.0	35.1	0.18	A

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1114 Watson Rd.		4.7	2.4	4.7	4,426	126	0.0	35.0	0.17	A
1115 Harter Rd.		6.4	3.2	6.4	9,768	279	0.0	35.0	0.29	B
1116 Miner Rd.		3.4	1.7	3.4	191	5	0.0	34.9	0.01	A
1117 Owens Rd.	Miner Rd. to CH 10	1.9	1.0	1.9	75	2	0.0	34.8	0.01	A
1118 Lasher Rd.	CH 62 to Harter Rd.	7.8	3.9	7.8	1,496	43	0.0	35.0	0.06	A
1118 Lasher Rd.	County Line Rd. to CH 62	4.6	2.3	4.6	492	14	0.0	35.0	0.02	A
1119 Shaw Rd.		2.1	1.0	2.1	340	10	0.0	34.9	0.03	A
1120 Hinckley Rd.		4.1	2.1	4.1	53	2	0.0	34.9	0.01	A
1122 Price Rd.		1.2	0.6	1.2	776	22	0.0	35.1	0.12	A
1124 McDermott		2.0	1.0	2.0	1,063	30	0.0	34.9	0.10	A
1125 Greenacre Rd.		2.2	1.1	2.2	114	3	0.0	34.9	0.01	A
1126 Bushnell Rd.		2.6	1.3	2.6	1,153	33	0.0	35.0	0.08	A
1127 Nelson Rd.		2.5	1.3	2.5	1,860	53	0.0	35.0	0.13	A
1128 Jones Rd.		1.7	0.9	1.7	8,515	248	4.9	34.3	0.88	E
1129 Clark Rd.		1.6	0.8	1.6	6,141	177	2.0	34.6	0.69	D
1131 Lorang Rd.		5.1	2.5	5.1	3,445	98	0.0	35.0	0.16	A
1132 Green Rd.		4.4	2.2	4.4	24,344	734	38.6	33.2	1.05	F
1133 Smith Rd.		2.5	1.3	2.5	4,199	126	1.5	33.2	0.64	C
1134 Bateman Rd.	Interstate 88 to Rowe Rd.	2.4	1.2	2.4	2,417	69	0.0	35.0	0.18	A
1134 Bateman Rd.	Rowe Rd. to Lorang Rd.	0.5	0.2	0.5	656	19	0.0	35.4	0.26	A
1134 Bateman Rd.	Lorang Rd. to Rowe Rd.	1.2	0.6	1.2	1,724	49	0.0	34.9	0.26	A
1135 Rowe Rd.	Bateman Rd. to Schneider Rd.	1.2	0.6	1.2	348	10	0.0	34.8	0.05	A
1135 Rowe Rd.	Schneider to IL 47	1.3	0.7	1.3	1,893	54	0.0	35.0	0.26	A
1136 Schneider Rd.		2.8	1.4	2.8	805	23	0.0	35.0	0.05	A
1137 Pouly Rd.		5.6	2.8	5.6	13,268	379	0.4	35.0	0.43	B
1138 Harley Rd.		3.3	1.7	3.3	1,490	43	0.0	35.0	0.08	A
1139 Anderson Rd.		4.6	2.3	4.6	6,020	178	0.0	33.7	0.23	A
1140		1.5	0.7	1.5	446	15	0.0	30.0	0.05	A
1141 Campton Hills Rd.		11.7	5.9	11.7	7,320	247	3.3	29.6	0.39	B
1142 Town Hall Rd.		2.5	1.2	2.5	5,202	165	0.0	31.5	0.37	B
1143 Brown Rd.		2.0	1.0	2.0	542	18	0.0	30.0	0.04	A
1144 Dean St.		6.1	3.1	6.1	6,704	245	0.0	27.4	0.24	A
1145		2.3	1.1	2.3	5,108	170	0.0	30.0	0.38	B
1146 Country Club Rd.		3.0	1.5	3.0	3,984	133	0.0	30.0	0.23	A

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
1147		2.8	1.4	2.8	36,649	2,112	890.2	17.4	2.10	F
1148	Kautz Rd.	5.2	2.6	5.2	28,606	975	21.1	29.4	0.88	E
1149		1.6	0.8	1.6	12,681	465	42.3	27.3	1.28	F
1150		1.9	1.0	1.9	11,596	400	13.2	29.0	0.97	E
1151	Brundige Rd.	3.0	1.5	3.0	3,715	106	0.0	34.9	0.22	A
1152		2.6	1.3	2.6	7,732	221	0.5	34.9	0.54	C
1153	Wenmoth Rd.	2.7	1.3	2.7	5,289	176	0.0	30.0	0.32	B
1154	McKee St.	5.4	2.7	5.4	8,488	311	1.3	27.3	0.50	C
1155	Nelson Lake Rd.	2.7	1.3	2.7	4,400	147	0.0	30.0	0.27	A
1156		2.6	1.3	2.6	10,483	352	3.0	29.7	0.68	D
1157	Banbury Rd.	2.6	1.3	2.6	5,796	193	0.0	30.0	0.37	B
1158	Mettel Rd.	1.7	0.8	1.7	1,336	45	0.0	30.0	0.13	A
1159	Schomer Rd.	1.1	0.6	1.1	3,717	124	0.0	30.0	0.54	C
1160	Molitor Rd.	2.9	1.4	2.9	26,247	1,103	228.6	23.8	1.53	F
1161		2.3	1.2	2.3	17,654	642	53.5	27.5	1.24	F
1162	Mitchell Rd.	4.6	2.3	4.6	24,181	834	28.1	29.0	0.89	E
1163	Hart Rd.	7.9	4.0	7.9	14,564	528	1.1	27.6	0.43	B
1164	Raddant Rd.	7.7	3.9	7.7	19,603	701	7.5	27.9	0.57	C
1165	Church Rd.	6.1	3.1	6.1	36,823	1,363	101.7	27.0	1.10	F
1166		5.5	2.8	5.5	10,782	378	1.2	28.5	0.47	C
1167		1.2	0.6	1.2	359	12	0.0	30.0	0.05	A
1168	Western Ave.	4.2	2.1	4.2	10,627	385	0.7	27.6	0.47	B
1169		2.4	1.2	2.4	2,971	118	0.0	25.1	0.23	A
1170		0.7	0.4	0.7	700	28	0.0	25.1	0.17	A
1171		4.0	2.0	4.0	5,042	194	0.0	26.0	0.31	B
1172	Wilson St.	8.0	4.0	8.0	62,485	2,145	211.2	29.1	1.17	F
1173		1.7	0.9	1.7	2,562	102	0.0	25.1	0.27	A
1174		2.5	1.3	3.7	34,589	839	53.8	41.2	1.13	F
1175		1.0	0.5	1.0	1,925	64	0.0	30.0	0.31	B
1176	South St.	3.3	1.7	3.3	4,314	145	0.8	29.8	0.51	C
1177		0.3	0.1	0.3	1,237	52	1.5	24.0	0.93	E
1178		0.7	0.4	0.7	3,215	133	4.7	24.1	0.97	E
1179		3.2	1.6	3.2	5,792	232	0.0	25.0	0.43	B
1180	Kaneville Rd.	2.5	1.3	2.5	11,616	391	3.5	29.7	0.73	D

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
1181		1.1	0.5	1.1	259	10	0.0	24.9	0.04	A
1182		1.6	0.8	1.6	1,227	49	0.0	25.0	0.14	A
1183	Bricher St.	2.9	1.5	2.9	758	27	0.0	27.9	0.07	A
1184		2.1	1.0	2.1	5,277	211	0.0	25.1	0.44	B
1185	Prairie St.	3.0	1.5	3.0	20,099	724	39.9	27.7	1.11	F
1186		0.4	0.2	0.4	2,687	123	16.3	21.9	1.36	F
1187		0.5	0.3	0.5	846	34	0.0	24.8	0.59	C
1188		2.5	1.2	2.5	1,009	40	0.0	25.0	0.08	A
1189	Illinois St.	1.1	0.6	1.1	2,638	106	0.6	25.0	0.61	C
1191		2.3	1.2	2.3	657	26	0.0	25.0	0.05	A
1192		1.3	0.7	1.3	2,178	87	0.0	25.1	0.30	B
1193	Richards/2nd St.	3.3	1.7	3.3	7,659	315	0.0	24.4	0.45	B
1194		2.5	1.3	2.5	6,674	267	0.0	25.0	0.46	B
1195	7th St/East Side St.	4.3	2.1	4.3	7,575	303	0.0	25.0	0.33	B
1196		2.6	1.3	2.6	5,772	209	0.6	27.7	0.47	C
1197	Edgelawn Dr.	6.0	3.0	6.0	16,028	613	2.5	26.1	0.55	C
1198		2.6	1.3	2.6	4,276	171	0.0	25.1	0.37	B
1199		2.0	1.0	2.0	18	1	0.0	25.2	0.00	A
1200		4.3	2.1	4.3	9,856	372	1.2	26.5	0.53	C
1201		4.0	2.0	4.0	6,562	263	1.3	24.9	0.46	B
1202	Highland Ave.	4.9	2.5	5.8	8,320	333	0.0	25.0	0.30	B
1203		3.7	1.9	3.7	7,967	324	19.5	24.6	0.81	E
1204		2.3	1.1	2.3	1,758	70	0.0	25.0	0.16	A
1205	Ashland Ave.	3.6	1.8	3.6	2,342	94	0.0	25.0	0.13	A
1206	5th Ave.	6.0	3.0	6.0	41,069	1,455	133.9	28.2	1.20	F
1207		1.9	1.0	3.8	16,921	577	12.7	29.3	0.83	E
1208		2.3	1.2	3.7	12,011	434	13.2	27.7	0.83	E
1209		1.7	0.9	1.7	9,538	330	12.1	28.9	0.89	E
1210	Lincoln Ave.	3.9	1.9	3.9	16,284	691	37.2	23.6	0.96	E
1211		4.0	2.0	4.0	7,139	277	0.0	25.7	0.34	B
1212	Root St.	4.2	2.1	4.2	5,299	213	1.1	24.9	0.34	B
1213	Union St.	7.3	3.7	7.3	17,408	701	5.1	24.8	0.49	C
1214		2.1	1.1	2.1	3,031	121	0.0	25.1	0.33	B
1215	Liberty/Claim St.	5.9	2.9	5.9	18,914	688	4.4	27.5	0.62	C

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
1216 Kautz Rd.		2.0	1.0	2.0	4,279	143	0.0	30.0	0.36	B
1217 Farnsworth Rd.		1.6	0.8	1.6	12,212	449	42.2	27.2	1.26	F
1219		0.3	0.1	0.5	7,206	254	37.0	28.4	1.43	F
1219 New York St./Galena	westbound	1.9	1.0	3.8	37,930	1,361	152.0	27.9	1.25	F
1219 New York St./Galena	eastbound leg	1.5	0.8	3.0	33,225	1,226	161.9	27.1	1.36	F
1220 Hill Ave.	County Line to Montgomery Road	4.8	2.4	4.8	50,372	1,775	259.0	28.4	1.40	F
1222 Main St.		4.3	2.1	5.6	8,091	289	0.0	28.0	0.32	B
1223 North. Ave.		0.9	0.5	1.1	2,619	85	0.0	30.9	0.49	C
1224		2.7	1.3	2.7	2,670	107	0.0	25.1	0.22	A
1225		1.6	0.8	1.6	585	24	0.0	24.9	0.08	A
1226		2.4	1.2	2.4	4,442	148	0.0	30.0	0.31	B
1227		1.9	1.0	1.9	508	17	0.0	30.0	0.09	A
1228		1.1	0.6	1.1	716	27	0.0	26.2	0.11	A
1229		1.4	0.7	1.4	310	11	0.0	27.0	0.07	A
1230 New York St.		3.2	1.6	6.4	47,041	1,534	62.3	30.7	0.96	E
1231 Ohio St.		3.4	1.7	3.4	8,716	504	176.8	17.3	1.09	F
1231 Hill Ave.	Montgomery Rd. to Fifth Ave.	1.8	0.9	1.8	23,248	790	94.9	29.4	1.31	F
1232		0.9	0.5	0.9	4,545	185	3.3	24.5	0.83	E
1233		0.8	0.4	0.8	1,783	59	0.0	30.0	0.38	B
1234 Sheffer Rd./Forest St.		4.6	2.3	4.6	27,278	1,043	49.6	26.2	1.04	F
1235		1.0	0.5	1.0	2,118	85	0.0	24.9	0.38	B
1236		1.0	0.5	1.0	1,551	62	0.0	24.9	0.27	A
1237 Montgomery Rd.		2.5	1.2	2.5	31,782	1,743	683.5	18.2	1.97	F
1238 McClure Rd.		2.7	1.4	2.7	13,222	522	81.1	25.3	1.36	F
1239		1.1	0.5	1.1	2,237	79	0.9	28.3	0.62	C
1240 Felten Rd.		2.3	1.2	2.3	5,383	180	0.7	29.9	0.52	C
1241 Reckinger Rd.		2.4	1.2	2.4	8,698	293	3.5	29.6	0.70	D
1242 Albright Rd.		0.6	0.3	0.6	4,250	151	9.4	28.1	1.15	F
1243 Densmore Rd.		1.6	0.8	1.6	5,887	184	1.2	32.0	0.63	C
1244 Geise Rd.		1.0	0.5	1.0	1,197	48	0.0	25.0	0.21	A
1245 Pine Rd.		2.2	1.1	2.2	2,783	112	0.0	24.9	0.44	B
1246		0.4	0.2	0.4	382	15	0.0	24.8	0.18	A
1247		1.6	0.8	1.6	151	6	0.0	24.9	0.05	A
1248		1.2	0.6	1.2	540	22	0.0	25.0	0.08	A

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
1249		0.5	0.2	0.5	62	2	0.0	25.2	0.02	A
1250		1.9	1.0	3.8	31,371	911	13.9	34.4	0.77	D
1250 Farnsworth Ave.	Montgomery Rd. to US 88	7.0	3.5	14.5	169,104	5,714	596.3	29.6	1.28	F
1250 Farnsworth Ave.	US 88 to IL 56	2.3	1.1	6.8	71,672	2,315	138.2	31.0	1.11	F
1251 Raymond Rd.		1.7	0.9	1.7	8,686	255	6.0	34.1	0.91	E
1253 Main St.		0.6	0.3	0.6	67	2	0.0	34.8	0.02	A
1254		1.3	0.7	1.3	580	17	0.0	35.1	0.08	A
1255 Peck Rd.		1.5	0.7	1.5	8,659	252	3.9	34.4	0.79	E
1256 Crane Rd.		2.1	1.1	2.1	5,759	192	0.0	30.0	0.46	B
1257		1.4	0.7	1.4	1,253	42	0.0	30.0	0.15	A
1258		1.0	0.5	1.0	2,373	100	2.2	23.8	0.66	C
1259		1.0	0.5	1.0	1,306	52	0.0	24.9	0.23	A
1260		1.2	0.6	1.2	4,090	165	1.2	24.8	0.60	C
1261 Dunham Rd.		2.6	1.3	4.2	8,516	284	0.0	30.0	0.36	B
1262		1.7	0.9	1.7	2,008	67	0.0	30.0	0.19	A
1263		1.3	0.7	1.3	553	18	0.0	30.0	0.07	A
1264		0.3	0.2	0.3	48	2	0.0	29.9	0.02	A
1265		1.3	0.7	1.3	4,883	163	0.7	29.9	0.61	C
1266 Denker Rd.		2.8	1.4	2.8	1,975	66	0.0	30.0	0.12	A
1267		1.1	0.5	1.1	5,736	195	3.8	29.4	0.88	E
1268 Highland Ave.		1.0	0.5	1.0	1,333	38	0.0	35.0	0.25	A
1269 Barrington Rd.		1.6	0.8	1.6	1,556	52	0.0	30.0	0.19	A
1270		0.5	0.3	0.5	1,606	64	0.0	24.9	0.52	C
1271		1.3	0.7	1.3	352	14	0.0	25.0	0.05	A
1272 County Line Rd.		4.5	2.3	4.5	1,489	43	0.0	35.0	0.06	A
1274 Oak St.		2.2	1.1	2.2	8,581	346	2.8	24.8	0.68	D
1275 Army Trail Rd.		3.6	1.8	3.6	4,091	136	0.0	30.0	0.18	A
1276 Beith Rd.	IL 47 to Town Hall Rd.	5.3	2.7	5.3	7,660	219	0.0	35.0	0.26	A
1276 Beith Rd.	Town Hall Rd. to IL 38	1.6	0.8	1.6	5,987	172	2.0	34.7	0.68	D
1277 McGough Rd.		1.0	0.5	1.0	101	3	0.0	35.1	0.02	A
1278 Randall Rd.		4.4	2.2	4.4	26,463	969	36.9	27.3	0.99	E
1279 Granart Rd.		5.8	2.9	5.8	36,768	1,079	29.6	34.1	0.89	E
1279		1.9	0.9	1.9	4,915	140	0.0	35.1	0.36	B
1280 Walker Rd.		3.0	1.5	3.0	2,729	78	0.0	35.0	0.16	A

Route	Segment Description	Distance (miles)	Approximate Route Miles (miles)	Lane Miles (miles)	Sum of VMT	Sum of VHT	Sum of VHD	Avg Speed (mph)	Wgted V/C	LOS
1281 Ramm Rd.		2.2	1.1	2.2	1,163	33	0.0	35.0	0.10	A
1282 Main St.		2.9	1.5	2.9	8,382	279	0.0	30.0	0.48	C
1283		1.9	1.0	3.8	10,472	349	0.0	30.0	0.42	B
1283 McClean Rd.	IL 31 to Spring St.	1.5	0.7	2.9	7,361	245	0.0	30.0	0.39	B
1284		4.7	2.3	9.3	65,911	2,480	282.6	26.6	1.23	F
1284		2.6	1.3	5.2	51,756	2,168	442.8	23.9	1.58	F
1285 Big Timber Rd.		4.3	2.1	8.5	76,737	2,388	196.4	32.1	1.21	F
1286 Sauber Rd.		1.0	0.5	1.0	1	0	0.0	49.0	0.00	A
1287 Old Burlington Rd.		1.6	0.8	1.6	16,477	539	69.6	30.6	1.41	F
1288 Highland Ave.		6.5	3.3	6.9	34,248	1,349	168.2	25.4	1.14	F
1289 Peck Rd.		1.5	0.8	1.5	3,953	135	2.9	29.4	0.80	E

Appendix E

Public Involvement

Public Involvement Round 1

Kane County Division of Transportation

October, 2003

Development of the 2030 Transportation Plan

Kane County is in the beginning stages of developing the County's 2030 Transportation Plan. The purpose of the plan is to determine major transportation projects, guide transportation decisions and identify resources to implement transportation projects. The County is seeking public comment throughout the Plan Development Process and offers information about the process on the Kane County Division of Transportation's Web Site at www.co.kane.il.us/dot. The next steps in the development of the plan will be to input the socio-economic forecasts into the travel demand model to identify transportation system deficiencies. The County is expecting to complete a draft of the plan in March and bring the plan to the County Board in the summer of 2004.

Upcoming Opportunities for Local Agencies and Members of the Public to Get Involved in the 2030 Plan Development Process

Please call Heidi Files at (630) 406-7308 to confirm your attendance at one of the following transportation planning forums.

The County has set up Planning Partnership Area forums where the 2030 Transportation Plan and other transportation issues will be discussed and addressed. **These meetings will all be held at 10:00 a.m. at the following locations:**

Date:	Area:	Location:
Wednesday, October 29, 2003	Upper Fox	Randall Oaks Golf Club
Thursday, October 30, 2003	Tri-Cities	Batavia Public Library
Tuesday, November 4, 2003	West Central Area	Elburn Public Library
Wednesday, November 5, 2003	Aurora Area	North Aurora Public Library
Thursday, November 6, 2003	Southwest Area	Waubonsee Community College, Bodie Hall, Rm. 147
Thursday, November 13, 2003	Northwest Area	Huntley Village Hall
Wednesday, November 19, 2003	Elgin Area	Elgin Community College, BCC, Room 123
Thursday, November 20, 2003	Campton Area	Campton Community Center

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175

We want to keep you posted!

Check out the 2030 Transportation Plan Development Process or make comments on our web site at:

www.co.kane.il.us/dot

Or, for more information contact:

Heidi Files
Manager of Planning and Programming
(630) 584-1170
filesheidi@co.kane.il.us

KANE COUNTY
DIVISION of TRANSPORTATION

Paul G. Rogowski.
Director of Transportation

Carl Schoedel, P.E.
County Engineer

41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

DATE: October 21, 2003

TO:

	FAX #:
Daily Herald	847/608-0849
Courier News	847/888-7836
Beacon News	844-1043
Kane County Chronicle	232-4962

COMPANY:

FROM: Heidi Files, Planning & Programming Manager

PAGES: 2

SUBJECT: Kane County 2030 Transportation Plan

COMMENTS: Public Meeting Notice

Please publish each week prior to meeting dates as follows: Thursday, October 23rd; Tuesday, October 28th; Monday, November 3rd; Monday, November 10th; and Monday, November 17th.

Sent by hh Date 10/21 Time 10 AM

KANE COUNTY
DIVISION of TRANSPORTATION

Paul G. Rogowski.
Director of Transportation

Carl Schoedel, P.E.
County Engineer

41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
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PUBLIC MEETING NOTICE

KANE COUNTY
2030 TRANSPORTATION PLAN

TO WHOM IT MAY CONCERN:

Public Notice is hereby given to all persons that a series of public forums will be held in the following location regarding the planning process for the Kane County 2030 Transportation Plan:

Date:	Planning Partnership Area:	Location:
10:00 a.m., Wednesday, October 29, 2003	Upper Fox	Randall Oaks Golf Club
10:00 a.m., Thursday, October 30, 2003	Tri-Cities	Batavia Public Library
10:00 a.m., Tuesday, November 4, 2003	West Central Area	Elburn Public Library
10:00 a.m., Wednesday, November 5, 2003	Aurora Area	North Aurora Public Library
10:00 a.m., Thursday, November 6, 2003	Southwest Area	Waubonsee Community College, Bodie Hall, Room 147
10:00 a.m., Thursday, November 13, 2003	Northwest Area	Huntley Village Bldg. Dept. Building (11333 Kiley Drive)
10:00 a.m., Wednesday, November 19, 2003	Elgin Area	Elgin Community College, BCC, Room 123
10:00 a.m., Thursday, November 20, 2003	Campton Area	Campton Community Center

All interested people are encouraged to attend the public forums. For further information, contact Heidi Files, Planning and Programming Manager for the Kane County Division of Transportation, 41W011 Burlington Road, St. Charles, Illinois 60175, (630) 584-1170 or e-mail at filesheidi@co.kane.il.us.

Kane County Council of Mayors
Including Kane and Northeastern Kendall Counties

41W011 Burlington Road
St. Charles, IL 60175

Phone: (630) 584-1170
Fax: (630) 584-5265
tabbertheather@co.kane.il.us
or
rickerttom@co.kane.il.us

Visit our website at www.co.kane.il.us/dot/COM

Kane County Council of Mayors Call For:

Local Agency Pavement Preservation (LAPP) Projects*

Mandatory Re-submittal of Project Information for Already Programmed STP Projects**

* The Kane County Council of Mayors is now holding a call for LAPP projects. As per the Council's adoption of a new policy for LAPP projects in the Council's STP Methodology, a minimum of 5% and a maximum of 20% of the council's annual program will be allotted to LAPP projects. This policy may be waived if no LAPP projects are in the program in any given year. The policy is intended to support the maintenance of federal aid eligible routes. Please complete and return for each LAPP submittal the following:

1. The Council STP Project Application/Methodology Data Sheet
2. Project Location Map

** The Council also requires annual updates on all programmed projects in the Council's STP program. Please complete and return for any project currently programmed in the Council's FFY 2003 - FFY 2009 STP program the following forms:

1. The STP Project Application/Methodology Data Sheet
2. The STP Project Milestone Schedule

Please submit all forms by **October 31, 2003** to Heather Tabbert, Regional Planning Liaison. Please contact Heather at (630) 406-7355 or tabbertheather@co.kane.il.us to request the forms.

KANE COUNTY COUNCIL OF MAYORS
INCLUDING KANE AND NORTHEASTERN KENDALL COUNTIES

October 2003
Volume 5, Issue 3

TRANSPORTATION QUARTERLY

Kane County Division of Transportation's Mission Statement:

To provide and maintain a safe and efficient transportation system while sustaining the County's vision and values.

2030 Transportation Plan

Kane County is in the beginning stages of developing the County's 2030 Transportation Plan. The purpose of the plan is to determine major transportation projects, guide transportation decisions and identify resources to implement transportation projects. With the mission statement in mind (noted above), the County developed the 2030 Transportation Plan's Goals and Strategies. The Goals encompass Cooperative Planning, System Efficiency, Personal Mobility and Quality of the Environment. The County held a public meeting on September 17th to seek public comment on:

1. The Plans Goals and Strategies
2. The Socio-Economic Forecasts (developed by NIPC)
3. Plan Development Process
4. Existing Transportation System

The County is seeking public comment throughout the Plan Development Process and offers information about the process on the Kane County Division of Transportation's Web Site at www.co.kane.il.us/dot. The next steps in the development of the plan will be to input the socio-economic forecasts into the travel demand model to identify transportation system deficiencies. The County is expecting to complete a draft of the plan in March and bring the plan to the County Board in the summer of 2004.

Upcoming Opportunities for Local Agencies and Members of the Public to Get Involved in the 2030 Plan Development Process

The County has set up Planning Partnership Area forums where the 2030 Transportation Plan and transportation issues will be discussed and addressed. **These meetings will all be held at 10:00 a.m. at the following locations:**

- Upper Fox Area - Wednesday, October 29th at the Randall Oaks Golf Club
- Tri-Cities Area - Thursday, October 30th at the Batavia Public Library
- West Central Area - Tuesday, November 4th at the Elburn Public Library
- Aurora Area - Wednesday, November 5th at the North Aurora Public Library
- Southwest Area - Thursday, November 6th at Waubonsee Community College
- Northwest Area - Thursday, November 13th at the Huntley Village Hall
- Elgin Area - Wednesday, November 19th at the Elgin Community College
- Campton Area - Thursday, November 20th at the Campton Community Center

Please RSVP to Heidi Files, Planning and Programming Manager at (630) 406-7308 or filesheidi@co.kane.il.us to attend one of these forums.

STAR Line Task Force

On August 15, the EJ&E Task Force voted to merge with the Northwest Transit Corridor Municipal Task Force to form the STAR Line Task Force. This task force was created to pursue the introduction of transit service along the entire EJ & E and Northwest Corridor and will initially focus on implementation of the STAR Line. Mayor Fortner of West Chicago and Mayor McLeod were named co-chairs. Mayor Schock of Elgin was named to the Steering committee. The City of Naperville was also named to the steering committee and will represent the City of Aurora's interests.

The Technical Committee of the Northwest Council of Mayors has pledged $1 million to each of the ten new STAR line stations proposed for the Northwest Council area. Communities along the Northwest Tollway corridor have each agreed to provide $5 million in local funding to help with station costs.

2030 Shared Path Regional Transportation Plan Update

The 2030 Shared Path Regional Transportation Plan has been completed and is expected to be adopted by the Policy Committee on October 9, 2003. While the official Public Comment Period has ended, comments on the plan are always welcome.

Visit www.catsmpo.com for additional information.

Kane County Paratransit Coordinating Council (KCPCC) Forming

In February 2003, the Kane County Board passed a resolution adopting the *Kane County Paratransit Coordination Study*. This study was the result of a year's worth of data collection, surveying of providers and stakeholders, and interviews with key providers and stakeholders. This process also included several focus group and brainstorming sessions with users and user advocates. There are six recommended coordination strategies that were developed from this study, the first, and most vital for implementing the other five strategies, is to establish a Kane County Paratransit Coordinating Council. Membership is open to all representatives from organizations that provide or are interested in providing paratransit service in Kane County, for their clients, human service agencies, and advocacy groups. This group will meet regularly in order to share information, expand awareness of transportation issues, and identify opportunities for better coordination and operation of paratransit service.

The Kane County Paratransit Coordinating Council (KCPCC) held a kick-off meeting on August 5, 2003. The Council nominated Lynn O'Shea, the President of the Association For Individual Development, to serve as the interim chairperson of the Council until the Council By-Laws are adopted. Two sub-committees were formed at this meeting: a sub-committee to draft the By-Laws and Memorandum of Understanding (MOU) and the Membership Sub-Committee. The MOU will be signed by agencies wishing to become voting members of the Council and suggest a commitment to continue to pursue the formation of the KCPCC and no financial responsibility is involved with signing. These two draft documents will be presented to the council for adoption at the next meeting, scheduled for October 14, 2003.

If you are interested in attending this meeting or would like additional information on becoming a voting member of the council, please contact Heather Tabbert at 630-406-7355 or tabbertheather@co.kane.il.us.

Updates on the County's Planning Areas Studies

West Upper Fox Planning Area Transportation Improvement Plan

The County has competed and adopted the West Upper Fox Planning Transportation Improvement Plan which is available on the County's web site to download: www.co.kane.il.us/dot.

SAM (Sugar Grove, Aurora, Montgomery) Planning Area Transportation Improvement Plan

The County is currently working on the SAM Planning Area Transportation Improvement Plan and will present a draft Plan at a meeting of the **Planning Area Working Group on Thursday, October 9th at Waubonsee Community College, in Bodie Hall, Room 147 at 9:00 a.m.**

Northwest Kane County (NWKC) Planning Area Transportation Improvement Plan

A kick-off meeting for the NWKC Planning Area Transportation Improvement Plan was held on September 5th. The County is working with municipalities to obtain data for the study area.

Road Improvement Impact Fees

Road Improvement Impact Fees

Public Hearing

November 18, 2003
7:00 pm

The Public Comment period on the draft Technical Specifications Manual, which outlines the fees and credits, and the draft Comprehensive Road Improvement Plan (CRIP), which identifies the projects eligible for impact fee funding, will begin October 3, 2003 and will run until November 25, 2003. The Impact Fee Advisory Committee will meet on October 8, 2003 to review the draft Road Impact Fees Ordinance. The Public Hearing will be held on November 18, 2003 at 7:00 pm in the Auditorium of the Kane County Government Center. After the close of the Public Hearing and the Public Comment Period, the Advisory Committee will meet on December 10, 2003 to prepare a recommendation to the County Board to adopt, reject in whole or in part, or modify the proposed CRIP. The County Board is scheduled to take final action on Road Impact Fees on January 13, 2004.

Both documents are available for viewing and downloading at **http://www.co.kane.il.us/dot/roadimpact/roadimpact.htm.** For additional information or to request hard copies of both documents, please contact Heather Tabbert at 630-406-7355 or by e-mail at tabbertheather@co.kane.il.us.

Fox River Trail Way-Finding and Signage Program

The Kane County Division of Transportation, in coordination with the Kane County Council of Mayors, the Kane County Forest Preserve District and local Park Districts, has completed all signs for the Fox River Trail Way-Finding and Signage Program. The signs are currently being distributed to all agencies, who will install signs within their jurisdictions. The entire program should be implemented by November 2003.

Congestion Mitigation Air Quality (CMAQ)

Because northeastern Illinois is a severe non-attainment area for ozone, CMAQ funds are available for projects that qualify as Transportation Control Measures, which are projects that improve traffic flow, reduce reliance on single occupancy vehicles, and which will substantially promote the use of more efficient transportation modes such as transit, bicycle and pedestrian facilities. It is anticipated that the proposed FY 2004 CMAQ program will be approved by the CATS Policy Committee on October 9, 2003. Projects in the Kane County Council of Mayors that were allocated funding in the FY 2004 proposed CMAQ program include:

Project Sponsor	Limits	Type of Improvement	Proposed CMAQ Funding
Kane County / St. Charles	Randall Road at IL 64	Intersection Improvement	$2,000,000
Aurora	Sullivan Road from IL 31 to IL 25	Intersection Improvement	$830,630
Kane County	Kirk Road from IL 64 to Pine Street	Signal Interconnect	$569,900
Oswego	Orchard Road Park & Ride Commuter Parking - Pace Service	Transit Service and Equipment	$222,720

Kane County Division of Transportation

August, 2003

Kane County
2030 Transportation Plan Update

People make important transportation decisions every day considering available options, expense, convenience, safety and overall quality of life. Today, over 410,000 people live in Kane County, and it is projected that Kane County will have a population of 684,320 by 2030. Long range planning is essential to meeting Kane County's transportation needs. Kane County is developing the 2030 Long Range Transportation Plan to identify major transportation projects, guide transportation decisions and gather resources to implement them.

The County anticipates a draft plan to be completed by the end of March 2004. The Plan will be an update of the County's 2020 Transportation Plan and will include a transportation systems inventory, 2030 travel forecast update, identified roadway deficiencies, 2030 Roadway Improvement Plan and a financial resources analysis.

Guiding the Process

The principal steps involved in formulating a long-range comprehensive transportation plan are:

- Consolidate on-going or recently completed county and municipal studies.
- Determine gaps that need to be filled in order to provide a complete picture of the transportation system.
- Extend the current planning horizon from 2020 to 2030 and forecast socioeconomic data to establish future travel demand.
- Evaluate transportation systems and develop recommended plan.
- Conduct a financial analysis by comparing revenues to plan costs.

The public involvement component is an integral part of the plan development process.

AN OPEN HOUSE:

Wednesday, September 17th, 2003, 4:00 to 7:00 p.m.

At the Kane County Government Center
Auditorium in Building A,
719 Batavia Ave., Geneva, Illinois

To present the 2030 Transportation Plan process and seek comments on the Plan's Draft Goals and Strategies and 2030 Socio-economic forecasts.

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175

We want to
keep you posted!

Check out the
2030 Transportation Plan
Development Process or
make comments
on our web site at:

www.co.kane.il.us/dot

Or, for more information
contact:

Heidi Files
Manager of Planning and
Programming
(630) 584-1170

Kane County Division of Transportation

Kane County Division of Transportation (KDOT) is responsible for maintaining and implementing extensions and enhancements to the County Highway system which totals more than 312 centerline miles. It is our primary goal to enhance the safety and efficiency of our highways for the motoring public. Administrative and technical assistance is also provided to all 16 Township Highway Commissioners for new township roads, subdivision planning and engineering reviews, and projects constructed or maintained with Motor Fuel Tax and Federal funding. The staff also works closely with local citizens, municipalities, developers and agencies including the Federal Highway Administration, the Illinois Department of Transportation, Metra, PACE, the Chicago Area Transportation Study, the Northeastern Illinois Regional Planning Commission, the Regional Transit Authority, and the Kane County Council of Mayors on various local and regional transportation projects and planning efforts. The division is comprised of 32 maintenance personnel and 28 technical and clerical personnel, totaling 60 full time employees.

BEFORE THE

KANE COUNTY DIVISION OF TRANSPORTATION

IN RE: 2030 TRANSPORTATION PLAN

REPORT OF PROCEEDINGS had at the hearing of the above-entitled matter, held in Building A, Auditorium, of the Kane County Government Center, 719 South Batavia Avenue, Geneva, Illinois, on the 17th day of September, A.D. 2003, at the hour of 4:00 p.m.

MS. PERRY: My name is Lillian, L-i-l-l-i-a-n, Perry, P-e-r-r-y, from the office of State Representative Chapa, C-h-a-p-a, LaVia, L-a-V-i-a, 83rd District.

Address is 8 East Galena Boulevard, Aurora, Illinois, 60506, suite 240.

What I wanted to say is, that it seems as though ... that the population growth between now and 2030 is going to be larger than the employment growth

And I was wondering if they had anything in mind or anything ... any plan on the board by which to address that issue, I mean the drawing board to address that issue.

As it stands at this point, they don't seem to have anything. So I told them it would behoove them to take a look at that, whomever is supposed to work on that between now and the year 2030; but that was -- I mean, that, to me, that was a key item. I have to -- after going around and reading, that's the real key thing.

The other thing I'm a little worried about is the growth, the land use; that they

use the land in a manner that we're not losing so much of our wetland, our trees between now and 2030. Those are the only key things that I'm really, really worried about.

It seems as though, having looked at the process of water, sewage, and so forth, as far as I can tell, they've just kind of taken care of that. Hopefully that will last. Okay. I guess that's it.

Oh. Well, because of the employment growth being less than the population growth, which means they don't have jobs for those individuals, there's a big gap there, according to the map.

We need hard industry. We need heavy, hard industry in this county. We don't have that. It's gone. We need heavy, hard industry in this valley, and it's gone.

Everything seems to be soft, soft employment, more soft employment than there is heavy-duty employment.

There's no steel, there's no iron. There doesn't seem to be any metal work personnel in this county; very little.

Now, if they bring back railroads and trains, it might solve some of our problem. Railroad and trains, I think, would go much farther solving our employment problem, if they brought back railroads and trains, rather than cars and buses.

They'll put that in here, too, about railroads and trains? There's nothing in this about railway transportation, that's in this, in my packet that I can see.

I'd like to know why they didn't consider railroad transit, even if they just had the electric traffic.

Like years ago, they had what they called the Third Rail that ran from Elgin to Chicago to Aurora. And it's gone. It's needed. You could actually go from Elgin, Illinois, to Wells Street in Chicago in 45 minutes. At one point it was called the Chicago, Aurora & Elgin, at one point. And it just disappeared. It just went.

I'm going to go ask this gentleman why rail transportation ...

(Whereupon, at 7 p.m. the above-entitled matter was concluded.)

I, REGINA MARIE JAMELL, Certified Shorthand Reporter No. 084-03217, do hereby certify that the said Report of Proceedings at the hearing of the above-entitled matter was taken at the time and place aforesaid; that the statement given by said person was reduced to writing by means of shorthand and thereafter transcribed into typewritten form; that the foregoing is a true, correct, and complete transcript of my shorthand notes so taken as aforesaid.

I further certify that I am not in any way related to any of the participants in this Report of Proceedings, nor am I in any way interested in the outcome thereof.

IN TESTIMONY WHEREOF, I have hereunto set my hand this 12th day of September, A.D. 2003.

Marie CSR

License No. 084-03217

Upper Fox PPA Public Forum 10/29/03

Attendees:

Mike Hall	Engineer	City of Elgin
Tom Wajda	Trustee	Gilberts
Ron Rudd	Village Engineer	Carpentersville
Joe Cavallaro	Village Manager	West Dundee
Larry Keller	Village President	West Dundee
Stephen Pickett	Village President	Sleepy Hollow
Jan Ward	Senior Planner	Elgin
Jamie Bowden	Village Manager	East Dundee
Jeff Mihelich	Asst. Village Mgr.	Algonquin
Bill Ganek	Village Manager	Algonquin
Karen Ann Miller	Planner	KC Development Dept
Brian Fairwood	Associate	Transystems

- IL 31 has congestion and capacity issues in this area
- Northeast Kane County in general has severe congestions issues
- Data in and out of the county (trips) was established from the CATS 1990 Household travel survey. There are older numbers for Cook and McHenry Counties
- E-W movements are becoming very difficult
- There is a need to add more bridges, and there is a desire to look at more local bridges, and there were comments about the need for Longmeadow to be a local bridge crossing
- There were concerns about IL 31 and IL 72 and how there are no additional improvements at intersections
- IL 72 is being addressed
- Randall – highest growth area is here
- There is approximately $347 million in roadway projects currently
- Concerns about IL 47 corridor issues
    - No planning studies currently
- There needs to be more transit outreach from Pace e/employers
    - Big Timber and Randall Road – need commitments
- Pace: ADA services – meetings w/each municipalities/presentations (Heather Tabbert will be conducting follow up and arrange meetings)
- The County is also initiating a Regional Paratransit Council
- Funding becomes the major issue
    - Impact fees discussion
    - Needs recurring revenue source
        - Sales tax referendum is a possibility
        - Surveys in Lake and Kane County show that Transportation is the #1 concern in Lake and the #2 concern in Kane

- Stressed the importance of bicycle/pedestrian facilities. Please ensure that the County's efforts don't drop due to funding constraints
- Serious issues in Algonquin
- Randall/Orchard crossing plan
- Discussion about developer contributions
- Next Steps in the planning process. Communities and the County will meet again in the beginning of 2004 to review modeling efforts and some initial alternatives to address deficiencies

Tri-Cities Planning Partnership Area

Minutes of the
Kane County Department of Transportation
2030 Public Forum - Batavia, Illinois

October 30, 2003

The Kane County Department of Transportation held an open forum meeting on Thursday, October 30, 2003, at 10:00 a.m. in the Batavia Public Library, Batavia, Illinois.

Present: Kane County Department of Transportation Asst. Director Tom Rickert, Planning and Program Mgr. Heidi Files; Co-op student Jessica Beacon. Also in attendance:

Dick Untch, Dir. of Geneva Community Development
Tom Talsma, Dir. of Geneva Public Works
Dan Dinges, Geneva City Engineer
Steve Persinger, President, Geneva Park District
Michael Kirschman, Geneva Park District Manager
Peggy Condon, Geneva Park District Commissioner
Greg Chismark, St. Charles City Engineer
Carol Schoengart, Village of Wayne Liaison
Mary Richards, Kane County Board Member
Kai Tarum, Dir. of Batavia Planning & Development
Rick Smeaton, Batavia Planning and Zoning
Noel Basquin, Batavia City Engineer
Jim Eby, Dir. of Planning & Development, Batavia
Doug Breunlin, V.P., Robert Anderson & Associates
Rob Borcheck, Director, A.I.D.
Karen Miller, Kane County Development Dept.

1. Welcome

Kane County Planning Program Manager Heidi Files introduced herself and explained the Kane County 2030 Transportation Plan (the "2030 Plan") was to introduce the county's planning process to the communities, discuss the goals and strategies of the county's transportation plan and to receive input from the municipalities. Community representatives introduced themselves.

2. Kane County Presentation

Ms. Files presented a PowerPoint presentation discussing the strategies and goals for the 2030 Plan. She asked representatives to think about the deficiencies in their own communities, talk about local transportation plans and their needs. Asst. Dir. Rickert explained the Transportation Department will be reviewing the NIPC numbers within the modeling system and he expected to understand the deficiencies in the roadway system by November/December. Currently, a significant amount of new roadway was planned for the northwest and southwest sections of the county. In cooperatively planning with the communities, Rickert believed significant issues were trying to be addressed.

3. Community Comments

Ms. Kai Tarum, City of Batavia, believed it was important to first address the discrepancies of population centers as compared to employment centers. Kane County Planner Karen Miller indicated the county was addressing those types of issues and was also encouraging residential development closer to jobs. Discussion followed on NIPC's "Paint the Town" program and the notion that many of the high growth municipalities feel their goal is to obtain the projected rooftops and, in doing so, the retail and jobs will come. KDOT staff indicated that even based upon the estimated growth and the various projections, the impact fee program was $347,000,000 for the next ten years. However, only $26,000,000 would be raised over the next ten years, causing major corridors to be prioritized and the

possibility of working with developers to address actual impacts. Conversation was raised that it will be important for the county to communicate and educate to the larger municipalities the goals of the transportation plan.

Dir. Rickert conveyed that most of the Tri-City boundaries had been determined and the Tri-City municipalities now held a different philosophy as compared to rest of the county. Near the north part of the county, monthly interaction occurred between the various planning staffs of the different counties. Rickert explained that much of the growth occurring along Route 47 was due to traffic traveling to Interstate 90 and, that after reviewing the modeling efforts, most of the growth would continue to come from Kane County. Once the traffic filled to capacity on Kane County roads, Rickert explained that some of those trips would end up returning back to northern portions of the county. A number of attendees suggested that it would be beneficial to determine the employment and growth centers in DuPage County to see what was occurring in the area and to compare the information to Kane County, wherein Rickert agreed the information would be beneficial but explained much of the travel was heading east toward DuPage County where higher paying jobs were located versus the Randall Road Corridor where jobs were growing but were more service-oriented.

A general dialogue centered on the noticeable increased roadway activity in the Oswego/ Plano/Yorkville area and the number of issues which came with that activity. Ms. Files spoke of the county's involvement with Yorkville, Oswego, and Montgomery and how they were addressing their model traffic figures. Because there was a shortage of funding, Dir. Rickert emphasized that developers will be required to fund road improvements.

On the topic of public transportation, Ms. Tarum (Batavia) said her city has been investigating public transportation to promote Batavia's downtown; however, the issue was whether enough density existed to provide the public transportation and convenience to the public. Per the question of whether NIPC was aware of the density figures, Rickert explained the county would be looking at density figures to determine what was eligible for transit. Additionally, because funding shortages existed, Rickert explained Metra would be focusing on its Star Line service over the long-term. Discussing the PACE program, it was noted that PACE will be decreasing or rerouting some of its service routes in the Fox Valley, since on average only 5% of the population utilized the service. Rickert did not foresee the transit issues changing but did see an opportunity for those townships growing in size to opt into providing various dial ride services and adding VIP services to their communities.

Mr. Persinger, Geneva Park District asked that when KDOT looks at placing roads for the future that it not look at open space owned by government agencies as a way to get through to another area. Geneva's open space was not purchased to allow for highway transportation. Dir. Untch, Geneva Community Development, agreed with Batavia's earlier comment about the discrepancies of population growth and employment growth figures and questioned whether an opportunity existed to look at and discuss the consequences of the growth as it relates to new highway facilities being built along arterial routes and whether barriers would be created by intensified facilities, etc. as well as the impact on community character. Rickert explained the county was trying to address those issues but it was a sensitive topic. Mr. Untch emphasized the importance of county development staff and KDOT staff working together to become an advocate in educating the municipalities and the public on the consequences coming. The matter needed to be a priority with the communities as well as the consistent driving force behind the 2030 Transportation Plan. He agreed it may be a challenge with some cities.

County development planner Karen Miller indicated the county development department was in the process of visiting the municipalities in educating and working with them to discuss their development plans, their consequences, and to assist in creating their comprehensive plans. Miller discussed the challenges, including the fact that some municipalities do not want to grow, do not want

county involvement, and that village boards do have turnovers. Rickert agreed education was a priority.

A short conservation followed regarding the limited funding arriving for the Sterns Road Bridge.

Ms. Schoengart, Village of Wayne liaison, inquired as to what type of employment was being considered for the growth areas. Dir. Untch explained Geneva was in the process of looking at light industrial and office/research employment growth in its industrial park, to be fed by the western edge of DuPage County and the eastern portion of Kane County. Batavia recently had a manufacturing business come in with 200 high paying jobs and its employee base was mainly coming from Elgin, Aurora, and some far western areas. Batavia was also looking to increase its white collar jobs and increase the number of residents who work in town. Discussion followed regarding the high prices of residential property in Geneva and the fact that it was keeping potential employees out of the area. Therefore, the city was looking to incorporate pockets of affordable housing. Another issue in Geneva was the tear down/in-fills issue. The Village of Wayne was seeing its employees traveling to Chicago or DuPage County and Ms. Schoengart inquired as to what types of future jobs would be coming to the northern part of the county where much of the activity was occurring.

4. Wrap Up

Dir. Rickert closed the meeting by running through the expected timeline, stating he expects by mid-January the transportation department will be meeting again and presenting its modeling figures and discrepancies. He agreed the county and communities had to look at the transportation issues holistically. Lastly, the participants were directed to forward their comments or questions to Ms. Heidi files at the Kane County Department of Transportation. Rickert would follow up with contacting CH2 Hill, per a request.

(Meeting ended at 11:20 a.m.)

Respectfully submitted,

\s\ Celeste K. Weilandt
Celeste K. Weilandt, Recording Secretary

West Central Area PPA Meeting
11/4/2003

Attendees:

Michael Yagen	Virgil Township
Pat Schulberg	Elburn
David Morrison	Elburn
Karen Miller	Kane County Development Department
Jean Hardt	Village of Virgil

Elurn Comments:

- Elburn desires increased bicycle/pedestrian accommodations
- There are problems with pedestrians crossing IL 47
- Elburn – 2 most expensive roads are gravel – need to add gravel and grade it every three months
- Elburn – when will IL 38, 64, and Keslinger be 4 lanes?
- All of IDOT's money is spent for next 8-10 years
- Tom Rickert - Roadways are the main primer for economic growth
- Elburn wants to look at an IL 47 by-pass. If Anderson is a by-pass option, they should talk to Poulte. The current thought is that Keslinger East of IL 47 to Anderson north will be the Village's by-pass. The Poulte project needs to be designed to accommodate the by-pass option.
- There is new information that some of Metra's new stock can't go over the Fox River in Geneva. This is concerning.
- Elburn said that the future of the transportation system depends on funding that is not available
- Questions about IL 47 and I-88 full interchange?
    - Issue of $25 mil
    - Need to take out whole bridge at an $8 million cost
    - $20-30 per interchange usually – communities usually have to pay for it
- Tom Rickert – Prairie Parkway – we need to be planning for the possibility but look at consequences and convenience. There will be an increase of traffic on county and state roads if it were to be built.
- The Prairie Parkway would change the land use in the western area of the County
- Elburn – growth is coming anyway, Metra is only serving it 2-3% of Kane County residents use transit
- Good school districts and service (open space, libraries) draw people to area, NOT TRANSPORTATION
- Anderson Road overpass is needed
- Bunker and LaFox underpass is needed

Virgil Township Comments:

- Receiving impact of growth from DeKalb County traffic coming into Kane for employment
- There is no money because there is no growth in the township, but the township deals with external growth, and doesn't have money to maintain its own roads. The township is taking hard surface back to gravel
- When Fakroddin was County Engineer there was usually a one million dollar surplus and the County gave extra money to Townships. Nowthe County's budget is so tight and there is no more money for townships
- The Township recently saw a 4 year incremental increase in tax rate with a referendum
- Looking to pass another referendum to address transportation needs, but it is not likely to pass
- Hurting from no growth policy in the west
- There is a need for different funding structure for roadways
- Gravel roads are the most expensive to maintain
- Will IL 47, IL 38, and Keslinger ever be 4-laned?

Aurora Planning Partnership Area

Minutes of the
Kane County Department of Transportation
2030 Public Forum - North Aurora, Illinois

November 5, 2003

The Kane County Department of Transportation held an open forum meeting on Wednesday, November 5, 2003, 10:00 a.m. at the North Aurora Messenger Public Library, North Aurora, Illinois.

Kane County Department of Transportation staff included Tom Rickert, Assistant Director; Heidi Files, Planning and Program Manger; Bike Trails Planner Heather Tabbert; Co-op student Jessica Beacom.

Also in attendance:

Mark Ruby, Village Mayor, North Aurora
Dan Dembinski, PACE
Bill Spaeth, City of Aurora, Community Development
Fred Burgess, Aurora Township Highway Commissioner
Amy Fufori, Village of Montgomery, Planning
Pete Wallers, Engineering Enterprises, Consultant
Karen Miller, Kane County Development Department

1. Welcome

Kane County Planning Program Manager Heidi Files introduced herself and discussed that the Kane County 2030 Transportation plan was to introduce the development process, the goals and the strategies of the county's transportation plan and to receive input from the municipalities and townships. Community representatives introduced themselves.

2. Kane County Presentation

Ms. Files presented a PowerPoint presentation discussing the strategies and goals of the 2030 Transportation Plan. The Transportation Department plans to create a draft of the Transportation Plan by March 2004 with final adoption by summer, 2004. Ms. Files pointed out the various maps in the room which coordinated with the plan, noting the northern part of the county would be significantly impacted.

3. Community Comments

Mayor Ruby (North Aurora) discussed his concerns about commercial development along the Prairie Parkway and whether the county considered the issue. Ms. Files indicated that figures showed the parkway could bring in more traffic and that the county did have concerns about commercial development along Prairie Parkway. However, the county 's land use map was portraying the land as agriculture and she believed the county would maintain the parkway as agriculture. Mr. Ruby raised discussion about the parkway designs developed during the 1930s whereby commercial development was kept off the parkways approximately one mile but the land use was kept. Mr. Burgess (Aurora Township Highway Commissioner) suggested the county review the Prairie Parkway to see its relationship to Interstate 39, the feeders into it, fixing existing infrastructure and future designs of infrastructure to handle the traffic). Mr. Burgess agreed better communication was necessary between all the players and that priorities be set together. Ms. Files concurred and explained the county has begun in the last couple of years to bring in the municipalities together to align their transportation

plans with each other. Mr. Ruby suggested that while there has been much focus on major corridors and diffusing traffic, it may be wise to review bridges and utilizing the grid network system.

Ms. Files handed out the SAM (Sugar Grove, Aurora and Montgomery) Area Recommended Plan which she explained was a draft grid network for Kane/Kendall Counties in order to focus on removing the local trips off of the regional arterials by providing a network of collectors which would serve local developments. Mr. Spaeth (Aurora Planning) believed Hankes and Deerpath should not be considered major roadways. The City of Aurora would like to see Hankes Road connected to Indian Trail as an east/west corridor and to remove stress off of Galena Boulevard. Additionally, Mr. Spaeth assumed the roadways around the airport would be collectors wrapping around east and west ends. He suggested that Gordon Road not be directed over Densmore. He also asked to reclassify Gordon Road. Mr. Spaeth indicated he would speak to Kimball Hill on another alignment at Gordon and Prairie Streets. Mayor Ruby suggested that by adding a bridge at Sullivan and the Fox River, an opportunity exists for gridwork roads after crossing the tollway. Mr. Spaeth expressed concerns in the area of Orchard and Galena and traffic traveling up Hankes, then north to Deerpath to get to Oak.

Conversation centered on Metra's plans. Ms. Files explained that Metra was planning to hold off construction on the Sugar Grove extension, wherein it was suggested that the map not reflect the Metra Station off of Prairie Street. Discussion was raised that it may be cost effective to use supplementary transportation in addition to Metra transportation and install Park and Rides to reduce traffic. Mr. Ruby explained Aurora and North Aurora were in the process of rerouting Deerpath with a different configuration to Tanner Road. He indicated major traffic and safety issues were coming off of Mill Creek and much of the traffic was coming down Nelson Lake Road. (Ruby shows the realignment on the map to Ms. Files). Ms. Files indicated it may be necessary to have another meeting to review these comments. Lastly, it was mentioned that Indian Trail had the potential to become a major collector road and that the map should reflect the road classifications as they enter into the discussed area.

Regarding public transportation, Mr. Dan Dembinski, with PACE, explained PACE was developing a study which would be out for bid in January and which would include transportation routes and impacts in the Fox Valley area, Naperville down to Route 55, the area south of North Aurora, and Montgomery. The study will look at current structures, ways to improve them, how to utilize other Park and Rides, and incorporate bikeway paths. Per Mr. Ruby, the City of Aurora has met with a number of agencies to discuss its bikeway plan; however, Aurora would like to connect a pedestrian path from the Prairie Path to the river trails and head west to Lake Run, like the county's bike plan.

Ms. Files further explained Metra plans for the Star Line route, utilizing the old EJ&E line with stations on the eastern edge of Elgin, Bartlett, and Aurora. Per a question, she explained most of the current infrastructure existed and funding would begin shortly. Planner Tabbert explained Kane County has been involved with the municipalities regarding the Star Line route. Discussion followed on how the railroads were working with Chicago regarding freight routes and that it may be beneficial to tie in with the Star Line to reduce some railroad congestion.

Ms. Files briefly explained how the SAM Area Recommended Plan was determined from a county-wide assessment of traffic and development trends done in 2000. She also spoke about how the county was working on an impact fees development program and through the impact fees, the county would be looking at a comprehensive road improvement program, possibly out to 2020. However, $400,000,000 of roadway projects existed and if the county were to adopt the impact fees program, it would only amount to $2.6 million dollars per year or $26,000,000 over ten years and a shortfall remained. Mayor Ruby supported increasing the gas tax such as DuPage County and asked whether the county considered the same. Ms. Files indicated the county was looking at its options to increase revenue. More specifically, on December 11, 2003, KDOT, along with the county board

members, would be meeting to discuss funding issues and the impact fees program. (Ms. Fufori, Montgomery Planning and Consultant, Mr. Wallers arrive.) (Asst. Dir. Rickert arrives.)

4. Wrap Up

Ms. Files closed by explaining that by mid-January the department will be meeting again and present the modeling figures. She asked that comments and questions be directed to her at the Kane County Department of Transportation.

(Meeting ended at 11:00 a.m.)

Respectfully submitted,

\s\ Celeste K. Weilandt
Celeste K. Weilandt, Recording Secretary

Campton PPA Meeting Notes
11-20-2003

Julia Glas	Campton Administrator
Karen Miller	KC Development Department
Sam Gallucci	Campton Highway Commissioner
Susan O'Neil	Elburn Herald

Township Comments:

- There is a need for a bus system for Seniors and other members of the public, even if its just on major arterials – people must go east for their jobs
- There will be a large increase in traffic due to the Metra extension and new station in LaFox, and this will have a large impact on the Township. A lot of people whp now go to Geneva for the train, will be going to the new station in LaFox. There is a need for a park and ride
- Work needs to be done at the intersection of LaFox and IL 38. There is constant traffic form 5:30am on.
- When planning subdivisions, please consider the pedestrian element. This needs to be a priority.
- Get school districts to help plan a walkable system – that will reduce the number of trips on the roadway system
- See if school districts will change hours so their commute times are not the same as the people going to work
- Major bus safety issues – look at traffic flow patterns – the township is especially concerned with School Bus safety on Brown Road. The children have no where to stand on the side of the roadways
- Campton Township will have a lot of thoroughfare impact because of new train station
- Anderson was not built to carry traffic from IL 64 down to train station
- Signal at IL 38 and Anderson is needed as soon as possible
- Citizens do anything to avoid Randall Road
- In the future its possible that Randall will keep flow convenient to get to stores or just be such a hassle that customers will stop coming
- People moved here for the rural aspect and are frightened by all the growth – they don't want all the convinces, they want it quiet

Karen Miller

- Randall Road can be used as a lesson that business needs to be brought into downtown

Sam Gallucci

- IL 59 and IL 53 were supposed to serve as a lesson, but Randall still copied it

Julia Glas

- There needs to be a separation between thoroughfare and commercial areas

- Il built, Prairie Parkway will become a magnet for commercial buildings
- We don't have a lot of influence on IL 47 because it is a state route
- How does traffic on Randall compare to traffic on IL 59?

Southwest Planning Partnership Area

Minutes of the
Kane County Department of Transportation
2030 Public Forum - Waubonsee Community College
Sugar Grove, Illinois

November 6, 2003

The Kane County Department of Transportation held an open forum meeting on Thursday, November 6, 2003, 10:00 a.m. at Waubonsee Community College, Sugar Grove, Illinois.

Kane County Department of Transportation staff in attendance included Transportation Director Paul Rogowski; Planning and Program Manger Heidi Files; Transportation Planner Heather Tabbert; Co-op student Jessica Beacom. Also in attendance:

Sean Michels, President of Sugar Grove
Scott Buening, Sugar Grove Community Development Director
Joseph Wolf, Trustee for Sugar Grove
Joseph Wywrot, Yorkville City Engineer
David Trlbak, Big Rock Township Highway Commissioner
Fran Klaas, Kendall County Engineer
Andy Myers, Kendall County Asst. Engineer
Ron Naylor, Sr. Program Mgr. for Engineering Enterprises
Karen Miller, Kane County Development Department
Bill Wyatt, Kane County Board member
Tom Runty, Kaneland School District
Celeste Weilandt, Recording Secretary

1. Welcome

Kane County Planning Program Manager Heidi Files introduced herself and discussed that the Kane County 2030 Transportation Plan was to introduce the development process, the goals and the strategies of the county's transportation plan and to receive input from the municipalities and townships. Community representatives introduced themselves.

2. Kane County Presentation

Ms. Files presented a PowerPoint presentation discussing the strategies and goals of the 2030 Transportation Plan and discussed the various agencies government involved in the process. Maps in the room were pointed out by Ms. Files. Attendees were asked for their input.

3. Community Comments

Sugar Grove Village President Sean Michels discussed the heavy traffic coming from the Lakewood development and from the Menards distribution facility into Yorkville and the need to extend **Eldemain** north and to wrap it around to the village's municipal driveway Additional traffic was moving toward Interstate 88 and the intersection at Dugan Road and Route 30 needed revision, since he believed Dugan Road was not intended for high volume traffic. Mr. Michels suggested lining up Aldamain with the municipal drive to the south. Regarding the T-3 project, Yorkville widened Route 47 down to Base Line Road but due to the railroad/bridge costs involved, Mr. Michels suggested that Kane and Kendall Counties as well Yorkville, Plano and Sugar Grove work together to coordinate their transportation issues on that issue. As to Gordon Road heading south, he suggested linking it up with Route 30. Currently, Yorkville was working with Kimball Hill Homes which was planning to construct a bridge over the railroad tracks at Gordon but due to the existing traffic on Route 47 and Orchard it was suggested that Kane County do what it could to pick up the

transportation right-of-way for the extension of Gordon Road. Mr. Michels suggested that the municipality may need to take over as the property on Gordon Road gets annexed.

Yorkville Engineer Wywrot agreed traffic was an issue and explained intensive development pressure on Route 47 was occurring and south on Base line Road. Many developers were looking to develop there and east to Dixon Road. A transportation plan existed for the southwest corner of Base Line Road and Route 47. Traffic was also an issue at Base Line and Galena. Mr. Michels inquired as to the traffic projections on Route 47 wherein Kane County Transportation Dir. Rogowski indicated State data on the traffic counts was available. Dir. Rogowski discussed the importance of the cooperative efforts of all three agencies (the counties, villages and the State) and that an opportunity existed to work together now rather than deal with the issues later. However, funding would be an issue.

Responding to a question Ms. Files explained the 2030 Transportation Plan would include the entire roadway system, transit, bike/pedestrian paths, interchanges, collector network information and address the deficiencies and the improvements for those deficiencies.

Mr. Michels (Sugar Grove) was supportive of a future Metra site in Sugar Grove and asked for the latest developments, wherein Ms. Files indicated the county was not working with Metra regarding a Sugar Grove station. Instead, Metra was focusing on its Star Line system in the 2030 Plan. Ms. Files did indicate, however, that the County had good relations with Metra and that Metra would be reviewing the county's transportation plan. She would follow up on the matter for Mr. Michels.

Dir. Rogowski continued discussion on the Dauberman bridge explaining that the county plans to continue working on its Phase 1 plan. The Outer Belt would be shown on the map. Currently no funding was available for Phase 2 (construction). Mr. Michels asked whether grant assistance by the county was available, wherein Ms. Files explained the county was available to assist with the writing of grants but funding was competitive currently. A comment was made to place the grant information on the county's web site.

4. Wrap Up

Ms. Files closed by explaining a comment form was available and to forward all comments directly to her within the next month and a half. Dir. Rogowski also suggested that separate workshops among the various agencies may be beneficial to move matters forward cooperatively. He emphasized the plan was a working document; others agreed. Discussion followed on the importance of preservation of right-of-ways and to address the needs now since they were evolving. Yorkville agreed that the "SAM" process/framework already worked well.

Lastly, Ms. Files discussed the shortage of funding occurring, impact fees in general and the benefits of meeting with the agencies in small workshops.

(Meeting ended at 10:50 a.m.)

Respectfully submitted,

\s\ Celeste K. Weilandt
Celeste K. Weilandt, Recording Secretary

Northwest Planning Partnership Area

Minutes of the
Kane County Department of Transportation
2030 Public Forum - Huntley, Illinois

November 13, 2003

The Kane County Department of Transportation held an open forum meeting on Thursday, November 13, 2003, 10:00 a.m. at the Huntley Village Hall, Illinois.

Kane County Department of Transportation staff included Asst. Director Tom Rickert; Planning and Program Manger Heidi Files; Planning Liaison Heather Tabbert; and Co-op student Jessica Beacom. Also in attendance:

Chuck Sass, Huntley Village President
Carl Tomaso, Village Administrator, Huntley
Bill Blecke, Village Engineer, Huntley
Ken Kelgard, McHenry County Highway Dept.
Pat Schroeder, CATS Planning Liaison, McHenry County Council of Mayors
Jeff Young, McHenry County Highway Dept.
Craig Casper, Wilber Smith Associates, for McHenry County Transportation
John Whitehouse, Engineering Enterprises for Village of Burlington
Brad Sanderson, Engineering Enterprises for Village of Hampshire
Nancy Chapoton, Baxter & Woodman
Kay Kummerow - Village of Gilberts, Plan Commissioner
Jim Bassett, Consultant, Pingree Grove
Verne West, Village President, Pingree Grove
Al Maiden, Consultant for Pingree Grove
Tim Miller, CH2M Hill Consulting
Steve Swanson, Superintendent, School Dist. 158
Mike Ripmeyer, Asst. Superintendent, School Dist. 158
Karen Miller, Kane County Development Department
Carol Quandt, Hampshire resident
Celeste Weilandt, Recording Secretary

1. Welcome

Kane County Planning Program Manager Heidi Files introduced herself and discussed that the Kane County 2030 Transportation plan was to introduce the development process, the goals and the strategies of the county's transportation plan and to receive input from the communities. Community representatives introduced themselves.

2. Kane County Presentation

Ms. Files presented a PowerPoint presentation discussing the strategies and goals of the 2030 Transportation Plan. The Transportation Department plans to return back in early January 2004 with municipality comments and create a draft of the Transportation Plan by March 2004 with final adoption by summer, 2004. Asst. Dir. Rickert spoke of NIPC'S traffic projection figures for 2030, including 150,000 in new growth population, 54,000 new rooftops, and over 500,000 new traffic trips.

Asst. Dir. Rickert addressed those points that the Transportation Department was focusing on specifically to coordinate the initiatives of the various municipalities, explaining that the typical "travel desire band" will continue to flow to Chicago or to DuPage County where the new jobs were located. He stressed the importance of communication among the communities and their needs. Various maps in the room which coordinated with the plan were pointed out, noting the northern part of the county would be significantly impacted by traffic.

3. Community Comments

Per a question, an overlay of the Illinois Dept. of Transportation ("IDOT") interstate system would be incorporated as part of the 2030 regional transportation plan but due to fiscal constraints, parts of the Prairie Parkway would be pulled out of the 2030 plan and only that portion south of I-88 would exist. Asst. Dir. Rickert conveyed the recent discussions with McHenry County and Huntley concerning the Longmeadow Parkway extension connecting to just north of Bolz Road to Route Illinois 25 and to Illinois Route 62 west. A proposed concept was to utilize Kreitzer (phonetic spelling) Road (Rickert shows on the map.) to connect to the Algonquin Road extension. A resident raised a question of whether another toll exit off of I-90 at Briar Hill Road would exist due to new subdivision developments, wherein Asst. Dir. Rickert conveyed that tollway exchanges were expensive and the county's current goal was to complete the two tollway interchanges on Route 47, as directed by the Kane County Board. Mr. Sanderson, engineer for Hampshire, explained Hampshire was not pursuing any interchange with the tollway unless there were other discussions going on with the developer. Huntley Village President Sass explained the full interchange at Route 47 could handle the new developments and discussed other routes the traffic could travel to the interstate. Overall, Mr. Sass believed the Route 47 interchange would benefit the entire region.

Mr. Tomaso, Huntley Administrator, explained the Briar Hill Road corridor at I-90 was an important issue with both Hampshire and Huntley and he urged both McHenry and Kane County transportation departments to hold a specific meeting for that corridor area and to discuss how it relates to future traffic impacts. Huntley was near the Del Web development and Hampshire was planning a regional center south of the tollway which would impact Huntley significantly. Therefore, Mr. Tomaso stressed the importance that both government agencies take the lead and coordinate efforts and to not rely on the developers. Dir. Rickert concurred legitimate concerns existed.

Mr. Kelgard, McHenry County Highway Department, inquired as to the proposed six lanes for Randall Road and how traffic was going to be dispersed off of Randall Road and whether Kane County was looking at alternative north/south routes that would tie into the tollway or other roads. Asst. Dir. Rickert explained the county did look at tying in Terrell Road and Galligan Road into the tollway but not enough space existed at Terrell to warrant an interchange. Galligan Road, however, was expected to be a four-lane road. Mr. Kelgard expressed concern about the 2030 projections for McHenry County and the fact that no interchange to the tollway existed in McHenry County and residents were either traveling east to Lake County and/or cutting south to parallel routes to the tollway. Discussion followed how the county was looking at ways t reduce traffic by 10% to 15% off of the arterial roadways and ways to create collector routes, minor arterials and enhancing major arterials as development occurs, which was the purpose of the planning area studies. Asst. Dir. Rickert commented on some of the plans being duplicated to areas west of Route 47. Per Ms. Chapoton's (Baxter & Woodman) question regarding the development off of Galligan and Tyrell, Asst. Dir. Rickert explained Tyrell would not become four lanes south of Route 22 as it relates to the 2020 Plan, however it would have to be reviewed as four lanes with the 2030 projections. School District 158 Supt. Steve Swanson encouraged both counties to work together. He suggested that a light be installed at the intersection of Square Barn Road and Huntley Road since the school district's transportation center would be opening up next summer on Square Bard Road. He also had concerns about development in the southwest portion of the school district and asked the county to keep him posted of changes since the district would be filled to capacity.

Discussion followed as to how Huntley and Hampshire were charging additional impact fees to the developers and still requiring developers to install major roads. Per Asst. Dir. Rickert, 10-year projections were showing that Kane County would have over $400,000,000 of roadway improvements of which $342,000,000 was eligible for impact fees, but Kane County could only collect $2.6 million dollars per year or $26,000,000 over the ten years. A shortfall remained. Approximately $500,000 a year existed for capacity improvements. Therefore, partnerships among the communities were necessary.

A representative from Pingree Grove discussed the need for a north/south arterial road from Route 72 to Route 20 and was concerned about the development of the central area of Pingree Grove. Another concern was the long-range plan for a future grade separation at the railroad track alignment and the impact to the environmental corridor to the south. (near the Kornack building.) Asst. Dir. Rickert agreed and discussed those efforts being taken by the Kane County Forest Preserve currently but indicated the opportunity for preservation may be gone.

Discussion followed regarding Lake County's efforts to thwart development, wherein Mr. Miller, of CH2Hill, explained Lake County tried to limit development, but it still occurred and it placed more burden on the existing infrastructure and facilities since the infrastructure was already built out. He believed Kane County was addressing the issue now before it got out of hand. Mr. Whitehouse of Burlington, on the other hand, believed that until impact fees were high enough to cover all improvements and services, the demand for housing would always exist. Another matter he commented upon was the fact that the developments occurring among the "bedroom" communities along the eastern edge of DeKalb County were utilizing the infrastructure of Kane County and the county should consider the impacts from those towns. Mr. Miller, with CH2Mhill, added that external traffic counts into the county were taken into consideration when conducting studies and that he did meet with municipalities in the various counties to discuss their comprehensive plans. More recently, he met with the McHenry County Development Department, Highway Department, and CATS to understand where those agencies anticipated growth.

Conversation then centered around the fact that Kane County recently included public comment in its Planning Partnership Area meetings and was focusing on the 10 Smart Growth Principles. Per Kane County development planner Karen Miller, the county has been inviting villages, developers and the public to participate in the Making It Work workshops in order to educate everyone involved. Out of the PPA meetings, Ms. Miller indicated the county was seeing more communication among the communities. Asst. Dir. Rickert reiterated that the NIPC projections were not goals to be achieved by the communities and the principles needed to be reviewed in order to maintain good relationships. He further explained that the Woods and Pool projection figures were also reviewed in addition to NIPC's projection figures and both figures were close in percentages.

A conversation was raised regarding rail and mass transit and whether it could reduce traffic off the roads, wherein Asst. Dir. Rickert conveyed only a small percentage of the population wanted transit. However, he indicated the county would continue to review transit issues but fiscal constraints existed. Furthermore, Metra was planning to focus on its Star Line route which utilized the old EJ&E line. Concern about the reduction of the PACE bus routes was also noted. Per Rickert, the county would continue to look at efforts to create developments which accommodate mass transit and to look at bike/pedestrian connections and to incorporate them with roadway improvements.

4. Wrap Up

Asst. Dir. Rickert thanked the communities for attending the forum and asked them to fill out the comments section of the handout and to forward comments/questions to Ms. Files at the Kane County Department of Transportation.

(Meeting ended at 11:43 a.m.)

Respectfully submitted,

\s\ Celeste K. Weilandt
Celeste K. Weilandt, Recording Secretary

Elgin Area PPA Meeting Notes
11-19-2003

Gordon Smith	IDOT
Dan Walter	Kane County Board
Jan Ward	City of Elgin
Mark Biernacker	City of Elgin
Karen Miller	Kane County Development Department
Rich Hirschberg	Concerned Citizen
Kay Kummerow	Village of Gilberts
Paul Bednar	Consultant
Steve Super	Village of South Elgin

Mark (Elgin) –

- Western growth identifies the need to improve US Route 20
- Projections will occur in the area, may occur sooner than 2030
- Randall and 47 are the only north-south arterials. There is a need for another N-S arterial in the area
    - Corron Rd use to relieve N-S traffic N from Bowes to Russell to I-90
        - Ensure coordination among agencies. Currently, the alignment is blocked by newly acquired Forest Preserve property
    - Elgin would like to identify Prairie Parkway Northern corridor in the 2030 Plan so that municipalities can ensure the preservation of ROW in the future as development occurs
    - US 20 is severely congested. If more N-S links are created, some congestion on US 20 may be alleviated
    - Please put the Prairie Parkway line and Corron Road extension on 2030 Plan

Gilberts

- Shales Parkway and US 20 operates very poorly. Severs congestion exists along US 20, especially at Shales Parkway.
- Will flex time ever have an impact on the transportation system? Can the institution of flex time reduce congestion in this area? Flex time could reduce peak hour traffic, so that not everyone is gong to work at the same time.
    - Also recommended Van pools, telecommuting, etc.

Paul Bednar

- Concerned about the intersection of Plank and Coombs Road – not safe and congested
- Plank Rd and Burlington realignment is needed? When will it be implemented?
- Are there any other communities collecting Impact Fees?
    - Some agreements – about 6
        - Elgin has adopted Impact Fee ordinance

- Prefer additional N-S links as opposed to one 8-lane highway carrying all the traffic
- Wants the western north-south alignment on the plan

Dan Walter

- Concerned about congestion on US 20
- Regional bridge plans may help take some of the burden off of US 20
- Comment to IDOT – please assist with bridge crossings to keep them moving

Public Involvement Round 2

KANE COUNTY
DIVISION of TRANSPORTATION

Paul G. Rogowski.
Director of Transportation

Carl Schoedel, P.E.
County Engineer

41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

DATE: January 5, 2004

TO:

	FAX #:
Courier News	847/888-7836
Beacon News	844-1043
Daily Herald	847/608-0849
Kane County Chronicle	232-4962

COMPANY:

FROM: Heidi Files, Manager of Planning and Programming

PAGES: 2

SUBJECT: Public Meeting Notice

COMMENTS: Please publish the attached during the week of January 5th. Please publish again a week before each meeting date.

Thank you.

3 columns x 6" ad

Sent by hh Date 1/5/04 Time 8:35

Kane County Division of Transportation

December, 2003

Kane County 2030 Transportation Plan

Kane County is in the process of developing the County's 2030 Transportation Plan. The purpose of the plan is to determine major transportation projects, guide transportation decisions and identify resources to implement transportation projects. The County is seeking public comment throughout the Plan Development Process and offers information about the process on the Kane County Division of Transportation's Web Site at www.co.kane.il.us/dot. The County is expecting to complete a draft of the plan in March and bring the plan to the County Board for adoption in the summer of 2004.

Upcoming Opportunities for Local Agencies and Members of the Public to Get Involved in the 2030 Transportation Plan Process

A series of forums were held in each of the eight Planning Partnership Areas to review the planning process, the socio-economic forecasts and discuss existing transportation system deficiencies and concerns with local agencies and the public. The next step in the process has been completed. The socio-economic forecasts have been entered into the travel demand model and transportation system deficiencies have been identified. **An evening public meeting/open house and a second series of forums is being held to introduce initial 2030 modeling results and discuss future system deficiencies and the first set of alternatives to address those deficiencies.**

The public meeting/open house will be held on Wednesday, January 28, 2004 from 4:00 p.m. to 7:00 p.m., in the auditorium at the Kane County Government Center in Geneva.

Planning Partnership Area Forums:

Date:	Time:	Area:	Location:
Friday, January 30, 2004	10:00 a.m.	Upper Fox	Randall Oaks Golf Club
Tuesday, February 3, 2004	10:00 a.m.	Aurora Area	North Aurora Public Library
Monday, February 9, 2004	10:00 a.m.	Tri-Cities	Batavia Public Library
Wednesday, February 11, 2004	10:00 a.m.	Elgin Area	Elgin C.C., BCC, Room 123
Wednesday, February 18, 2004	10:00 a.m.	Campton Area	Campton Community Center
Thursday, February 19, 2004	10:00 a.m.	West Central Area	Elburn Public Library
Monday, February 23, 2004	10:00 a.m.	Northwest Area	Huntley Village Hall
Wednesday, February 25, 2004	1:00 p.m.	Southwest Area	Waubonsee C.C., Bodie Hall, Rm. 150

Please call Heidi Files at (630) 406-7308
to confirm your attendance at one of the following
transportation planning forums.

Public Meeting #2

Sign-In Sheet
(Please Print)

Name	Address	Organization
Phyllis E Treadwell	446 So. State Hampshire	Citizen C.A.R.E
NORMAN BOXLEITNER	325 PARK BOX744 HAMPSHIRE	CITIZEN
Tom Rickert	41W011 Burlington St. Charles 60175	
PAUL BEDNAR	16 RUGBY ELGIN, IL 60120	PAUL BEDNAR PLANNING & DESIGN LTD.
Heidi Files.	41W011 Burlington Rd St. Charles IL 60175	KDOT.
Jan Ward	150 DEXTER CT ELGIN 60120	CITY OF ELGIN
Anthony Vitrue	322 West St. SYCAMORE IL 60178	KANE CO WATER RES.
Nate Zimmer		Courier News
GREG CHISMARK		CITY OF ST. CHARLES
MARK KOENEN		"
JAN STRASMA	46W644 ILL. RT 38 MAPLE PARK	CITIZENS AGAINST THE SPRAWLWAY
PAUL & DIANE DAILEY	260 PERSIMMON DR, ST. CHARLES	CITIZEN
JACK PETERSEN		IDOT-LAND ACQUISITION
Peggy Erday	613 Eklund Ave. Geneva, 60134	Geneva citizen

DATE: January 28, 2004
LOCATION: GOVERNMENT CENTER

Public Meeting #2

Sign-In Sheet
(Please Print)

Name	Address	Organization
PAUL SCHUCH	2673 DANFORD WAY, GENEVA, IL	KANE CO. WATER RESOURCES
Mollie Millen	Kane Cty, 719 Batavia Ave, Geneva, IL	" Development
STEVE BASS	8700 W. Bryn Mawr Ave, Chicago 60631	PLANE / WATERL.
ROBERT SILJESTROM	946 DIANE AV. ELGIN	ELGIN PLAN COMM
Heather Tabbert	41W011 Burlington SC. IL	KCCOM
WALTER GUAHOT	44W581 DIETRICH RD HAMPSHIRE IL.	
BILL KECH	61 MAPLE SUGAR GROVE	KANE CO AUDITOR

DATE: January 28, 2004
LOCATION: GOVERNMENT CENTER

Public Meeting #2

Sign-In Sheet
(Please Print)

Name	Address	Organization
Mike Gazzola	8700 W Bryn Mawr, Chicago, IL 60631	Paine Wetzel
JOHN GAZZOLA	"	"
Tom ARMSTRONG	150 DEXTER CT ELGIN, IL 60123	C of Elgin
Bill Tabbert	619 Franklin Dr. South Elgin	citizen
Sam Santell	719 Batavia Ave.	Planning (Kane Co.)
LARRY GABRIEL	309 N. PRAIRIE ST BATAVIA	GENEVA PARK DISTRICT
Wm. L. Green	307 S Jefferson St Batavia	Citizen
STEVE PERSINGER	710 WESTERN AVE.	GENEVA PARK DIST,
Karen McConnaughay	102 Creekside Ct. St. Chas	Kane Cty Board
RON NAYLOR	52 WHEELER ROAD, SUGAR GROVE	ENGINEERING ENTERPRISES, INC.
Holly Hudson	2980 Marshfield Ct, Elgin IL 6012[illegible]23	NIPC

DATE: January 28, 2004
LOCATION: GOVERNMENT CENTER

Public Meeting #2

Sign-In Sheet
(Please Print)

Name	Address	Organization
Dwayne Gillian	11918 Oak Creek Pkwy. Huntley IL 60142	V3 Consultants
Dave Kendall	Wright & Co Downers Grove	

DATE: January 28, 2004
LOCATION: GOVERNMENT CENTER

Kane County Division of Transportation

December, 2003

Kane County 2030 Transportation Plan

Kane County is in the process of developing the County's 2030 Transportation Plan. The purpose of the plan is to determine major transportation projects, guide transportation decisions and identify resources to implement transportation projects. The County is seeking public comment throughout the Plan Development Process and offers information about the process on the Kane County Division of Transportation's Web Site at www.co.kane.il.us/dot. The County is expecting to complete a draft of the plan in March and bring the plan to the County Board for adoption in the summer of 2004.

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Tuesday, February 3, 2004	10:00 a.m.	Aurora Area	North Aurora Public Library
Monday, February 9, 2004	10:00 a.m.	Tri-Cities	Batavia Public Library
Wednesday, February 11, 2004	10:00 a.m.	Elgin Area	Elgin C.C., BCC, Room 123
Wednesday, February 18, 2004	10:00 a.m.	Campton Area	Campton Community Center
Thursday, February 19, 2004	10:00 a.m.	West Central Area	Elburn Public Library
Monday, February 23, 2004	10:00 a.m.	Northwest Area	Huntley Village Hall
Wednesday, February 25, 2004	1:00 p.m.	Southwest Area	Waubonsee C.C., Bodie Hall, Rm. 150

Please call Heidi Files at (630) 406-7308 to confirm your attendance at one of the following transportation planning forums.

S48356

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

In Re the Matter of:)
)
Public Hearing to allow Public)
Comment Regarding the Kane County)
2030 Transportation Plan.)

REPORT OF PROCEEDINGS had at the hearing of the above-entitled matter, taken at the Kane County Government Center, 719 South Batavia Avenue, Geneva, Illinois, on the 28th day of January, A.D. 2004, at the hour of 4:00 p.m.

(The following comment was made at 5:16 p.m.:)

THE COURT REPORTER: Would you state your name and address, please, sir.

MR. KOENEN: I'm Mark Koenen, K O E N E N. My work address is 2 East Main Street, St. Charles, Illinois. I represent the City of St. Charles.

We'd be interested in seeing the synchronal river crossing at the Red Gate Road alignment.

Secondly, we request copies of the exhibits which are posted today in full scale.

No further comments.

Thank you.

(The following comment was made at 5:45 p.m.:)

MR. SILJESTROM: Okay. I have two roles.

First of all, I'm a member of the Planning and Development Commission of Elgin. Secondly, I'm chair of the committee that is redoing the Long Range Comprehensive

Plan.

The Planning and Development Commission looks at current issues that are in the immediate planning process.

The Long Range Comprehensive Plan group attempts to look 20 years into the future.

Our old plan was from 1983 to 2003.

We're seeking to put a plan in place that will offer guidance and leadership in the Elgin area for the next 20 years.

It is particularly pleasing to me to see the County taking the role of leadership in issues such as transportation, over which Elgin has not the degree of control that it would like to have.

We look to the County to offer that leadership, and to include us in the process, so that these broader issues, transportation, overall land use and coordination between various city bodies, would have a place to go to when seeking to have a sense of leadership to help all of us to work through our challenges.

What else?

I really respect the detail that the County has gone through, and support their use of outside consultants.

I think that's important that we have experts from outside of the area come in and take a look at our area and place us in a much greater context, so that the issues, for example, that we in Elgin or Kane County face are put in terms of a perspective of a much broader picture in all the metropolitan area and certainly other communities throughout the nations of similar circumstances.

I urge those forces in Kane County that are involved in planning to continue their efforts and to place new and important emphasis on long-range planning for the entire area.

Thank you very much. Have a good day.

STATE OF ILLINOIS)
) SS.
COUNTY OF DU PAGE)

I, Gary L. Sonntag, Certified Shorthand Reporter No. 84-1003, Registered Diplomate Reporter, a Notary Public in and for the County of DuPage, State of Illinois, do hereby certify that I reported in shorthand the proceedings had in the above-entitled matter and that the foregoing is a true, correct and complete transcript of my shorthand notes so taken as aforesaid.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my notarial seal this 30th day of January, A.D. 2004.

Notary Public

My Commission Expires September 9, 2007.

"OFFICIAL SEAL"
GARY L. SONNTAG
Notary Public, State of Illinois
My Commission Expires 09/09/07

Minutes of the
Kane County Department of Transportation
2030 Public Forum - West Dundee, Illinois

January 30, 2004

The Kane County Department of Transportation held an open forum meeting on Friday, January 30, 2004, 10:00 a.m. at the Randall Oaks Country Club, West Dundee, Illinois.

Kane County Department of Transportation staff included Planning and Program Manger Heidi Files, Planning Liaison Heather Tabbert, and Chief of Planning Carl Schoedel. Also in attendance:

Ron Rudd, Carpentersville Engineer
Steven Pickett, Village President, Sleepy Hollow
Ken Erickson, Vice President, NAI Hiffman
Joseph Heinz, Consultant, G.L. Heinz & Assoc.
Delores Brazas, Hampshire Twnshp. resident
Maryann Dellamaria, Lake Tara Subdivision
Tom Dellamaria, Lake Tara Subdivision
Bill Ganek, Manager, Village of Algonquin
Joe Cavallaro, Village Manager, West Dundee
Jeff Mihelich, Asst. Mgr., Village of Algonquin
Marilyn Geier, resident, Gilberts
R.W. Siljestrom, Elgin Plan Commission
Barbara Siljestrom, resident, Elgin
Kane County Board Member Debra Allan
Kane County Board Member Lee Barrett
Celeste Weilandt, Recording Secretary

1. Welcome

Kane County Planning Program Manager Heidi Files introduced herself and welcomed the attendees. Representatives introduced themselves. Ms. Files reviewed where the Transportation Division was in its development process, noting this meeting was the second round of publicly held meetings. She noted that input received from the last set of meetings as well as the socio-economic forecast, transportation deficiencies, and the alternative transportation improvement strategies were incorporated into the department's major project list. Of particular interest, was the fact that the project list was an unconstrained list of community needs, but the list would have to be prioritized. After that process, the department would review the costs and the financial resource analysis to create a draft plan, which was expected by spring 2004. A third set of public hearings would occur and adoption of the plan was expected by summer 2004.

2. Kane County Presentation

Ms. Files presented a PowerPoint presentation discussing the strategies and goals of the 2030 Transportation Plan ("Plan") as well as the county's mission statement. She discussed the various agencies of government involved in the process. Looking to the maps, she pointed out those areas of traffic congestion which the attendees would be focusing i.e., the northwest and southwest areas of Kane County. Major road projects were highlighted, noting that the department would not address all the projects but the projects were to alleviate the congestion and may not necessarily end up in the final Plan. Metra projects and potential PACE service routes were also highlighted. Attendees were asked for their input regarding the Plan.

3. Community Comments

Mr. Siljestrom, Elgin Plan Commission, asked Ms. Files how the county was rationalizing the position of those who thought the county was spreading urban sprawl and those that believed the county should find solutions to the congestion. Ms. Heidi explained the county was working with developers to provide the necessary improvements before development occurs. However, Mr. Carl Schoedel explained that while the county was planning ahead it was in a reactive mode. The county was not in the position to encourage urban sprawl.

A resident expressed concern of what could actually be built at Randall Road and Route 72, wherein Ms. Files explained that the State was planning to improve the Nestler and U.S. 20 intersection, but she was

not aware of any specific improvements for the area. West Dundee Village Mgr. Cavallaro explained Route 72, from West Dundee to the Randall Road intersection was on IDOT's five-year plan. The county, however, Carpentersville and West Dundee were jointly working on Huntley Road from Route 31 to Randall but currently there was no funding.

Ms. Geier, a Gilberts resident, expressed concerns about four-laning Galagan Road and losing some of her property as well as other residents. Ms. Files indicated the county would try to minimize any impact whatsoever but also indicated the improvement was not going to occur during the next year. West Dundee Village Mgr. Cavallaro emphasized the plan was to identify congestion spots. Currently the county was finalizing what the improvements were to look like. Mr. Heinz inquired about IDOT's commitment to its five-year plan for the Route U.S. 20 corridor wherein Ms. Files and Mr. Schoedel explained there were no immediate plans and no real commitment due to the shortage of funds.

West Dundee Village Mgr. Cavallaro agreed that transportation funding was a concern at all government levels and his village was struggling on how to address it. West Dundee needed to come up with a long-term financing program to work into its own improvements. County Bd. member Allan asked whether a point exists that the county has to convey to developers that it cannot add any more roof tops because no funding exists for the roads, schools, etc. Ms. Files explained the Regional Planning Commission 2030 Land Use Plan tries to address that issue, and is conveying to the developers that they have to assist in the building of schools infrastructure, etc., however, at the county level; the county cannot stop the development. Responding to a question, Mr. Cavallaro explained the cities in the Upper Fox do communicate with the various agencies in the initial planning process.

County Brd. member Barrett raised dialog on the recently adopted impact fees, which he said represented a very small percentage of what it would cost to improve the roads. He believed the issue was development and the way it progresses. Instead, a better balance of development was necessary. Mr. Cavallaro explained that the funding that was necessary comes from some type of tax generation. Putting the pressure on the developers was miniscule as compared to the needs of a greater area basis. West Dundee balanced its residential and commercial development thereby reducing its taxes. The Village moves through its reviews process of evaluating what makes sense, such as the pricing of the homes, minimizing the impact on the school district, and looking at the break-even point. Development in West Dundee is also staggered in time-released building permits. The village has been successful in negotiating with its annexation agreement, transition fees for the school district, municipal impact fees, and increasing the overall impact fees, and working through roadway intersections improvements. Mr. Cavallaro reminded the communities that Hampshire's development affects West Dundee and the river crossings in town and how it impacts the communities to the east.

Discussion followed on the plans for the Star Line rapid transit out to Prairie Stone. The county was working closely with the various agencies for the transit plan. A number of hubs were identified in the Traffic Opportunity Assessment Study for transit centers within the county.

Mr. Erickson, NAI Hiffman, agreed funding was an issue and discussed that this area has been identified as an area to provide much employment. While many companies are willing to move in, the State of Illinois has no funds to provide transportation improvements for these companies to move in and the companies are looking elsewhere. A general discussion followed on the State's overall loss of funding and how it was affecting aspects of development, transportation, and employment.

Lastly, conversation was raised that growth was inevitable and that in order to have amenities, residents had to be taxed. It was suggested that the communities would have to find creative ways to finance their improvements and possibly survey what the citizens were willing to pay to get those improvements. It was also suggested that the county increase the gas tax to four cents to bring in an additional $3.5 million. Mr. Barrett explained the tax capacity of residents and the break-even point of those on fixed incomes.

4. Wrap Up

Ms. Files thanked the communities for their input and closed the meeting by stating a list of alternatives existed and the department would be inputting the local plans from the municipalities, reviewing the resource list, and returning in the spring with a draft plan.

(Meeting ended at 11:04 a.m.)

Respectfully submitted,

\s\ Celeste K. Weilandt
Celeste K. Weilandt, Recording Secretary

Minutes of the
Kane County Department of Transportation
2030 Public Forum – Aurora Area, Illinois

February 3, 2004

The Kane County Department of Transportation held an open forum meeting on Tuesday, February 3, 2004, 10:00 a.m. at Messenger Public Library, North Aurora, Illinois.

Kane County Department of Transportation staff included Planning and Program Manger Files and Assistant Director Tom Rickert.

Also in attendance:

Jim Svoboda, Citizen
Wally Hajost, Citizen
Ken Lopez, Village of North Aurora
Bill Spaeth, City of Aurora
Gary W. Davis, Citizen
Karen Miller, Kane County Development Planner
Penny Cameron, Kane County Board Member
Charlie Day, Citizen
Jim Bibby, Village Engineer, North Aurora

1. Welcome

Kane County Planning and Program Manager Heidi Files introduced herself and welcomed the attendees. Representatives introduced themselves. Ms. Files reviewed where the Transportation Division was in its 2030 Transportation Plan ("Plan") development process, noting this meeting was the second round of publicly held meetings. Information and input received from the last set of meetings as well as the 2030 socio-economic forecast, transportation deficiencies, and the alternative transportation improvement strategies were incorporated into the draft transportation model and into the department's major project list. The project list was an unconstrained list of community needs and the list would have to be prioritized. After the development process and receiving input from the various municipalities in the second phase of public hearings, the Transportation Department would review the costs and the financial resource analysis to create a draft plan which was expected to be out by spring 2004. A third set of public hearings would occur with adoption of the Plan by summer 2004.

2. Kane County Presentation

Ms. Files presented a PowerPoint presentation discussing the strategies and goals of the 2030 Transportation Plan as well as the county's mission statement. She discussed the various agencies of government involved in the process. Looking to the maps, she pointed out those areas of expected population growth, employment growth, and traffic congestion specifically in the northwest and southern areas of the county. The 2003 congested roadway segments were compared to the proposed 2030 congested roadway segments. From there, major road projects and corridors were highlighted, noting that the department would not address all the projects but the projects chosen were to alleviate the congestion and may not necessarily end up in the final Plan. METRA projects, potential PACE service routes, and bike/pedestrian trails were highlighted. Attendees were asked for their input regarding the Plan and to discuss their own local projects.

Ms. Files reminded the attendees that county staff was working with the various municipalities to apply collector networks to serve local traffic congestion, which mostly like would be funded by the developers, and would reduce congestion by approximately 10% to 15%.

3. Community Comments

Ms. Files explained over 80% of projects listed are unfunded. Jim Bibby asked what the priorities of the County in the Aurora Planning Partnership Area are. Tom Rickert said that the most recent planning efforts of the County in this area include the Sugar Grove, Aurora and Montgomery Planning Area Transportation Improvement Study (SAM Plan), and that the priorities outlined in the current draft plan include widening of US 30 to 4-lanes, widening of IL 47 from US 30 to Main Street, and completing a full interchange at IL 47 and I-88. A concerned citizen asked about the plans for IL 47. Rickert answered that there are no plans in the State's 5 year program. The SRA study shows 4-laning of the road and right-of-way protection. The state budget currently includes funding for safety improvements and maintenance; no additional funds are available for capacity improvements. There was a suggestion to change work hours and provide policies to encourage flex hours in order to stagger traffic on the transportation system. Rickert mentioned that about 10 years ago, there were discussions about an Employee Commute Option program which would require all employers with over 100 employees to implement flex hours and other benefits or options for their employees. There is currently no legal ability to require employers to implement such programs.

Rickert explained that the County was working with Metra to study the south expansion of the BNSF line to provide commuter rail service into Montgomery and Kendall County. There was some discussion on the Prairie Parkway. Rickert stated that he is on the Technical Advisory Committee for the Study. There has been a centerline recorded, however the state needs to do a full assessment of socio-economic data, and development a purpose and needs assessment. There are a variety of options being considered including transit options, build and no-build scenarios. Since the proposal is in the initial planning stages, the County is not modeling the proposal. The purpose and needs statement is about 12 months away from being completed, and it takes typically 6-10 years to complete a full federal study.

There was some discussion on the current Kane County Program. Rickert mentioned that the intersection of IL 56 and Kirk was scheduled for 2005-2006 and has CMAQ and bond funding committed and a total cost of about 6 million dollars. The improvement of IL 56 widening to east is currently on hold. There was some discussion about developer contributions for the corners of IL 56 and Kirk Road.

A citizen asked about the potential impact from a proposed Oak Street Bridge. Rickert stated that the County Board is currently honoring the Village of North Aurora's wish not to support the Oak Street Bridge. The County is focusing on the Stearns Road and Longmeadow Bridge corridors. The Oak Street Bridge is still under consideration, however, there is no funding available. Jim Bibby mentioned that there is about $1.5 million to improve the IL 25 and IL 56 intersection and it will be completed by 2005. The earliest timeframe for the Oak Street Bridge (a proposed 4 lane facility) is 2015-2020. The citizen stated that he resented that money was being spent on the IL 25 and IL 56 intersection and not the proposed bridge corridor. Another citizen stated disappointment for the jurisdictional transfer of Randall Road to the Village of North Aurora, and is concerned about additional curb cuts proposed by the Village. Rickert answered that the County and Village are still working together to ensure adequate spacing and reasonable curb cuts along that stretch of Randall Road. There was a question from Bill Spaeth about the jurisdiction of the bridge on Randall, and Rickert answered that the jurisdiction will be North Aurora's. The County will do significant deck repair on the bridge, and then the Village will be responsible for maintenance thereafter.

Jim Bibby stated that the Village is aiming for 2007 to complete a full reconstruction and widening and a signalized intersection at IL 31. A concerned citizen commented on the need for the signalized intersection and the potential for a serious accident at IL 31 and Oak without the signalization.

A concerned citizen described disappointment in Randall Road. Rickert stated that Randall Road is actually fairly efficient considering the significant amount of traffic is carries. He also stated that Randall Road has as stringent access policies as possible under case and constitutional law. Randall Road has two functions by law; one is to serve transportation needs and the other to provide for economic development. There was a question as to what is the pros and cons of the jurisdictional transfer of Randall Road. Rickert stated that the Village is looking for economic development and sales tax revenue. A benefit to the County is that the transfer removes 1 ½ miles of roadway from the County system. The County will still maintain and plow the roadway for the short-term (5-10 years out). The County, however, loses access control regulations, but foresees the Villages plans to be fairly consistent with what the County's current regulations are.

4. Wrap Up

Ms. Files thanked the communities and members of the public for participating and asked to contact her with further comments/questions.

(Meeting ended at 11:35 a.m.)

Minutes of the
Kane County Department of Transportation
2030 Public Forum - Batavia, Illinois

February 9, 2004

The Kane County Department of Transportation held an open forum meeting on Monday, February 9, 2004, 10:00 a.m. at the Batavia Public Library, Batavia, Illinois.

Kane County Department of Transportation staff included Asst. Dir. Rickert; Planning and Program Manger Heidi Files, and G.I.S. Technician Amy Birrell.

Also in attendance:

Kai Tarum, Batavia Community Dvlpmt. Dir.
Noel Basquin, Batavia City Engineer
Tom Talsma, Geneva Public Works Director
Dan Dinges, Geneva City Engineer
Steve Persinger, Geneva Park District Director
Larry Gabriel, Supt. Geneva Park District
Michael Kirschman, Geneva Park Dist. Manager
Greg Chismark, St. Charles City Engineer
Mark Koenen, St. Charles Public Works Director
Randy Ortgiesen, Fermi Lab Facility Engr.
Jeff Sims, Fermi Lab Engineering
Carol Schoengart, Village of Wayne Liaison
John Thornhill, Land Planner Consultant
Joanna Lithrell, V.P., Ciorba Group
William Green, Capital Agri
Thomas Merritt, Resident
Kathryn Trendler, Resident
Caryl Van Overmeiren, Kane County Board
Karen Miller, Kane County Planner
Celeste Weilandt, Recording Secretary
Gala Pierce, Daily Herald

1. Welcome

Kane County Planning and Program Manager Heidi Files introduced herself and welcomed the attendees. Representatives introduced themselves. Ms. Files reviewed where the Transportation Division was in its development process, noting this meeting was the second round of publicly held meetings. Information and input received from the last set of meetings as well as the 2030 socio-economic forecast, transportation deficiencies, and the alternative transportation improvement strategies were incorporated into the 2030 Plan and department's major project list. Of particular interest was the fact that the project list was an unconstrained list of community needs and the list would have to be prioritized. After the development process and receiving input from the various municipalities in the second phase of public hearings, the department will review the costs and the financial resource analysis to create a draft plan which is expected out by spring 2004. A third set of public hearings will occur and adoption of the plan is expected by summer 2004.

2. Kane County Presentation

Ms. Files presented a PowerPoint presentation discussing the strategies and goals of the 2030 Transportation Plan ("Plan") as well as the county's mission statement. She discussed the various agencies of government involved in the process. Looking to the maps, she pointed out those areas of expected growth and traffic congestion specifically in the Tri-Cities. Major road projects were highlighted, noting that the department would not address all the projects but the projects chosen were to alleviate the congestion and may not necessarily end up in the final Plan. METRA projects, potential PACE service routes and bike/pedestrian trails were highlighted. Attendees were asked for their input regarding the 2030 Plan and their own local projects.

3. Community Comments

Mr. Chismark (St. Charles) asked if the county was enrolled in IDOT's improvement plan wherein Mr. Rickert explained IDOT has communicated it does not having the funding for the projects and will be focusing on maintenance. Per a question, the major projects included in the county's plan were included in the state's model and did include consideration for the Long Meadow Parkway Bridge and the Sterns Bridge. Discussing what will be in the plan, the old Route 56 extension will be a combined state and municipal effort. A three-lane cross section at Oak Street will be included at the south end of the county. To date, the Red Gate Bridge was not included in the plan but would ultimately be included at some point. Rickert emphasized the Plan was focusing on those major projects which would have the best impact on addressing congestion out to 2030. The cost associated with the list of projects was over $2.0 billion over the next 26 years.

Discussion followed on the significant population growth in general and the growth to occur in Kendall County and its large impacts to roads in southern Kane County. Rickert spoke of the need for more arterial roads such as those found in Elgin and Aurora. Six-laning Randall Road will cost approx. $100,000,000 to 120,000,000 and currently the county did not have the funds for the project. The SRA Plan showed Fabyan Parkway as needing to be six lanes but currently the county's plan did not show it as a six-lane facility. Staff was working with Sugar Grove, Aurora, and Montgomery and their developers to ensure that enough local streets were built as collector roads for disbursement of traffic.

New roadway systems were occurring along Route 47 due to the new development and frontage roads were being considered for parts of Randall Road. Peck Road was anticipated to be a high volume road in the future; however, it is not being considered for four lanes at this time. Discussing the status of the Outer Beltway, Rickert noted anything north of I-88 was not under consideration and no corridor plans existed south of I-88 because under the federal study, all corridors would have to be considered at one time let alone establishing what direction the corridor may move. Rickert spoke of how identifying the Outer Beltway as regional corridor could change the land use dynamics and growth patterns surrounding it and by identifying it as such; it could actually increase congestion and negatively impact the areas that are trying to be addressed currently.

As far as coordinating efforts with neighboring counties, Rickert explained the county has coordinated efforts with the Northeastern Illinois Planning Commission and has met with Kendall County and DeKalb County and placed their information into Kane County's transportation model as it relates to the Prairie Parkway. After speaking with Kendall County, however, Rickert feels Kane County is low on its volume projections for Kendall County. Also, staff is working with McHenry County on highway network considerations.

A question was raised about plans for bike crossings over Randall Road when it becomes six lanes. Rickert has worked closely with the Bike/Pedestrian Task Force and discussed the high costs involved with bikeways and seeking federal funds for those types of projects. KDOT has been working with Geneva, the Geneva Park District, and Union Pacific regarding an underground passage along South Street at Keslinger and Randall Road. The passage was fully funded, as Rickert understood it. An underpass for the Great Western Trail at Randall and Route 64 was federally funded. Rickert explained staff was trying to address bike bridges as they come and explained that bike bridges would be at the major corridors. Warrants for bridge crossings were also discussed.

Mr. Koenen (St. Charles) summarized that with the overlay of the 2030 Plan over the major road projects, traffic congestion would be a way of life and it was a concern. Rickert reminded the communities that the Plan was going to be reasonably fiscally constrained and roughly two-thirds of the improvements would be gone, or, those improvements would remain with the understanding that funds would have to be found. The only revenue source under consideration for capacity improvements was the new impact fees which only addressed 8% of the actual 10-year capacity

constraints. The Department of Transportation was waiting to hear what funds it would receive in the next federal transportation bill.

A question was asked as to how the model treats congestion as a function of population growth, wherein Rickert explained Kane County and other counties see growth occurring regardless.

Regarding new interchanges for Kane County, the proposed intersections would include a full interchange at Route 47 and I-88 and a full interchange at Route 47 and I-90, which were part of the 2020 Plan. Since funding remained a concern, cities and developers would be seen as paying those costs. From Rickert's understanding a proposed interchange at Briar Hill and the tollway was under consideration and would be fully funded by the developer if it occurred. Per County Board member Van Overmeiren's question about the percentage of costs to the county and to the state, it was a 50/50 split. Funding participation from townships was not factored in.

Discussion followed on whether a study of impact fees was ever done and at what point does their increase affect the new home buyer. Consideration of amortization of impact fees over the long-term was also mentioned. Ms. Files explained impact fees in DuPage County did not impact residential buying whatsoever. From studies done in the far northwest, Rickert conveyed that each rooftop produces $6,000 to 8,000 worth of impact on the roadway system. States have different laws as to impact fees but some cities include it as part of contributions to their annexation agreement. Kane County stays focused on case law in Illinois.

Should Randall Road become six lanes, Van Overmeiren expressed concern on its negative impacts to the commercial corridor, i.e., less desirable, more dangerous to drivers. Rickert explained that as capacity and volume increased on a four lane road, some of that traffic would have to be forced to stay away from the Randall Road corridor through collector roads. If six lanes were installed, signal optimization would need to be reviewed, some of which have shown that if speeds are reduced, more traffic can move through the signals. Ms. Schoengart (Wayne) asked what percentage of travelers on Randall Road were commuters versus shoppers. Ms. Files could not confirm if the information was available, but Rickert would confirm if the model contained that information.

Ms. Tarum (Batavia) asked about the widening of Main Street in Batavia and expressed concern about Kendall County traffic coming north to Batavia. Rickert explained that traffic from Sugar Grove (Bliss Road) was trying to get to the Batavia area and beyond. Discussion was raised about the area of Butterfield and the Fox River and the widening Oak Street. Rickert conveyed concerns existed for widening Oak Street as a four-lane and that any forcing by the State of that would have to be with the coordination of the cities. He did see Oak Street carrying a lot of traffic in the future. Geneva Public Works Dir. Talsma suggested a grade separation at the east county line and Route 38 (at railroad tracks) to be part of the Plan. Rickert concurred and noted it.

Discussion followed on whether costs included right-of-ways. Per Rickert, the draft plan would include costs estimates. St. Charles' representatives asked to include the Red Gate Bridge in the list, but Rickert indicated staff's focus was on major facilities and the bridge was more of a sub-regional project. He would review again. Batavia Engr. Basquin noted the City of Batavia feasibility study was listed for Route 31 and Fabyan, but actually began at Route 25 and Fabyan Parkway. Rickert explained the county would be reviewing both intersections and safety considerations west of Route 31.

Per a question, Rickert explained all counties usually maintain a transportation plan for a 20 year horizon and if they did not, they were in the process of working on one. A St. Charles representative suggested that the 2030 Plan show future employment centers and growth centers outside of Kane County, particularly from the east, and the planned roadway improvements for those

areas. Ms. Files would follow up. A quick question followed where information was gathered regarding the transportation extension at Randall Road in St. Charles. Ms. Files explained it was conceptual and not part of METRA's plan anymore. Rickert preferred to pull the extension out of the plan if METRA and St. Charles were not considering it anymore.

Conversation was raised regarding the length of expected traffic delays in general, wherein Rickert conveyed it would be 10 times. Further dialog followed that there were costs associated with delay and costs related to the quality of life in general. While the county would like to enhance other transit alternatives, such as bus and bikes, it was difficult when less than 3% of the citizens did not want to utilize them. Ms. Tarum (Batavia) asked to include in the draft report other traffic volume comparisons from the City of Chicago, such as at Michigan Avenue or Golf Road in Schaumburg, as compared to some of Kane County's intersections. Rickert offered to provide maps from CATS and include that information in the draft plan. A short discussion followed regarding trucks and safety issues when planning near landfills as well as consideration by the county for commercial planning. Planner Karen Miller explained commercial development was not developed by the county, but instead, within the municipalities.

4. Wrap Up

Ms. Files and Mr. Rickert thanked the communities for their input and attendance and asked those in attendance to contact Ms. Files with further questions or comments. As a last comment, Rickert added that the 2030 Transportation Plan will move through the Council of Mayors for approval.

(Meeting ended at 11:25 a.m.)

Respectfully submitted,

\s\ Celeste K. Weilandt
Celeste K. Weilandt, Recording Secretary

Minutes of the
Kane County Department of Transportation
2030 Public Forum - Elgin, Illinois

February 11, 2004

The Kane County Department of Transportation held an open forum meeting on Wednesday, February 11, 2004, 10:00 a.m. at Elgin Community College, Elgin, Illinois.

Kane County Department of Transportation staff included Planning and Program Manger Files and Asst. Dir. Rickert.

Also in attendance:

Don Bauman, Police Chf., Elgin Comm. College
Robert Siljestrom, Elgin Plan Commission
Don Volen , Elgin Resident
Bill Heckert, Supt., School District 301
Tom Armstrong, Principal Planner, City of Elgin
Sarosh Saher, City of Elgin
Peter Roqinski, East Dundee
Annette Miller, Elgin Township
Joe Evers, City of Elgin
Millie Kelly, Trustee, PACE, Elgin
Karin Allen, University of Illinois, Program Mgr.
Rich Hirschberg, Citizen
County Board Member Deborah Allan
Celeste Weilandt, Recording Secretary

1. Welcome

Kane County Planning and Program Manager Heidi Files introduced herself and welcomed the attendees. Representatives introduced themselves. Ms. Files reviewed where the Transportation Division was in its plan development process, noting this meeting was the second round of publicly held meetings. Information and input received from the last set of meetings as well as the 2030 socio-economic forecast, transportation deficiencies, and the alternative transportation improvement strategies were incorporated into the draft 2030 Transportation Plan (the "Plan") and the department's major project list. The project list was an unconstrained list of community needs and the list would have to be prioritized. After the development process and receiving input from the various municipalities in the second phase of public hearings, the Transportation Department would review the costs and the financial resource analysis to create a draft plan which was expected to be out by spring 2004. A third set of public hearings would occur with adoption of the Plan by summer 2004.

2. Kane County Presentation

Ms. Files presented a PowerPoint presentation discussing the strategies and goals of the 2030 Transportation Plan as well as the county's mission statement. She discussed the various agencies of government involved in the process. Looking to the maps, she pointed out those areas of expected growth and traffic congestion specifically in the northwest and southwest areas of the county. Major road projects and corridors were highlighted, noting that the department would not address all the projects but the projects chosen were to alleviate the congestion and may not necessarily end up in the final Plan. METRA projects, potential PACE service routes, and bike/pedestrian trails were highlighted. Attendees were asked for their input regarding the Plan and to discuss their own local projects.

3. Community Comments

Elgin Planning Commissioner Siljestrom explained the City of Elgin was looking at its long-range plan and focusing on the northwest portion of Elgin. He met with Hampshire's mayor and was updated on their development. With that type of growth, Mr. Siljestrom asked what the county was doing to be proactive in the area. Ms. Files explained the county recognized the growth in the area

and was currently working with the communities to develop a local roadway plan to identify the system needs. Asst. Dir. Rickert added that the Northwest Transportation Planning Area Study was underway for the area and Hampshire was addressing their roadways now for an estimated 10 year projection. However, the county was trying to address the projections to a 26-year projection. Many of the concerns included U.S. Route 20, Big Timber, and possibly Route 72. Significant impacts were identified in the Gilberts, Huntley, and Pingree Grove areas. A projected 50,000 roof tops were identified west of Randall Road while another significant growth area was occurring north of the Illinois border. Mr. Siljestrom believed a catch-22 philosophy existed for planning for roads and the spread of urban growth, noting that if the roads were not planned, criticism was raised and how was the county addressing that.

Mr. Rickert explained the northwest area was over $2.0 billion in roadway projects and would require additional funding. Fiscally, the county could only afford a few hundred million of those projects. The State of Illinois Dept. of Transportation has indicated it will be funding road maintenance primarily. The county will also be funding for same. Commenting on potential revenue from impact fees, Mr. Rickert noted the fees would only provide about 8% of the improvements, such as intersection updates, for the next 10 years. Mr. Rickert expected development to occur with or without transportation improvements, citing some of the large developments being considered west of Randall Road. Municipalities and developers would have to be involved in the roadway development process.

Because of the future growth expected, ECC Police Chief Bauman and resident suggested not to allow the rooftops to come in because of the impacts. However, Rickert explained polices were in place and constitutional rights existed for property owners who wished to develop their land. From the planning side, however, Rickert believed the development must be approached as "smart growth" and to encourage cities to use smart growth principles.

Elgin Planner Tom Armstrong agreed, but explained that unless each entity agrees to take the same stance, developers will continue to play cities off of each other. He believed strong regional policies needed to exist for cities and developers to follow. Additionally, Mr. Armstrong believed today's congestion was not necessarily the result of development but was from experiencing 40 to 50 years of a roadway system that did not work. He spoke about the successful grid system.

Regarding the proposed roadway improvements, Elgin has supported the county's plans, however, Mr. Armstrong expressed concern that the design stopped at Route 72. There was also a need for an interchange at I-90 and Route 47. Should an interchange not be installed, he saw it affecting economic development for that area. The roadway system west of Elgin appeared to be good. Mr. Armstrong spoke of Elgin's West Suburban study being used as a basis for its planning and suggested to use it countywide. Rickert conveyed similar studies were being used in the Tri-Cities area but studies such as those mentioned only went out to 2020 and the land uses changed over time. Referring to Galligan Road in the Gilberts area, the county was reviewing collector roads on either side of Galligan but environmental issues existed and local roads were being considered.

At a regional level, Rickert explained the county discussed the idea of having more regional control and being more involved. However, he did not see support for that occurring at the various municipal conferences and the county had to be careful not to overstep its statutory requirements as it relates to roadways and access points. Mr. Armstrong suggested depicting on the map the proposed transit system corridor identified for Pingree Grove, Starks Corner, Hampshire and Genoa as it relates to Starks Corner. He believed Starks Corner offered opportunity for a transit-oriented development ("TOD") and suggested to incorporate mixed-use development near TODs. Rickert agreed but explained many developers did not like to develop TODs when no rail line existed.

Mr. Hackert, Supt. School District 301 stated the district was projecting the growth of 6,000 homes. His concern was bus transportation on the already congested roads and safety for the buses to get access onto the roadways. Kane County board member Debra Allen raised discussion on the entities who control access to the roadways when cars back up, wherein Mr. Rickert explained currently the municipalities were the only governmental agencies that had the ability to address the transportation side relative to the developing impact. At the regional level, Rickert has heard discussions about control for facility planning areas and having laws which regulate the control of traffic, similar to storm water flow or other areas of development.

Joe Evers, City of Elgin, spoke of receiving a $1.6 million IDOT estimate for permanent signalizing at the intersection of Coombs, Plank, and U.S. 20. He asked that Nestler Road and Route 20 be signalized with some lane widening. Mr. Evers believed the only way to fairly apply the $1.6 million to a developer was through impact fees but agreed it was not truly fair when the traffic already existed. Rickert explained the intersection will receive federal safety funding which was a plus but in the future, funds like that would not be readily available. Instead, Mr. Evers offered the best approach may have to be to force the developers to create alternative routes within a subdivision instead of two major accesses. Rickert agreed and spoke of the minor roadway adjustments a developer can make within a development which can produce better traffic management.

Mr. Armstrong, Elgin, discussed how environmental constraints have changed in today's regulatory environment and no coordination of efforts exists among the county's subdivisions being planned and the large blocks of forest preserve. Mr. Armstrong was working with a developer to interconnect his development with the local streets of another connecting subdivision.

Ms. Karin Allen, University of Illinois, inquired as to whether initiatives were undertaken to promote alternative commuting and ride sharing. Rickert discussed prior employer initiatives which were pulled by the governor. Steps were currently being taken by the county to promote alternate transportation such as the Share Ride signs. However, when less than 3% of the population used the alternatives, it was difficult. Ms. Allen spoke about many Chicago employers not being aware of a tax incentive program offered to employers who provide transportation to their employees. Due to that survey, she emphasized it was important to educate employers and suggested that the county and attending cities at this meeting support the initiative. Ms. Allen offered her assistance to educate the cities and employers through workshops or through other ways.

When asked what message the county could bring back to the various city officials, Rickert stated partnering and cooperation was essential; SRAs needed to be set aside for the future; stewardship of the resources; and carefully reviewing the roadway system and planning for what was really necessary. Rickert spoke about his involvement in the Technical Review Committee, wherein an Elgin representative suggested holding a similar type think tank up in this area to explore ideas.

4. Wrap Up

Ms. Files closed by summarizing the future steps which will take place. Both thanked the attendees for participating and asked them to carefully review the proposed changes and to contact Ms. Files with further comments/questions.

(Meeting ended at 11:30 a.m.)

Respectfully submitted,

\s\ Celeste K. Weilandt
Celeste K. Weilandt, Recording Secretary

Minutes of the
Kane County Department of Transportation
2030 Public Forum - Campton Township, Illinois

February 18, 2004

The Kane County Department of Transportation held an open forum meeting on Wednesday, February 18, 2004, 10:00 a.m. at Campton Community Center, Campton Township, Illinois.

Kane County Department of Transportation staff included Planning and Program Manger Files and Council of Mayors Planning Liaison Heather Tabbert.

Also in attendance:

Sue George Sierra Club Chairwoman/citizen
Donna Gillen, Kane County Economic Dvlpmt. Advisory Board and Campton Twshp. Trustee
Frank Griffin, Kane County Economic Dvlpmt. Advisory Board and President of the Realtors Association of Fox Valley
Karen Miller, Kane County Development Planner
Deborah Allan, Kane County Board Member
Celeste Weilandt, Recording Secretary

1. Welcome

Kane County Planning and Program Manager Heidi Files introduced herself and welcomed the attendees. Representatives introduced themselves. Ms. Files reviewed where the Transportation Division was in its 2030 Transportation Plan ("Plan") development process, noting this meeting was the second round of publicly held meetings. Information and input received from the last set of meetings as well as the 2030 socio-economic forecast, transportation deficiencies, and the alternative transportation improvement strategies were incorporated into the draft transportation model and into the department's major project list. The project list was an unconstrained list of community needs and the list would have to be prioritized. After the development process and receiving input from the various municipalities in the second phase of public hearings, the Transportation Department would review the costs and the financial resource analysis to create a draft plan which was expected to be out by spring 2004. A third set of public hearings would occur with adoption of the Plan by summer 2004.

2. Kane County Presentation

Ms. Files presented a PowerPoint presentation discussing the strategies and goals of the 2030 Transportation Plan as well as the county's mission statement. She discussed the various agencies of government involved in the process. Looking to the maps, she pointed out those areas of expected population growth, employment growth, and traffic congestion specifically in the northwest and southern areas of the county. The 2003 congested roadway segments were compared to the proposed 2030 congested roadway segments. From there, major road projects and corridors were highlighted, noting that the department would not address all the projects but the projects chosen were to alleviate the congestion and may not necessarily end up in the final Plan. METRA projects, potential PACE service routes, and bike/pedestrian trails were highlighted. Attendees were asked for their input regarding the Plan and to discuss their own local projects.

Ms. Files reminded the attendees that county staff was working with the various municipalities to apply collector networks to serve local traffic congestion, which mostly like would be funded by the developers, and would reduce congestion by approximately 10% to 15%.

3. Community Comments

Ms. Files explained it would cost over $2.0 billion to complete all of the proposed projects. Ms. Gillen asked if a study was done on the possibility of running a parallel road to Randall Road, similar to the frontage road systems on Willow and Palatine Roads where the roads have less lights except for the business. Files mentioned St. Charles has been reviewing a collector road system and Gordon Road runs parallel to Orchard. Staff was also working on the Corron Road extension up north. Files then discussed some of the difficulties in converting Randall Road, such as limited access points and the rights of property owners. Griffin discussed the use of frontage roads but the problem was that the frontage roads were generating a great of traffic as well. Discussion followed regarding the Corron Road bridge extension and the Corron Road extension bringing traffic down to Burlington.

Ms. Files confirmed the improvements for LaFox and Route 38 were a committed IDOT project, to be finished in 2004. Discussion followed on the conceptual rail extension project in St. Charles, noting it was identified in the County's Transit Opportunities Study but was not a desired extension. Further dialog followed regarding the Star Line rail and METRA's pursuit of that line.

A conversation began on the Prairie Parkway with Ms. Files explaining the state was doing its Purpose and Needs study and reviewing alignments, but the northern part of the parkway was not being studied at all. Board member Allan indicated she heard discussions about the widening Route 47 as a logical response to the Prairie Parkway and inquired as to reasons of why it would not work. Discussion followed that the traffic would go around the development.

Regarding METRA's proposed Burlington rail extension, it was met with opposition from DuPage County, resulting in METRA dropping it from their plans. Discussion was raised on whether the county considered an inner urban rail wherein Ms. Files explained light rail was very costly and required years to construct. However, there was talk about bus rapid transit utilizing the right-of-ways as express lanes specifically for buses and was less costly. Ms. George conveyed that the Sierra Club has discussed seeing the continual road widening but never really solving the traffic congestion. She would like to see the considerations beyond the 2030 Plan, noting larger suburban communities were converting old railways or easements to ease congestion. Ms. Files explained the STAR line was innovative but also discussed that many agencies had their own interests rather than looking at the overall plan. Ms. George would like to see light rail considered and to reconsider using the Great Western Trail or adding an adjacent line from Bartlett to Sycamore. Discussion followed that it was important to educate people to seek other commuting alternatives other than the car. Files indicated she work with the regional groups to review. County Board member Allan suggested reviewing those cities with successful light rails (Minneapolis, Pasadena)

Ms. Files continued to discuss the county was working with CATS on transportation options but less than 3% of the county population was utilizing other alternatives. Gillen brought up comparisons of Kirk Road and Randall Road noting Kirk Road did not have the same economic development as Randall Road and was safer than Randall Road. She believed there was less traffic on Kirk due to less curb cuts and less retail. Gillen suggested analyzing both Randall and Kirk Roads and applying the positives to Route 47 before its development starts. Griffin foresaw development along Route 47 as being slow until the water and sewer get connected.

Dialog was raised regarding the employment corridors, which included Randall Road, Kirk Road, the expressways, Huntley, Big Timber, U.S. 20, Plank Road, parts of Route 64, Route 47, Bliss, and Orchard Roads.

Bike Planner Tabbert discussed the proposed bike plans for the underpass at Dean Street in St. Charles and a proposed underpass in Geneva at Randall and South Street. Silver Glen would have an overpass in the future. Ms. George suggested creating more bike options in order to get people to

their jobs, specifically to some of the nearby downtowns. Discussion followed on creating specific bike lanes or bike striping on Randall Road for cyclists wherein Ms. Files explained liability issues arise if the area is striped as a bike lane. Cyclists were safer on the roadways when riding for transportation reasons. Asked whether the county was considering wider shoulders for Route 64 to accommodate future growth, Planner Tabbert explained that as long as enough space existed, it would be safe for cyclists.

Discussion followed on PACE lines and the warrants for bus routes. Files explained that PACE was losing funds and Kane County did not have a busing alternative. Currently, it had enough funds for the maintenance of roads. Prior, the county board did pass a resolution to reinstate a bus route to Waubonsee College, which did not work due to lack of ridership, and therefore, the county board could not justify spending additional funds on bus routes.

The attendees proceeded to discuss getting additional funding, one of which ways was through impact fees, motor fuel tax, or sales tax, but that the revenue from those would only pay for a small percentage of the necessary funds. Gillen raised the fact that residents were concerned about hidden taxes. A conversation was raised that residents will have to change their mind-set and shop wiser with less trips. Dialog followed regarding the costs involved in providing bus service for larger estate areas as compared to those residents in close proximity to bus service. Files discussed a study about how far drivers would go before seeking alternatives. Ms. George would like to see the county to continue to pursue funding options beyond 2030.

Gillen noted no RTA existed for Kane County. Files explained Kane County staff does sit on some transportation committees and does have some influence in the METRA and PACE decisions and discusses other transportation options, such as Park & Ride options or high occupancy vehicles ("HOV"). Ms. George asked about the future growth of the Grand Prairie subdivision and whether PACE offers summer bus routes. She also suggested reviewing trolley line opportunities.

4. Wrap Up

Ms. Files thanked the communities for participating and asked to contact her with further comments/questions.

(Meeting ended at 11:35 a.m.)

Respectfully submitted,

\s\ Celeste K. Weilandt
Celeste K. Weilandt, Recording Secretary

Minutes of the
Kane County Department of Transportation
2030 Public Forum - Elburn, Illinois

February 19, 2004

The Kane County Department of Transportation held an open forum meeting on Thursday, February 19, 2004, 10:00 a.m. at the Elburn Library, Elburn, Illinois.

Kane County Department of Transportation staff included Planning and Program Manger Files and Kane County Council of Mayors Planning Liaison Heather Tabbert.

Also in attendance:

Rick Feltes, V.P., Feltes Sand & Gravel Co.
Elburn Mayor Jim Willey
Dave Morrison, Elburn Administrator
Bill Grabarek, Elburn Trustee
Jan Strasma, Citizens Against the Sprawlway
Dan Soltis, BP, Real Estate Project Manager
Karen Miller, Kane County Planner
Celeste Weilandt, Recording Secretary

1. Welcome

Kane County Planning and Program Manager Heidi Files introduced herself and welcomed the attendees. Representatives introduced themselves. Ms. Files reviewed where the Transportation Division was in its 2030 Transportation Plan (the "Plan") development process, noting this meeting was the second round of publicly held meetings. Information and input received from the last set of meetings as well as the 2030 socio-economic forecast, transportation deficiencies, and the alternative transportation improvement strategies were incorporated into the draft transportation model and the department's major project list. The project list was an unconstrained list of community needs and the list would have to be prioritized. After the development process and receiving input from the various municipalities in the second phase of public hearings, the Transportation Department would review the costs and the financial resource analysis to create a draft plan which was expected to be out by spring 2004. A third set of public hearings would occur in the spring with adoption of the Plan by summer 2004.

2. Kane County Presentation

Ms. Files presented a PowerPoint presentation discussing the strategies and goals of the 2030 Transportation Plan as well as the county's mission statement. She discussed the various agencies of government involved in the process. Looking to the maps, she pointed out those areas of expected population growth, employment growth, and traffic congestion specifically in the northwest and southern areas of the county. The 2003 congested roadway segments (24 hours) were compared to the proposed 2030 congested roadway segments. From there, major road projects (unconstrained) and corridors were highlighted, noting that the department would not be able to address all of the road projects due to financial constraints but the projects chosen were to alleviate some of the congestion and may not necessarily end up in the final Plan. METRA projects, potential PACE service routes, and bike/pedestrian trails were highlighted. Attendees were asked for their input regarding the Plan and to discuss their own local projects/issues.

Ms. Files reminded the attendees that county staff was working with the various municipalities to apply collector networks to serve local traffic congestion, which mostly like would be funded by the developers, and would reduce congestion by approximately 10% to 15%.

3. Community Comments

As to whether the projects coincided with IDOT's projects, Ms. Files indicated some of the projects were identified in the Regional Transportation Plan, i.e., the full interchange at I-88 and I-90 and additional lanes were identified by IDOT's SRA studies for Routes 47, 72 and 20. To date, IDOT had no funds for the lane additions but recognized the need for them. Ms. Files indicated her office does work with adjacent counties including McHenry, DeKalb and Kendall Counties as they relate to local plans and has constant discussions with those counties. Kane County was working with Kendall County to address traffic in the Sugar Grove/Montgomery area starting with the north/south Elderman arterial connecting to Ash and then to Dugan.

A question was raised on whether studies existed relating to the destination of truck traffic on Route 47, i.e., were trucks delivering local or within the county, to which Ms. Files indicated she could look into. A citizen raised the fact that IDOT provides statistics regarding the Prairie Parkway. Ms. Files indicated staff has used some of their information, but mostly for DeKalb County. Per Ms. Files, IDOT was working on its Purpose and Needs study for the Prairie Parkway but had not determined the exact alignment. The north portion of the parkway from I-88 to I-90 has since been dropped. Concern was raised that should the Parkway end at Interstate 88, north/south traffic would significantly increase through Elburn.

Discussion followed that the study for the northern part of the Prairie Parkway had to exist somewhere. Again, there was concern about Elburn's planning and the impact by trucks and general traffic even if the bypass was planned for Anderson Road. A suggestion was made to move Route 47 around Elburn without traffic going through the downtown wherein there was a suggestion to move traffic to Meredith and then back. Conversation arose that no matter what happens with the Prairie Parkway, traffic will always impact downtown Elburn and it would preferable to have the alignment of the parkway on the map for Elburn's planning purposes. An attendee commented on his discussion with IDOT representatives who conveyed that there was no need for identifying a corridor because IDOT did not expect the growth to come.

Ms. Files mentioned the new rooftops expected in the county and the increased car trips per day. Discussion followed that while many of the older cities, such as Elgin, had a grid roadway system, many of the new subdivisions tended not to focus on inner subdivision roads. Kane County was currently working with the various municipalities in developing a grid network for future subdivisions. The county's goal was to get the cities to adopt the collector roadway plans for future subdivisions. Looking to the north, a suggestion was made to provide good alternative routes for Route 47, such as Dauberman Road and those Roads to the east.

Elburn Mayor Willey discussed the fact that the Village of Elburn does not promote the two-entrance subdivision and the village is making great efforts to connect up to future roads and provide modified grid roads and interconnect the community while disbursing traffic. Willey believes the Anderson Road bridge will relieve much of Elburn's local traffic. A suggestion was made to extend Anderson Road south to Route 47 wherein Mayor Wiley believed it may be possible but the truck radius was a concern. Willey said there were discussion about keeping the right turn, making the left to Anderson Road and keeping the truck route over the Anderson bridge and not come through town. As to the northern part of town, Willey surmised that Old Anderson Road could be paved to Beith Road and then return back to Route 47. Files conveyed that idea was not in the plan currently but that the county should review what was suggested. She asked if the mayor could provide those plans as suggested for the southern part of Anderson Road.

Elburn Administrator Morrison conveyed what was discussed under the original IDOT plan, discussing the creation of a bypass to Beith Road then down to Route 38, which could be acceptable to IDOT. However, Willey conveyed that there was the concern about keeping some of the traffic for

economic purposes. Someone suggested installing a weight limit on larger trucks to keep traffic congestion down.

Mayor Willey made the comment that he sees the village limits as staying within the wetland boundaries. He also envisions the Village staying within the Kaneland School District.

A concern was raised about the potential impact of a bypass at the fairgrounds area at Route 47 and Beith. Discussion followed regarding the challenge of attracting people to Elburn when so many cars are lined up at the railroad tracks, wherein Willey discussed the perception of Elburn as being a "quiet little town" until one hears the trains. He explained the steps being taken with Metra to have quiet zones.

A question was asked if any real projections were being stated on what the traffic would be in ten years, wherein Mayor Willey conveyed he was told that with the Rochelle project and with the increased deficiency, a 15% decrease in train traffic should occur. However, the Union Pacific, western route, was very large and Willey found that figure hard to believe.

Attendees spoke about the success of Geneva's Route 31 bypass off of Third Street. Willey felt a similar plan like that in Elburn was positive. Mr. Feltes believed it would make sense to continue Anderson Road south of Keslinger but it was then explained that Anderson Road, south of Keslinger, would continue into the Blackberry Creek subdivision and would not have truck traffic. Ms. Files indicated she would speak to Village Administrator Morrison on the Anderson Road plans. Ms. Files continued by explaining what "conceptual" rail lines were.

Dialog then centered on the fact that the Village of Elburn was anxious to hear new about the Anderson bridge as a result of the T-bill (Transportation bill). Morrison added that ancillary projects were included in the T-bill which focused on local accessibility rather than the regional benefit of Anderson Road. He explained that the funding will be earmarked for the project and project management will be provided by KDOT. As to where the Anderson project was prioritized within the T-bill, Morrison did not have an answer but explained that he hoped the project scored very well in meeting the requirements because infrastructure, banking requirements, etc. were being met and there was no objection to the bridge.

Lastly, a discussion centered on the accuracy of NIPC's figures. Morrison conveyed he disagreed with NIPC's earlier projections, commenting he attended the "Paint the Town" workshop at the Kane County Development Department, and the figures appeared to be low.

4. Wrap Up

Ms. Files thanked communities for participating and to contact her with further comments/questions.

(Meeting ended at 11:03 a.m.)

Respectfully submitted,

\s\ Celeste K. Weilandt
Celeste K. Weilandt, Recording Secretary

Minutes of the
Kane County Department of Transportation
2030 Public Forum – Northwest Planning Partnership Area

February 23, 2004

The Kane County Department of Transportation held an open forum meeting on Monday, February 23, 2004, 10:00 a.m. at the Huntley Village Board Room, Huntley, Illinois.

Kane County Department of Transportation staff included Planning and Program Manger Files and Council of Mayors Planning Liaison Heather Tabbert.

Also in attendance:

Albert Stefan, Baxter Woodman, Village of Gilberts
Fredi Beth Schmutle, Dev. Consultant, Villages of Hampshire and Burlington
Carol Quandt, CARE, Resident of Hampshire
Delores Brazae, Farmer and concerned citizen
Dave Johnson, Assistant Village Manager, Huntley
Bill Blecke, Baxter Woodman, Village Engineer, Huntley
Karen Miller, Kane County Development Planner
Everett Clark, Village President, Gilberts
Brad Sanderson, Village Engineer for Hampshire
Bill Schmidt, Village President, Hampshire
John Whitehouse, Village Engineer, Burlington
Dave Seigel, Elgin Resident
Jeff Young, Design Manager, McHenry County Hwy. Dept.

1. Welcome

Kane County Planning and Program Manager Heidi Files introduced herself and welcomed the attendees. Representatives introduced themselves. Ms. Files reviewed where the Transportation Division was in its 2030 Transportation Plan ("Plan") development process, noting this meeting was the second round of publicly held meetings. Information and input received from the last set of meetings as well as the 2030 socio-economic forecast, transportation deficiencies, and the alternative transportation improvement strategies were incorporated into the draft transportation model and into the department's major project list. The project list was an unconstrained list of community needs and the list would have to be prioritized. After the development process and receiving input from the various municipalities in the second phase of public hearings, the Transportation Department would review the costs and the financial resource analysis to create a draft plan which was expected to be out by spring 2004. A third set of public hearings would occur with adoption of the Plan by summer 2004.

2. Kane County Presentation

Ms. Files presented a PowerPoint presentation discussing the strategies and goals of the 2030 Transportation Plan as well as the county's mission statement. She discussed the various agencies of government involved in the process. Looking to the maps, she pointed out those areas of expected population growth, employment growth, and traffic congestion specifically in the northwest and southern areas of the county. The 2003 congested roadway segments were compared to the proposed 2030 congested roadway segments. From there, major road projects and corridors were highlighted, noting that the department would not address all the projects but the projects chosen were to alleviate the congestion and may not necessarily end up in the final Plan. METRA projects, potential PACE service routes, and bike/pedestrian trails were highlighted. Attendees were asked for their input regarding the Plan and to discuss their own local projects.

Ms. Files reminded the attendees that county staff was working with the various municipalities to apply collector networks to serve local traffic congestion, which mostly like would be funded by the developers, and would reduce congestion by approximately 10% to 15%.

3. Community Comments

There was a comment that Brier Hill Road interchange needed to be shown on major potential projects list. Carl Tomasso addressed the Big Timber and Brier Hill improvement and widening. He stated that the Hampshire development activities impact the Village of Huntley and that the improvements to Brier Hill Road should be included in both the Northwest Kane County Study and the Kane County 2030 Transportation Plan.

A concerned citizen said they opposed any improvements to US Route 20 and Big Timber Road. Another meeting participant asked that all proposed grade separations be shown on any future maps. John Whitehouse stated that there is no room to realign Dauberman with Merideth as shown on the map and offered to provide a recommendation for a slightly modified version of the realignment. A question arose about how the County is coordinating with IDOT.

There was some discussion on the funding available out to the year 2030. Ms. Files replied that the County projects revenues to cover about 10-20% of the County portion of the roadway improvements, and that the County is continually aggressively pursuing federal funding for many of the high priority projects. The Village of Hampshire mentioned that they just adopted a transportation impact fee of $1600 per lot, and needs to further investigate additional revenue sources to provide transportation improvements for the future. There were comments from the citizens concerning the lack of funding for transportation improvements and the burden of new development on the roadway system. One citizen stated that the municipalities need to be educated on the coordination of planning. Another comment included the need for continued coordination between municipalities regarding access agreements.

There was some discussion on the accurateness of the socio-economic forecasts. It was explained that the numbers were adopted by the Northeastern Illinois Planning Commission (NIPC) who coordinated with all of the municipalities in the chicagoland area, and are expected to be a very good indicator of the magnitude of development that the municipalities are planning for. There was a comment about an annexation of 600 acres of land into the Village of Sycamore and the additional traffic it would put onto Plank Road in Kane County.

There was a comment that the Tyrell/Galligan realignment and expansion to 4-lanes would require a bridge expansion over I-90.

4. Wrap Up

Ms. Files thanked the communities and members of the public for participating and asked to contact her with further comments/questions.

(Meeting ended at 11:35 a.m.)

Minutes of the
Kane County Department of Transportation
2030 Public Forum - Sugar Grove, Illinois

February 25, 2004

The Kane County Department of Transportation held an open forum meeting on Wednesday, February 25, 2004, 1:00 p.m. at Waubonsee Community College, Sugar Grove, Illinois.

Kane County Department of Transportation staff included Asst. Planning Dir. Rickert, Planning and Program Manger Heidi Files and Kane County Council of Mayors Planning Liaison Heather Tabbert.

Also in attendance:

Scott Buening, Sugar Grove Community Development Director
Tom Meadath, Democratic Candidate for Kane County Board Chairman
Ron Naylor, Engineering Enterprises, Inc.
Steve Grabowski, Transportation Planner, Engineering Enterprises, Inc.
Jim Michels, President, Engineering Enterprises, Inc.
Judy DeVie, President, Spare Wheels
Marvel Davis, resident, Big Rock
Sally Carr, resident, Big Rock
Mike Barr, concerned citizen
Karen Miller, Kane County Board Planner
Sue O'Neill, Elburn Daily Herald
Celeste Weilandt, Recording Secretary

1. Welcome

Kane County Planning and Program Manager Heidi Files introduced herself and welcomed the attendees. Representatives introduced themselves. Ms. Files reviewed where the Transportation Division was in its 2030 Transportation Plan ("Plan") development process, noting this meeting was the second round of publicly held meetings. Information and input received from the last set of meetings as well as the 2030 socio-economic forecast, transportation deficiencies, and the alternative transportation improvement strategies were incorporated into the draft transportation model and the department's major project list. The project list was an unconstrained list of community needs and the list would have to be prioritized. After the development process and receiving input from the various municipalities in the second phase of public hearings, the Transportation Department would review the costs and the financial resource analysis of the projects to create a draft plan which was expected to be out by spring 2004. A third set of public hearings would occur in the spring with adoption of the Plan by summer 2004.

2. Kane County Presentation

Ms. Files presented a PowerPoint presentation discussing the strategies and goals of the 2030 Transportation Plan as well as the county's mission statement. She discussed the various agencies of government involved in the process. Reviewing maps, she pointed out those areas of expected population growth, employment growth, and traffic congestion (traffic bands) specifically in the northwest and southern areas of the county. The 2003 congested roadway segments (for 24 hours) were compared to the proposed increased 2030 congested roadway segments. From there, major road projects (unconstrained) and corridors were highlighted, noting that the department would not be able to address all of the road projects due to financial constraints but the projects chosen were to alleviate some of the congestion and may not necessarily end up in the final Plan. Ms. Files reminded that staff was working with the various cities in addressing the major projects and looking to collector networks to serve the communities, which would be funded by developers, and would reduce congestion by approximately 10% to 15%. METRA projects, potential PACE service routes, and bike/pedestrian trails were highlighted.

Kane County Asst. Transportation Dir. Rickert emphasized that the proposed projects on the screen represented $2.2 billion in infrastructure and, currently, funding was not available. The only current money would focus on roadway maintenance and slight roadway improvements. Only priority projects were being considered. Attendees were asked to speak up now if they did not see their priority projects on the Plan. Staff was reviewing funding alternatives including the recently passed transportation sales tax and the gas tax. Rickert discussed how the public's negative philosophy of transportation changed from 15 years ago. Based upon trends, the Transportation Department sees the development projections as high as 20% greater than NIPC's projections. Dir. Rickert explained the Prairie Parkway was not in the department's projected plan; however, within the planning document the Prairie Parkway would be clarified as an ongoing study by the State of Illinois.

3. Community Comments

Attendees were asked for their input regarding the Plan and to discuss their own local projects/issues. Per a question about the governor cutting back on Forest Preserve monies and how it would affect the bike/pedestrian trails, Dir. Rickert could not confirm what would happen but believed there would be some influences and if the funding was not there, priorities would have to be determined.

A Big Rock resident expressed concern that it will be difficult for Kane County to receive funds for bridge improvements when the governor is already taking funds from the Transportation fund. Rickert agreed there were impacts from it, but the county was taking the necessary steps to ensure that the projects previously committed to the county's Transportation Division through Illinois First, were able to be finalized. Should the state take away money promised to the county, it would cost the residents of Kane County a significant amount of money.

Conversation was raised that the Sugar Grove, Aurora and Montgomery map ("SAM") was a more detailed map than the 2030 because the 2030 map focused on major projects, mostly of which were for state and county routes. Dir. Rickert discussed the SAM area was under review and the Transportation Department was working with Kendall County to see what was occurring in its county.

There was concern about Granert and Daubeman Roads not being used if the Parkway was built, wherein Rickert indicated those roads would become significant arterial roads instead. Ms. Files stressed that the local projects/improvements were being addressed by local municipalities and were being created by the developers.

Per a question, Dir. Rickert explained how road projects get prioritized noting they were mostly based on public policy and the policymakers. Based upon past experience, it depended upon what the public was pushing.

Mr. Scott Buening, Sugar Grove, explained his Village determined its priority list, which included the widening of Route 47 from the County Line up to the railroad decking, with bridge replacement included; the Gordon Road extension south; a full interchange at Route 47 and I-88; and the Municipal Drive extension, both north and south between Route 47 and County Line. Funds had been applied for but there was no word on whether the funding would be received for those projects. Mr. Buening believed the Granert Road project would relieve the traffic issues at Dugan Road but the intersection may need signalization. However, he believed continued traffic congestion would exist because Kendall County was inexpensive to build.

On that topic, he suggested inserting the Prairie Parkway in the Plan as an alternative just to know what the impact will be on the model. However, Rickert explained there was consideration for the parkway at a certain level, but he was more concerned about the dynamics it would present and

believed the state should take the lead on the matter. Language would exist in the plan addressing the parkway.

Mr. Tom Meadath asked whether the county will carry over its goal of preserving 50% of the county as agriculture into its 2030 Plan and what type of legal authority does the county have to maintain the percentage. Kane County Planner Karen Miller explained the County Development Dept. was working on that as its goal with the approach to educate cities and developers to incorporate smart growth principles and to keep the county at 50% agriculture/open space. Ms. Miller emphasized that county staff does not favor sprawl and does initiate certain studies to be done.

Discussion followed on land uses and what steps the county uses to prevent cities from developing further. Further discussion followed that the county should be given more power to control zoning and to back off development, reduce the shortage of water, and reduce traffic issues. Mr. Buening explained that there was nothing the county could do to prevent municipalities from annexing properties. He believed it was up to the cities to make decisions as to their growth and for the cities to create boundary agreements to control growth.

Rickert, after listening to the concerns, commented that similar ordinances, such as the county's stormwater ordinance, may have to be created as it relates to development, in order to protect land. Discussion followed on the problem of building roadways and the development that follows. Resident Ms. Davis pointed out that no one mentions the 1982 enactment of the Illinois Farmland Protection Act and no one abides by it. Dialog followed that the municipalities have control of what type of development goes on annexed land and that the citizens may have to speak up to control that development.

Per Mr. Buening, explained that Sugar Grove requires that developers pay for the infrastructure/roadways since their developments impact the same roads. Discussion followed on attaching I-88 south to Gordon Road, as an alternative. Mr. Buening indicated the suggestion will not work in Sugar Grove first, because the City was planning the development of the Alexander property and the road would bisect the property and make it difficult to provide municipal services to both sides of an interstate highway. Second, once in Kendall County the road could not continue because it would require condemnation of homes and too much development was already occurring on the Kendall County side.

Marvel Davis believed the transportation plan was workable but the position of the Citizens Against the Sprawlway was to see improved existing roads widened and interchanges created rather than building the Parkway and cutting through pristine farmland. She would not object the county widening Jericho Road, which cuts through her own property, let alone knowing how a parkway would impact the environment, the acquifers, wetlands, etc. A question was raised if the parkway would really relieve the traffic, wherein Rickert could not comment.

Discussion followed on how the very large subdivisions must skew the traffic figures. Rickert agreed and commented on the dozen or so proposed residential developments coming forward. He discussed the necessary balance for businesses to come to Kane County, point out that development is occurring along the expressways. Kane County Planner Miller explained that Economic Development Coordinator Sharon Dixon worked with the county's economic business affairs but, overall, the County Development Department believed it was the responsibility of the cities to attract businesses and not compete with them.

Attendees spoke about understanding the overall planning process for developments. One resident believed nothing was being done at the state level to stop development around airports, commenting on the Aurora Airport and the natural contention of human growth. As a suggestion,

Rickert recommended that the attendees speak up and get involved with their legislative representatives to make changes since the county had limited power.

4. Wrap Up

Ms. Files thanked everyone for their input and asked them to contact her with further comments/questions.

(Meeting ended at 2:30 p.m.)

Respectfully submitted,

\s\ Celeste K. Weilandt
Celeste K. Weilandt, Recording Secretary

Public Involvement Final Round

Kane County Division of Transportation

July 2004

Kane County's 2030 Transportation Plan

Kane County is in the process of developing the County's 2030 Transportation Plan. The purpose of the plan is to determine major transportation projects, guide transportation decisions and identify resources to implement transportation projects. Kane County is in the process of seeking public comment on the County's 2030 Transportation Plan. Over the last few months, the County has been coordinating with local agencies, analyzing projected revenues, and reviewing the public comments received. On July 23rd a draft of Kane County's 2030 Transportation Plan will be posted on the Kane County Division of Transportation's web site at www.co.kane.il.us/dot.

Upcoming Opportunities for Public Involvement

The County will host public forums/open houses to present the County's Draft 2030 Transportation Plan. These meetings will be held from 7:00 p.m. to 9:00 p.m.

Date:	Location:
Thursday, July 29, 2004	Randall Oaks Golf Course, 37W361 Binnie Road, West Dundee
Monday, August 9, 2004	Auditorium, Kane County Government Center, 719 Batavia Ave., Geneva
Thursday, August 12, 2004	Waubonsee Community College, Bodie Hall, Room 147

The County anticipates the following schedule for the remainder of the County's 2030 Transportation Plan development and adoption:

- **July 23, 2004** - Draft plan to be available at our website (www.co.kane.il.us/dot) for 30 day public comment period
- **August 11, 2004** - Presentation of Kane County's Draft 2030 Transportation Plan to the Kane County Council of Mayors
- **September 15, 2004** - Final Draft Plan to be available at our website (www.co.kane.il.us/dot)
- **September 24, 2004** - Transportation Committee considers recommending final Plan approval to the County Board
- **October 12, 2004** - County Board considers adoption of Kane County's 2030 Transportation Plan

If you have questions or concerns, please call Heidi Files, Chief of Planning and Programming at (630) 406-7308

Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175

We want to keep you posted!

Check out Kane County's 2030 Transportation Plan Development Process or make comments at our web site at:

www.co.kane.il.us/dot

Or, for more information contact:

Heidi Files
Chief of Planning and Programming
(630) 406-7308
filesheidi@co.kane.il.us

KANE COUNTY
DIVISION of TRANSPORTATION

Paul G. Rogowski
Director of Transportation

Carl Schoedel, P.E
County Engineer

July 15, 2004

41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

PRESS RELEASE

Kane County is in the process of developing the County's 2030 Transportation Plan. The purpose of the plan is to determine major transportation projects, guide transportation decisions and identify resources to implement transportation projects. Kane County is seeking public comment on the County's 2030 Transportation Plan. The County will host public forums/open houses to present the Draft 2030 Transportation Plan. These meetings will be held from 7:00 p.m. to 9:00 p.m.

Dates:	Locations:
Thursday, July 29, 2004	Randall Oaks Golf Course 37W361 Binnie Road West Dundee
Monday, August 9, 2004	Auditorium, Kane County Govt. Center 719 Batavia Ave. Geneva
Thursday, August 12, 2004	Waubonsee Community College Bodie Hall, Room 147 Sugar Grove

All interested parties are invited to attend. Draft plan to be available at our website (www.co.kane.il.us/dot) July 23, 2004. If you have questions or concerns, please call Heidi Files, Chief of Planning and Programming at (630) 406-7308.

KANE COUNTY
DIVISION of TRANSPORTATION

Paul G. Rogowski
Director of Transportation

Carl Schoedel, P.E.
County Engineer

41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

DATE: July 15, 2004

TO:

	FAX #:
Beacon News	844-1043
Courier News	847/888-7836
Daily Herald	847/608-0849
Kane County Chronicle	232-4962

COMPANY:

FROM:

PAGES: 2

SUBJECT: Draft 2030 Transportation Plan

COMMENTS: Press Release for July 20th issue

Sent by lh/lm Date 7/15 Time 8AM

Public Meeting – Final Round

Sign-In Sheet
(Please Print)

Name	Address	Organization
WALTER GROM	146 HILLTOP LN SLEEPY HOLLOW	—
Heather Tabbert	KDOT	KDOT
Geneva White	[illegible]	Northwest Herald.
Frank + Lisa Marino	865 Tipperary St. Gilberts, Il	
DAVID LANDEWEER	1701 GOLF RD., SUITE 1000 ROL. MDWS 60008	URS
Daniel [illegible]	209 [illegible] Rd. [illegible]	
John Novercini	166 Spring St. N. C'ville, R. Gello	COUNTY BOARD.

DATE: JULY 29, 2004
LOCATION: RANDALL OAKS GOLF COURSE

Public Meeting – Final Round

Sign-In Sheet
(Please Print)

Name	Address	Organization
Robert Wozniak	816 Surrey Ln. Sleepy Hollow	—
GLENN MORGENROTH	18N101 HIDDEN HILLS W. DUNDEE	KDPC.
Carol Grom	146 Hilltop, Sleepy Hollow	S.H. Trustee
Margaret Scalfaro	975 Chippewa, C'ville 60110	Kane County Board #24
BRIAN FAIRWOOD	3605 Bradford Ct. Carpentersville 60110	Resident / TranSystems Corp.

DATE: JULY 29, 2004
LOCATION: RANDALL OAKS GOLF COURSE

Public Meeting – Final Round

Sign-In Sheet
(Please Print)

Name	Address	Organization
Pat Dawlyewske	5 Sycamore Rd - C'ville,	
Kerry Kella	720 GENEVA - W. DUNDEE 60118	W. DUNDEE
Chutty Sabado	719 S. Batavia Ave. Geneva	Kane Co. Development
Virginia K. Gregg	406. TULSA AVE, C'VILLE 60174	
Sue Harvey	1218 Timber Dr., Sleepy Hollow	Kane cty Plan Com. Dundee Township
BOB SPERLAZZO	609 DEER HILL CT., C'VILLE 60110	PRECINCT COMMITTEEMAN
Lee Barrett		County Board.
ED LEONARD	504 N. WASHINGTON WHEATON, IL	PARSONS BRINKERHOFF

DATE: JULY 29, 2004
LOCATION: RANDALL OAKS GOLF COURSE

S49010

CERTIFIED ORIGINAL

STATE OF ILLINOIS)
) SS.
COUNTY OF KANE)

BEFORE THE KANE COUNTY
DIVISION OF TRANSPORTATION

In the Matter of:)
)
Public open house on the)
Kane County 2030)
transportation plan.)

REPORT OF PROCEEDINGS had and testimony taken at the hearing of the above-entitled matter, before the Kane County Division of Transportation, in the Randall Oaks Golf Course, 37 W 361 Binnie Road, Dundee, Illinois, on the 29th day of July, A.D. 2004, at the hour of 7:00 p.m.

PRESENT:

MS. HEIDI FILES; and

MS. HEATHER B. TABBERT.

MR. SPERLAZZO: Robert Sperlazzo, 609 Deer Hill Court, Carpentersville; and I guess I have two concerns. One would be the budgetary matters. It seems like a pipe dream. I don't know if we'll ever have the funding for a long time for such an undertaking.

My bigger concern is the Bolz-Longmeadow bridge, which is a type of super highway that's planned. The little town of Carpentersville cannot support the infrastructure. It's so easy to throw such an undertaking on Carpentersville while everybody else -- and let us pay for it while everyone gets the free ride. "Free ride" in quotes.

And, you know, I am sure it will benefit other communities, but we have to pay the bill and we have to support the added expense of such an undertaking, and I'm not in favor of that.

I think that's -- maybe I'll add to it. Maybe a local bridge would be more favorable to our community and help the traffic congestion at the same time. But a super

highway is something we don't want.

Thank you very much.

MS. PAWLOWSKE: Patricia Pawlowske, 5 Sparrow Road, Carpentersville. I do want -- I prefer the bridge to be built over Williams Road. I want to add I don't want Longmeadow. I'm against Longmeadow.

That's it, I hope.

MS. SCALFARO: Margaret Scalfaro, 975 Chippewa, C-h-i-p-p-e-w-a, Circle, Carpentersville. I'm opposed to the proposed Longmeadow Parkway and I'm a County Board member from that district, and on behalf of all the residents there I would like to once again register our wishes that that highway does not go through.

And also, we really would like to see a little tiny local bridge which would really help us out a lot.

I think that ought to do it. You know, that's the main issue with us. You know, predominantly we're very happy with the way the county takes care of things, you know, but it's a big issue with us.

(WHICH were all of the proceedings had in the above-entitled matter at the time and place aforesaid.)

STATE OF ILLINOIS)
) SS.
COUNTY OF DU PAGE)

I, Sharon D. Roche, Certified Shorthand Reporter No. 84-1091, Registered Merit Reporter, a Notary Public in and for the County of DuPage, State of Illinois, do hereby certify that I reported in shorthand the proceedings had in the above-entitled matter and that the foregoing is a true, correct and complete transcript of my shorthand notes so taken aforesaid.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my notarial seal this 4th day of August, A.D. 2004.

Sharon D. Roche
Notary Public

My Commission Expires
February 3, 2007.

"OFFICIAL SEAL"
Sharon D. Roche
Notary Public, State of Illinois
My Commission Expires 02/03/07

KANE COUNTY
2030 TRANSPORTATION PLAN

Public Meeting – Final Round

Sign-In Sheet

(Please Print)

Name	Address	Organization
Karin Frederick	5N325 Oak Rd. St Ch. 60175	
Robert Frederick	5N325 OAK RD ST CHARLES	
Jodi Ahlman	5N285 Oak Rd St Charles	
Nick Hyde	5N285 Oak Rd St. Charles	
L.L. Dempsey SD	700 W Fabyan Pkwy Batavia	
Gene Dempsey	1750 N. Marywood Ave Aurora	
Greg Chisholm	2E MAIN STREET, ST. CHARLES	CITY OF ST. CHARLES
Megan/Peter Boggle	5N284 Oak Road St Charles	Citizen
Jeff Young	16111 Nelson Road Woodstock	McHenry County Hwy. Dept.
Deborah Allan	400 East Chicago, Elgin 60120	Kane Cty Board #17

DATE: AUGUST 9, 2004
LOCATION: GOVERNMENT CENTER

Public Meeting – Final Round

Sign-In Sheet
(Please Print)

Name	Address	Organization
Elaine Stern	4N737 Crane Rd St. Charles	
DAVID PLEZBERT	5N378 FENCERAIL CT, ST CHARLES, IL,	CITIZEN
STEVE PERSINGER	710 WESTERN AVE GENEVA	GENEVA PARK DIST
FRED NORRIS	44 Stirrup Cup Ct.	St. Chas - RTA
Cynthia Welch	5N260 Oak Rd STC	Citizen / Homeowner
Carol SCHOENGART	Village of Wayne, P.O. Box 532	Wayne, IL 60184

DATE: AUGUST 9, 2004
LOCATION: GOVERNMENT CENTER

CERTIFIED ORIGINAL

S49047

STATE OF ILLINOIS)
) SS.
COUNTY OF KANE)

BEFORE THE KANE COUNTY
DIVISION OF TRANSPORTATION

In the Matter of:)
)
Public open house on the)
Kane County 2030)
Transportation Plan.)

REPORT OF PROCEEDINGS had and testimony taken at the hearing of the above-entitled matter, before the Kane County Division of Transportation, in the Kane County Government Center, Geneva, Illinois, on the 9th day of August, A.D. 2004, at the hour of 7:00 o'clock p.m.

PRESENT:

MR. TOM RICKERT,
MS. HEIDI FILES,
MR. JERRY DICKSON,
MS. JILL SCHEIDT, and
MR. JIM MILLER.

MR. DEMPSEY: Gene Dempsey, D-e-m-p-s-e-y. It just seems to me that by 2030, if you don't do anything about mass transit, none of this would be -- it will be gridlocked.

Thank you.

MR. YOUNG: My name is Jeff Young, Y-o-u-n-g. I'm the McHenry Highway Department Design manager. I'm here supporting the plan. I think this is a good plan, and staff has done an excellent job of coordinating with -- the Kane County staff has done an excellent job of coordinating with the McHenry County staff putting together an excellent plan for the future.

MS. AHLMAN: Jodi Ahlman, I am a homeowner in the Middle Creek subdivision off of Randall Road to the east. My address is 5N285 Oak Road in St. Charles, Illinois 60175.

I am here tonight with numerous other homeowners in the Middle Creek subdivision, and I'm going to just list some of the concerns we have about the transportation plan that is being presented tonight.

The first is that myself and the other homeowners were completely unaware of the progress of this transportation plan. We were told that this has been an ongoing public comment period for about a year. We only recently found out this month, and that is why we are here tonight.

Some of the concerns that we have as homeowners in the Middle Creek subdivision are the fact that a six-lane expansion is proposed from Orchard Road all the way to Highway 20 along Randall, and that six-lane expansion will affect, among other things, noise in the neighborhood, safety of the children in the neighborhood for the reason that we are not going to be given a stop light at the ingress and egress of our subdivision.

We are also concerned about increased drainage from an expansion of Randall Road. Property owners currently in Middle Creek are having increased water drainage to their properties from the four-lane improvement of Randall Road that occurred within the last 10 to 15 years.

There is also a concern about increased noise. Many of the homeowners that own property that back to Randall Road currently have been attempting to get permits from the County to build a noise berm and have been denied those requests; whereas, on the west side of Randall Road a proposed new housing development was given the right to build a noise berm, and that causes great concern to the Middle Creek subdivision residents.

The Middle Creek subdivision residents are also concerned about the increased traffic flow that may require the County to increase its six-lane expansion plan to an eight-lane expansion plan, which a County representative that was present at the meeting tonight is -- whose name is Mr. Rickert, mentioned that currently there is a thought that Randall Road should be eight lanes, but they're only planning for six at this time.

The only assurances that Middle Creek subdivision owners have been given about any of these concerns that I have just listed is the fact that currently the County does not

have the funds to expand Randall Road to six lanes.

This is little consolation to the homeowners for it is our understanding through Mr. Rickert and through the materials and signage that are present at the meeting tonight that the final public comment period will close in October on this plan, and once the plan is passed, the homeowners will have very little opportunity to object or comment on the plan as it exists.

Mr. Rickert does inform us that we will have opportunity to comment should the next phases of this plan be implemented; however, there is nothing in the proposed plan as it stands that would allow homeowners such as ourselves to give public comment on proposed construction phases and that causes great concern.

To recap, the Middle Creek subdivision owners are concerned mainly with increased noise, the inability to build a berm on their properties as it stands, increased drainage, the safety of our children, the fact that

there is no assurances other than Mr. Rickert tonight that our ability to comment in the future will be allowed, only by the oral representation by Mr. Rickert.

Thank you for the opportunity to comment this evening.

MR. BOGLE: Peter Bogle is my name, B-o-g-l-e. 5N284 Oak Road is our address.

So we butt right up to Randall, and our concern, obviously, currently is the noise and just the safety of having four lanes, let alone going to six, with that being as close to our property as possible.

So what we have been trying to talk about in the neighborhood, the neighbors that back up to Randall, including ourselves, is about finishing a berm that was started actually on our property, that's there already, and continuing that north and south for the seven or eight houses in the Middle Creek subdivision that back up to Randall.

What had come out of some of those discussions were that that might be a problem

finishing that berm, that might not be an option, and that's what we were just talking about tonight.

So those are -- that's probably No. 1 and 2, and the third thing is the drainage aspect of a subdivision being built on the west side of Randall, and if that goes in, how is it affecting the water table coming to our side and flooding the properties? That's pretty much it.

I just came tonight to understand more about this whole situation and find out where our voice is heard, and, you know, where we're able to talk to somebody about the overall plan.

MR. PLEZBERT: Just a general comment, my name is David Plezbert, P-l-e-z-b-e-r-t. I live in the Middle Creek subdivision, 5N378 Fence Rail Court, St. Charles, Illinois 60174. The back of my property abuts up against Randall Road.

What I'm concerned about -- come to tonight's meeting -- it was enlightening about the six-lane expansion, but also our concern

comes from, again, the Deer Pond Estate proposed construction project for a new subdivision on the other side which has been allowed to berm by the bike rack.

I'm concerned about drainage and, also specific to Randall Road, the noise abatement. As Randall has been busier and busier, the decibel level has quadrupled in just seven years.

So this new six-lane highway intrigued my interest, how they were going to address that, and then I also have a concern that -- it's my property where the culvert comes under Randall Road from the old Bakers Acres or the proposed Deer Pond Estate subdivision.

So this group of County people were very helpful, but those are our concerns.

MS. WELSCH: My name is Cynthia Welsch, W-e-l-s-c-h. I back to Randall Road.

Currently, I have probably 100 feet of woods, which is protection. It is noisy even with that amount of a very heavily wooded lot.

Widening the road would mean that I would lose trees, I would have more noise,

reduce the value my property. There's other concerns with that affecting the total neighborhood because the noise bounces -- from a road like that, it bounces into the neighborhood, even though you back to it. It's just as noisy in other areas because the noise bounces.

Also we're concerned about the drainage, and the fact that the County has told us that we could not berm, and, you know, just what the future brings with the thought of six lanes and it being voted on and accepted and then, you know, not having a voice.

Thank you.

(Which were all of the proceedings had in the above-entitled matter, adjourning at 9:00 p.m.)

STATE OF ILLINOIS)
) SS.
COUNTY OF KANE)

I, Joanne E. Ely, Certified Shorthand Reporter No. 84-4169, Registered Professional Reporter, a Notary Public in and for the County of Kane, State of Illinois, do hereby certify that I reported in shorthand the proceedings had in the above-entitled matter and that the foregoing is a true, correct and complete transcript of my shorthand notes so taken as aforesaid.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my notarial seal this 20th day of August, A.D. 1998.

Jean S. Busse
Notary Public

My commission expires
May 16, 2008.

Public Meeting – Final Round

Sign-In Sheet
(Please Print)

Name	Address	Organization
Amy Schwind	3525 N. Leavitt Chicago IL 60618	Kudrna & Associates, Ltd.

DATE: AUGUST 12, 2004
LOCATION: WAUBONSEE COMMUNITY COLLEGE

KANE COUNTY
2030 TRANSPORTATION PLAN

Public Meeting – Final Round

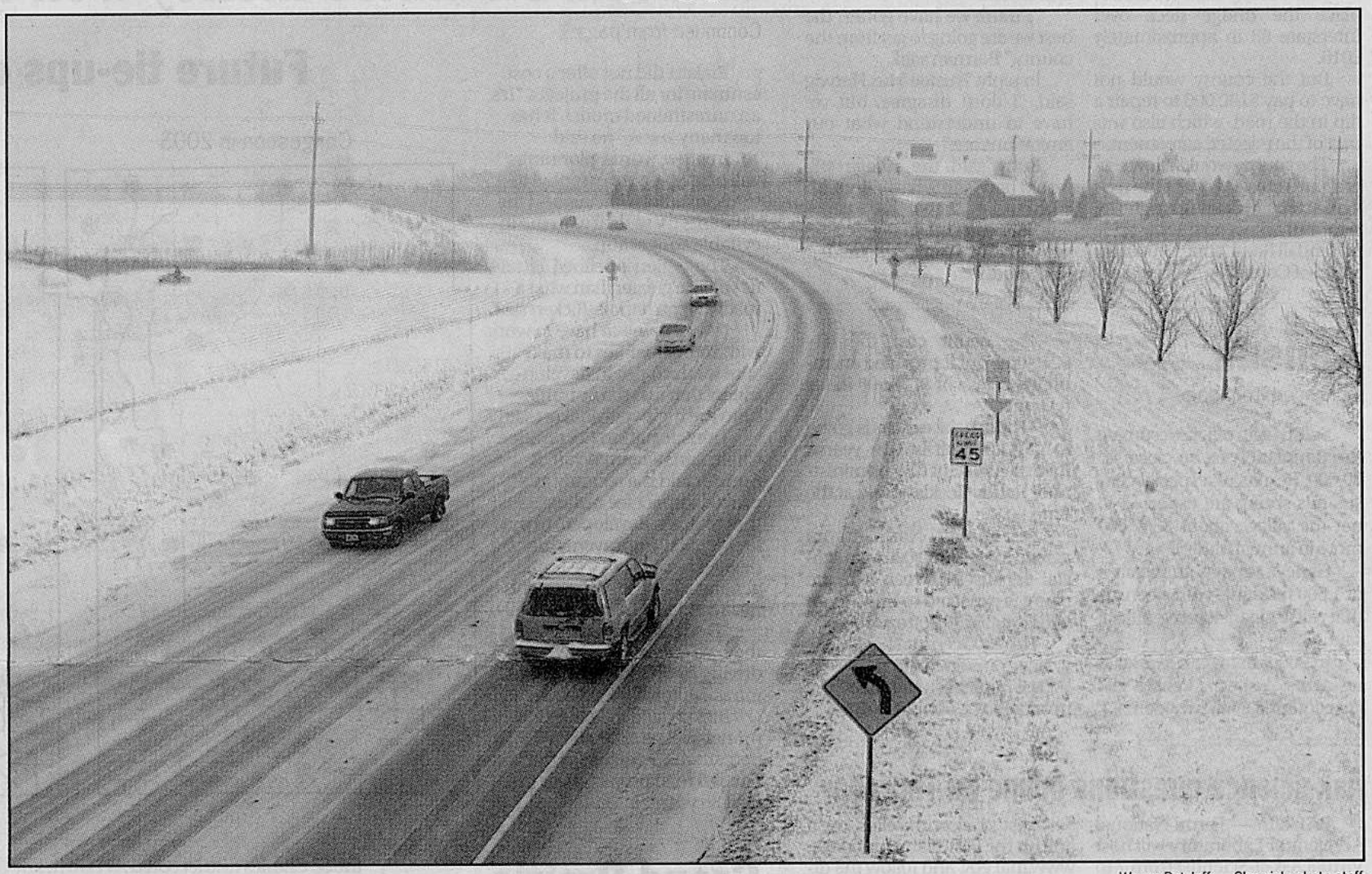
Sign-In Sheet
(Please Print)

Name	Address	Organization
Heather Tabbert	41W011 Burlington Rd, St. Charles	Kane County
Penny Comann	335 S. Central Ave, Aurora	" "
Mary D. Richards	551 W. Downer Pl. Aurora	Kane county
Barbara Souders	28587 Harter Rd ELBURN	St. Charles Dist 303 Trans.
Michael P. Ferencak	10 Municipal Dr. Sugar Grove	Village of Sugar Grove
Jenn Anderson	400 S Green Street Chicago IL 60607	Kudrna & Associates, Ltd
Matt Rusina	Oak Park	Daily Herald
Ken Desmaretz	426 Violet Lane Batavia	H.W Lochner.

DATE: AUGUST 12, 2004
LOCATION: WAUBONSEE COMMUNITY COLLEGE

News Articles

A creeping problem



Wayne Ratzlaff — Chronicle photo staff

Kane County's 2030 plan has identified the Burlington Road corridor as one of the areas likely to be affected by development in the western part of the county.

County braces for gridlock

Roadways to get busier

By TOM SCHLUETER
Kane County Chronicle

GENEVA — Two-thirds of Kane County's roadways will be severely congested in 26 years, projections show.

The worse news is that even with an unprecedented influx of money, the majority of roads still will be congested.

Worse still, it is unlikely that there will be an unprecedented influx of money.

"There is no way we can buy our way out of the traffic congestion of the future," said Thomas Rickert, deputy director of the Kane County Division of Transportation.

The projections take into account all local, township, county and state highways and interstates.

To begin planning for the congestion and update its 2020 transportation plan, representatives of KDOT will be in the auditorium of Building A of the Kane County Government Center from 4 to 7 p.m. today to take public input on the department's 2030 transportation plan.

In addition, KDOT will conduct public forums in each of the county's eight planning partnership areas in January and February.

Visitors to the public forums will see maps of projected congestion in 2030, when Kane's population will approach 700,000.

One of the maps shows projected congestion if no federal, state, county or local improvements are made. Two-thirds of all roads in the county are lined in red, meaning they will suffer severe congestion.

Another map shows projected congestion if a host of projects are implemented, including two additional regional bridges over the Fox River, the expansion to eight lanes for Interstates 88 and 90 in the eastern part of the county and to six lanes to Route 47; six lanes for Randall and Kirk roads; four lanes for Route 47; four lanes for Route 38 from Randall Road to Route 47; and four lanes for Route 64 from Randall to new LaFox Road.

See GRIDLOCK, page 2

To learn more, share opinions

• **A public meeting/open house** is 4 p.m. today in the auditorium of Building A, Kane County Government Center, 719 S. Batavia Ave., Geneva.

Public hearings on Kane County's update of its transportation plan:

• Friday, Jan. 30, 10 a.m., Upper Fox PPA, Randall Oaks Golf Club, Dundee
• Tuesday, Feb. 3, 10 a.m., Aurora Area PPA, North Aurora Public Library
• Monday, Feb. 9, 10 a.m. Tri-Cities PPA, Batavia Public Library
• Wednesday, Feb. 11, 10 a.m., Elgin Area PPA, Elgin Community College, Business Conference Center, Room 123
• Wednesday, Feb. 18, 10 a.m., Campton Area PPA, Campton Community Center
• Thursday, Feb. 19, 10 a.m., West Central PPA, Elburn Public Library
• Monday, Feb. 23, 10 Northwest PPA, Huntley Village Hall
• Wednesday, Feb. 25, 1 p.m., Southwest PPA, Waubonsee Community College, Bodie Hall, Room 150

Gridlock: Unlimited money won't remedy problem

Continued from page 1

Rickert did not offer a cost estimate for all the projects. "It's an unrestrained model. It has too many zeros," he said.

In other words, planning will be even more essential as transportation officials and the residents try to deal with the inevitable congestion.

Congestion is defined as traffic volume greater than what a roadway can handle, Rickert said.

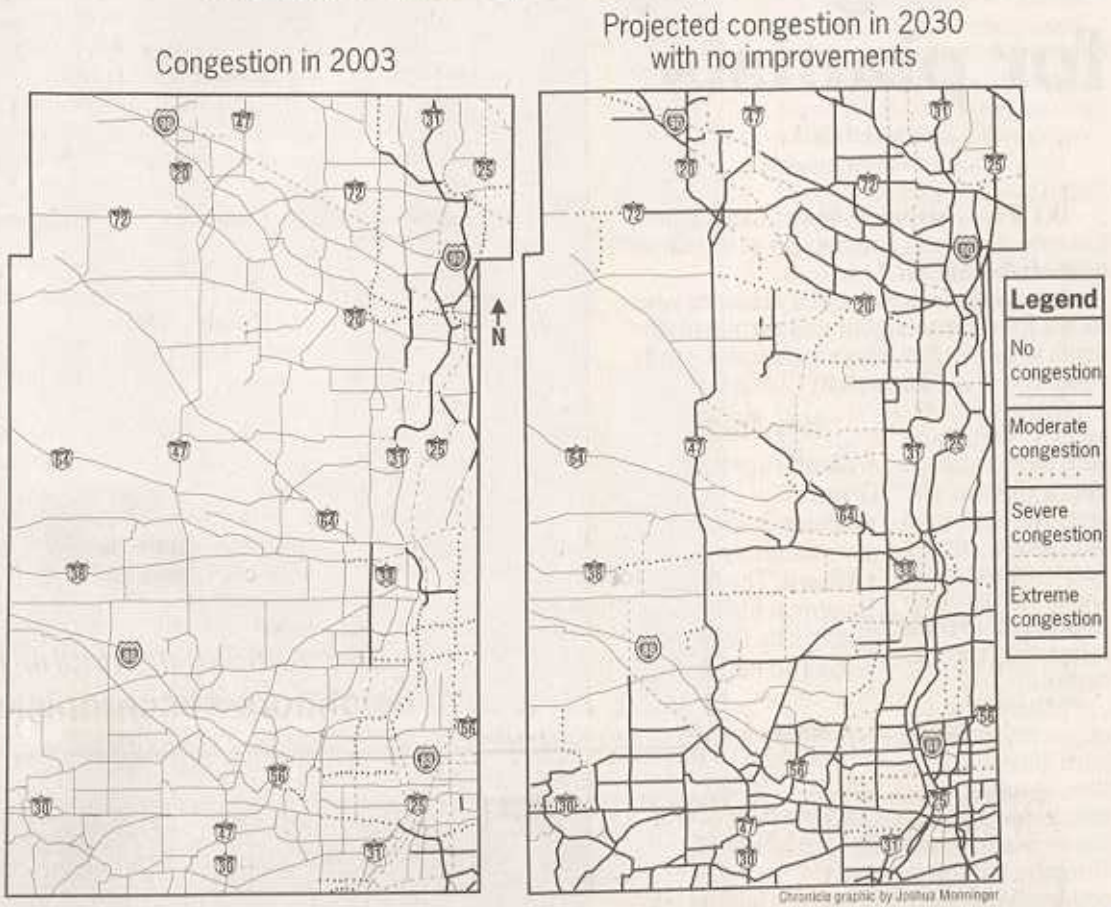
"We're going to have to work with municipalities to make sure we don't put in developments that just throw traffic onto the highway," Rickert said.

Transportation Committee Chairman William Wyatt, R-Aurora, said the recently approved impact fee ordinance that requires developers to pay for highway improvements needed because of the traffic generated by the projects will raise only $2.7 million annually.

"Don't even start to think they are going to start to be the driving force in improving our infrastructure," Wyatt said.

Rickert said the county money will be able to pay for 10 percent to 15 percent of the needed road projects over the next 30 years.

Future tie-ups creep west



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15, Information,
4, Ext. 102.

**EVERY WOMAN
AMY AND ME EXPO**

m., Pheasant
Charles.
adults, $3
en younger than
ee. Information,
vents.com.

FEB. 29

OPEN HOUSE

noon. Fox Valley
eva. Family skate
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2.

**EVERY WOMAN
AMY AND ME EXPO**

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adults, $3
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PAGE 03

CIVIL

03/04/2004 12:48 2085168

of the heaton orth com- seven years. She also served as a level of excellence. are used by zoning boards and dedication to natural resources.

February 27, 2004 KC Chronicle.

Residents weigh options for Fabyan improvements

By PAUL ROCK
Kane County Chronicle

BATAVIA — John and Gail Carroll do not mind if the county decides to cut 10 feet from their property to make improvements on Fabyan Parkway.

As long as Fabyan becomes a safer, quieter road, they even would sacrifice the stand of lilac trees in their back yard.

"We all agree something needs to be done with the road," said John Carroll, who lives with his wife on Winnebago Trail, a street that backs onto Fabyan. "It's unsafe. It's worth it if they remove the noise."

The couple were among more than 100 Batavia and Geneva residents who attended an informational meeting in which the Kane County Division of Transportation outlined options for revamping Fabyan between Western Avenue and Kirk Road.

The meeting was the first step in the county's attempt to get state and federal funding for the project.

Fabyan, which currently averages 28,000 cars a day, is one of the county's busiest roads, second only to Randall Road and on par with Kirk.

That volume is expected to jump to 40,000 by 2010 and 60,000 by 2020, said Paul Holcomb, a chief designer for KDOT.

The county is considering several options, both for the short-term and long-term.

Among the short-term solutions under consideration are to widen the road to include a center turning lane and to add traffic signals and signs.

Another option is to make access to some side streets, such as Thoria, Surrey and Heather roads accessible only with right in and right out turns.

Long-term plans include widening the road to six lanes, adding a raised median and building concrete barriers to completely block access to Thoria, Surrey and Heather roads from Fabyan.

Holcomb said feedback from residents will be used to shape a feasibility study that then would be submitted to state and federal agencies for funding and approval.

Until the study is completed, cost estimates for the project are not available.

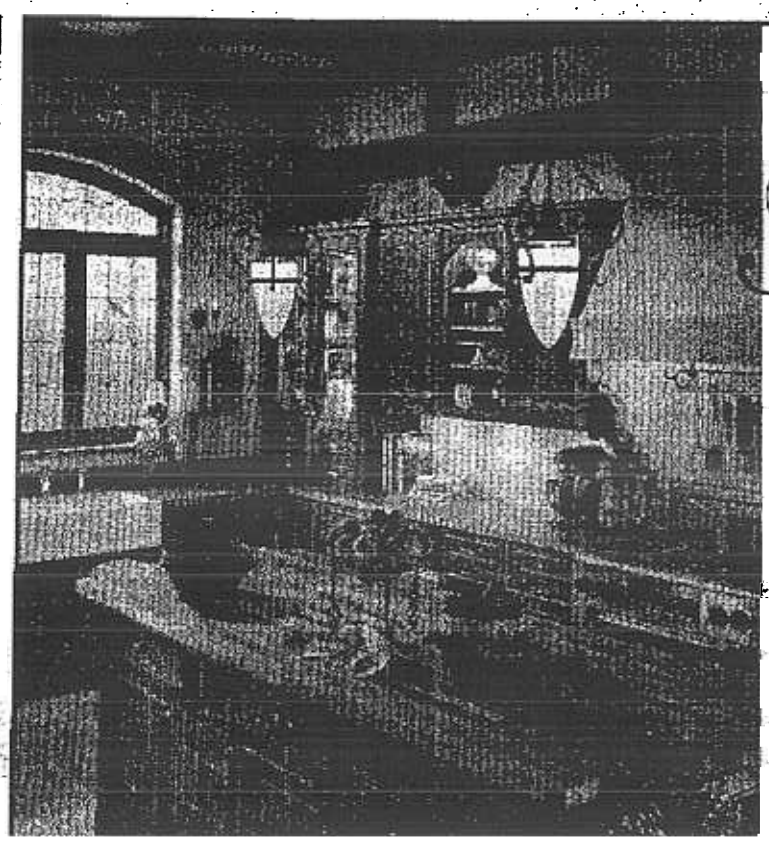
"We're trying to identify safety concerns," Holcomb said. "There are various alternatives, and we want to get feedback from these entities and see what they think before we start phase one and get into design issues."

Batavia 4th Ward Alderman Tom Schmitz said he would like the county to skip short-term solutions and build for the long term.

"I like doing it all the way," Schmitz said. "Plan for the future. Not just 2020, 2050."

Schmitz said some of the proposed changes, particularly limiting access to streets, would be hard for some to accept.

"Closing down streets would be difficult, but with the amount of cars they're estimating, it would be difficult to access them anyway," Schmitz said. "Change is not accepted well, but it's something that has to happen."



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News you can use

- The new St. Charles city hall office hours will be observed beginning March 1. City offices will be open from 8 a.m. to 4:30 p.m. Monday through Friday; and the utility billing and building and zoning customer service offices will be open from 8 a.m. to 7 p.m. Mondays and 8 a.m. to 4:30 p.m. Tuesday through Friday.
- The Diabetes Support Group at Delnor-Community Hospital will meet at 7 p.m. Wednesday at the Delnor-Community Hospital Health and Wellness Center, 296 S. Randall Road, Geneva. Call (630) 208-3345.

F3

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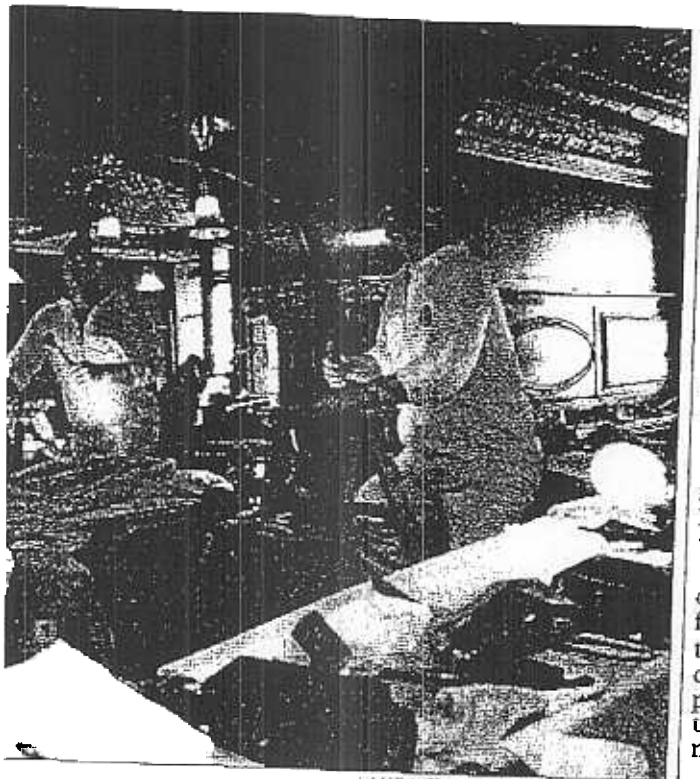

LAURA STOECKER/DAILY HERALD

ting his new venture, O'Brien's Pub, open for business. Friend

cost more.
he pub, O'Brien said, will
mix of the bistro's quality
clientele with casual fun
family.
The bar will be more of a
ers bar, the center of
ivia's social ground, but
a place you can go and get
ething good to eat,"
ien said.
ews are currently working
aint the walls Irish green
the ceiling mustard yellow.
other aesthetic changes to
he pub in an Irish mood.
ish flag, family photos, the
en coat of arms and Notre
e paraphernalia will be
on the walls.
Brien said he also hopes to
ect the pub's two rooms.
ow, though, patrons can go back and forth between the bar area (outfitted with some tables and chairs and smoking allowed) and the nonsmoking side room that will be used primarily for eating.

O'Brien, a musician himself, said he will soon offer entertainment (primarily single artists or two-person bands).

"I like to hire young, local talent," O'Brien said. "They're starting out and are experimenting, so they really have a lot to offer."

O'Brien has already received approval from the planning commission to make the bistro a pub.

O'Brien's Pub and Grill is located at 12 N. River St. The phone number is (630) 406-9200.

County predicts major congestion in the Tri-Cities

By Gala M. Pierce
Daily Herald Staff Writer

Kane County officials forecast major traffic congestion on Route 64 and Fabyan Parkway in the next 20 years.

Widening Route 64 and Randall to six lanes and Fabyan to four lanes west of Randall are three solutions identified in the county's 2030 transportation plan. Only about a fraction of the $2 billion sum of projects might be accomplished.

"It's likely we might only see $300 million worth of projects done over the next 20 years," said Tom Rickert, Kane County assistant director of transportation, at a public forum for the plan Monday.

About 20 Tri-Cities area officials and four residents attended the meeting at the Batavia library.

Other projects in the plan include widening routes 47 and 38 from two to four lanes.

Even if the county was able to move forward with all the construction needed to alleviate traffic, the Tri-Cities will see extreme congestion on Route 25, Kirk Road, Fabyan Parkway east of the Fox River and Route 31 between Route 64 and Route 38.

The county's population should increase by about 150,000 people in the next 20 years.

"This doesn't look real good," said Mark Koenen, St. Charles' public works director, looking at the projections. "It's saying we're going to have to live with congestion."

The meeting was one of a second round of meetings to get input on the potential project list. The county expects to complete a draft of the plan in March and to adopt it in the summer.

Developer-paid impact fees, which the county recently approved, will help with only about 8 percent of funding for construction, Rickert said.

"One of things we expressed to the county board is that it's going to be almost financially impossible to buy our way out of our congestion problems," Rickert said.

One of the problems the county faces is that it doesn't control growth, the municipalities do, said Michael Kirschman of the Geneva Park District.

St. Charles resident Kathryn Trendler said she was concerned about Route 47 becoming another Randall Road commercial corridor.

The county will have a meeting regarding the widening of Fabyan Parkway on Feb. 26 in Batavia, said Batavia City Engineer Noel Basquin, who attended the meeting.

Residents are encouraged to give the county input on the plan. Call (630) 406-7308 or visit www.co.kane.il.us/dot.

March 11, 2004

County has the plan, not the money

Kane transportation staff releases plan to tackle future congestion, if money were no object.

by Susan O'Neill

The Kane County Division of Transportation has a long-range plan for transportation solutions featuring a "wish list" of projects, created by county officials without taking financial constraints into consideration.

Once the financial constraints are added in, they won't have much of a plan, according to Director of Transportation Tom Rickert, who said in a second round of public meetings about the plan that there is no money for transportation projects in Illinois.

Rickert presented the funding realities for transportation projects, looking at the revenues 20 years out.

"There is a $20 million shortfall to maintain current operations, and there is zero money for capital improvements," he explained.

Nonetheless, transportation staff held public meetings in which they presented the county's 2030 long-range transportation plan for the public's input, if they were to receive the necessary funding. Based on assumptions about population and economic growth in the county, travel forecasts to the year 2030, and transportation deficiencies within the county, division staff developed a number of potential alternative transportation improvement options as part of a draft plan for public review and comment.

The potential projects include widening Route 47 to four lanes, widening some of the area interstates, new bridge corridors, a new north-south road between Route 47 and Randall Road, building an Anderson Road overpass and

realigning roads on the western edge of the county, using Granart, Dauberman, Meredith, Peplow, French and Harmony roads.

"This initial shot at the various alternatives represents $2.2 billion worth of infrastructure," said Rickert.

Because those resources are not available, he explained that it will be important to understand the priorities of the public and local agencies within the county in order to come up with a final plan that takes these funding realities into consideration.

The county's plan does not take into consideration plans for the Prairie Parkway, either, which is still in the process of being studied by the Illinois Department of Transportation (IDOT). Rickert explained to incorporate the parkway into the county's plan would be premature, because IDOT still needs to "look at

all alternatives without prejudice.

Population growth in the county is expected to be focused in the Sugar Grove/Montgomery area, in and around the town of Elburn and in the northwest corner of the county, explained Kane County planning and programming manager Heidi Files at the Feb. 25 meeting at Waubonsee Community College.

In the high-growth areas of Kane County, like Sugar Grove, Aurora and Montgomery, municipalities have been working with developers to build or improve some of the local roadways, explained Rickert.

Community Development Director Scott Buening explained that on Sugar Grove's list of priorities for road improvements, widening Route 47 is at the top. The other three priorities are the extension of Gordon Road south to Galena Road; a full intersection at Route 47 and Interstate 88; and the Municipal Drive extension from Route 47 to County Line Road.

Rickert said that improvements to local collector roads and providing alternatives to arterial roads can help increase mobility within a community. He said these types of plans could decrease the congestion on the arterial roads in those areas by about 10 to 15 percent.

Part of the problem, however, is that the increase in employment will not keep pace with the growth in population.

"It's still a negative trend."

What this means is that residents of these areas will continue to need to travel outside of where they live to go to work, further congesting the roads.

The plan projects that the amount of vehicle travel on county roads will increase by 1.5 times by 2030. The plan also projects that travelers will spend approximately 2.5 times longer on the roadway system, and the amount of delays experienced due to congestion will increase by at least 10 times.

Some of the citizens attending the meeting wondered how to go about stemming the tide of growth that will inevitably lead to more traffic congestion.

"How do you stop municipalities from doing whatever they want?" asked Sally Carr.

"You don't," explained Buening.

There is nothing people in the surrounding communities or the county can do to keep municipalities from annexing property and developing it, he said.

"It's up to the individual municipalities to determine how fast they want to grow," Buening added.

He explained that Sugar Grove is currently holding discussions with some of its neighbors about boundary agreements.

"We're not anxious to create suburban sprawl," he said, adding that Sugar Grove's focus is for "high quality housing" and "moderate growth."

"We don't want to annex just for the sake of annexing."

County planner Karen Miller explained that although the county has no legal authority to slow down the growth of municipalities, county officials have been attempting to educate city officials in the concepts of smart growth and working to maintain the quality of life people within the county have come to expect.

"We do feel it's a realistic goal for 2030," she said, referring to the county's 2030 land use plan that calls for 50 percent of the county to remain agricultural and open space.

A third round of meetings to look at a financially attainable 2030 transportation plan will be held in April.

Citizens may provide feedback and comments to county officials regarding the plan by contacting Heidi Files at 584-7308 or at filesheidi@co.kane.il.us, or by visiting www.co.kane.il.us/doc.

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How Kane County roads could change

By Patrick Waldron Daily Herald Staff Writer
Posted Wednesday, July 28, 2004

Picture yourself stuck behind a line of stopped cars on Route 47 heading north into Kane County from just south of Sugar Grove.

If only there was a way around this mess, you wonder, probably in a strongly worded statement aimed at the SUV in front of you.

Well, relief could be on the way in the form of Gordon Road, a proposed four-lane north-south stretch, between the county line and Galena Boulevard, that is one of dozens of improvements eyed in Kane County's new long-term transportation plan.

Gordon Road is one small part of a 331-page report released last week that lays out $3.3 billion worth of road, bridge and even bike path plans under consideration at the federal, state and county levels.

"It paints a picture of a growing county that will be strapped to keep up with projected growth in terms of roads and dollars," said Bill Wyatt, an Aurora Republican and chairman of the county board's transportation committee.

So far, county officials predict only $191 million will be available to the county for projects over the course of the plan. That's far short of the $1.3 billion needed for the county's cut of the road wish list.

"That's not a new problem for us," Wyatt said. "But what we are trying to do with this plan is take advantage of what we know is going to happen."

The plan will be presented at a series of public forums, the first of which is at 7 p.m. Thursday at Randall Oaks Golf Course in West Dundee.

As development creeps west, county transportation planners are thinking ahead to the next crop of roads that will carry traffic for the next 25 years.

For the last four years, the county's transportation division has worked to organize constantly changing infrastructure visions into one comprehensive 2030 Transportation Plan, a document similar to a land use plan also in the final stages of development.

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To carry more vehicles, particularly in the south and northern ends of the county, the plan shows new secondary roads built to move traffic to expanded primary roads.

"That local road network supports the regional network," said Carl Schoedel. "One doesn't work without the other."

In fast-growing areas like Sugar Grove and **Hampshire** that means building new roads or reshaping existing ones like the now short, two-lane Gordon Road, said Heidi Files, the county transportation department's chief of planning.

It also means building a grid of collector roads, like McKee Street in Batavia or Larkin Avenue in Elgin, in places where only fields or empty lots exist today.

"Those roads will follow as development comes to an area," Files said, adding that residential and commercial developers will be expected to pitch in large sums for construction.

But because funding is limited for larger regional roads, Files said, a priority list based on cost and need has been developed.

Expansion of Randall and Orchard roads is at the top of that list as are bridges and more than a dozen large intersection projects.

The plan calls for much of Randall Road to become six lanes over the next 25 years, a process that will start next month near the new Algonquin Commons shopping center just south of the McHenry County line.

Over the Fox River, the Stearns Road bridge corridor linking Stearns Road to Randall Road is seen as a must by county transpiration officials. House Speaker Dennis Hastert is working to bring nearly $80 million worth of federal money, but county coffers will still have to pick up 10 percent of the $107 million project.

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County envisions 2030 projects

By GENEVA WHITE
gwhite@nwherald.com

WEST DUNDEE – Belva Thomas is unsure whether Kane County officials can solve some of the transportation problems in and around her community.

"I'd at least like to see them try," the six-year Carpentersville resident said as she loaded golf clubs into her trunk Thursday at the Randall Oaks Golf Course. "God forbid we get more traffic lights, but that's probably the only way to solve it."

Just inside the clubhouse, local officials and a small number of residents were looking at Kane County's vision for transportation by 2030. The plan shows local and regional improvements that would involve realigning and widening roads, as well as installing bridges. The total cost for all the projects is $3.3 billion, with the county's share being $1.3 billion. The county has about $190,000 to spend on the projects.

Kane County's population is expected to reach 700,000 by 2030, according to the plan.

"With all the additional development coming, you're going to need additional capacity on the roadway system to reduce congestion and delays," said Heidi Files, chief of planning and programming for the county.

Based on information from the Northeastern Illinois Planning Commission and municipalities, the county predicts major growth in northern Kane County towns such as Elgin, Hampshire and Pingree Grove. The plan also calls for capacity improvements and intersection improvements on Randall Road between Dean and Oak streets in St. Charles in 2005.

The Bolz Road bridge, which could one day become a four-lane thoroughfare that would move traffic from Huntley Road to Route 62 in Barrington Hills, also is included in the plan, as well as the Stearns

C'ville panel wants stricter bookkeeping
D-26 might hire survey company
Man injured in 3-vehicle collision
Johnsburg trustees discuss needs
Harvard considers garage-sale laws
Marengo library board appoints interim director
Camp offers students survival skills
Coon Creek Country Days offers added entertainment
County envisions 2030 projects
Ousted chaplain says he was wrongly fired

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Road bridge in St. Charles Township.

"That superhighway idea is a serious concern to me," five-year Carpentersville resident Robert Sperlazzo said while examining the posterboards displayed on easels. "Algonquin would benefit from it. They don't have to pay for it."

Opposition to the Bolz Road bridge was a common sentiment throughout the room. Those against the project insist that smaller, local bridges are needed in the Carpentersville area to move traffic across the Fox River.

"I'd rather see a network of bridges so you could get a better distribution of traffic," said Kane County Board member Lee Barrett, who serves on the county's Transportation Committee.

County board member John Noverini said a regional bridge would be a disaster for Carpentersville.

"There's no money to build it," he said. "Local bridges will solve local problems."

Dundee Township Supervisor Sue Harney said one answer to resolving transportation hassles in the county is through mass transit.

"People do use mass transit when available," Harney said. "We have significant numbers of people who could better themselves if they had access to better mass transit."

Although the plan does call for more bike and pedestrian accessibility, Files said, implementing additional mass transit is harder. Still, the county does work with Pace and Metra to further investigate options and feasibility for transportation, she said.

The county board is expected to vote on the plan in October. A draft of the plan can be viewed by logging onto www.co.kane.il.us/dot.

Public Comments

Cooperative Planning

Goal: Coordinate local and regional transportation planning to provide a transportation system that accommodates both existing and future travel demands and supports local and regional land use plans and policies.

STRATEGIES:

- Utilize the relationship between land use and transportation to direct coordinated development and efficient use of resources.
- Preserve and protect potential and existing right-of-ways for transportation systems.
- Balance the need for additional capacity with the need to preserve and maintain the local area's character while applying context sensitive designs.
- Encourage Transit Oriented Development (TOD) and Transit Corridor Planning (TCP) methods to new developments where appropriate.
- Encourage public involvement as part of the transportation planning process along with an updated website to keep the public informed.
- Continue to implement the Rustic Roads Program that will preserve the rural roads and scenic vistas of the County for future generations.

Comments

Hire a transportation consultant to go out + get state + federal funds. Pay him on a % basis.

System Efficiency

Goal: Reduce congestion while preserving the County's transportation system and its carrying efficiency.

STRATEGIES:

- Institute transportation system management (TSM) strategies to optimize traffic operations and safety.
- Investigate and utilize relevant transportation control measures (TCM) and institute transportation demand management (TDM) strategies to improve traffic mobility and to optimize system efficiency.
- Provide continuous routes between activity centers and improved access to Tollway facilities.
- Design major roadways to minimize curb cuts and local street intersections.
- Examine methods to minimize commercial truck traffic on residential routes.
- Provide capacity improvements to support recent growth and projected future growth.

Comments

Hwy 47 should be widened to 4 lanes from Algonquin south to the Kane-Kendall county line, and do it now before the area gets built up. If possible, keep commercial/retail development to major intersections so there isn't a strip mall in the middle of nowhere just because land is cheap.

Personal Mobility

Goal: Develop a balanced intermodal transportation system that adds to the available travel options, increases personal mobility and offers alternatives to single occupancy travel (SOV).

STRATEGIES:

- Develop a comprehensive network of safe, local and regional bicycle and pedestrian facilities through coordinated planning efforts at local and regional levels.
- Promote a safe, convenient and efficient public transportation system to serve local and regional trips that is both cost-competitive and time-competitive with the SOV.
- Provide convenient, affordable and ADA accessible transportation options to serve local and sub-regional trips for the elderly and disabled.
- Promote safe, compatible development near airports to support private, recreational and business flying needs.

Comments

Kane County residents west of Randall Rd have few no options, especially those needing help from a mobility standpoint.

Quality of the Environment

Goal: Maintain and improve the quality of the environment while providing transportation services to growing areas.

STRATEGIES:

- Reduce the current levels of vehicle emissions while maintaining regional mobility and supporting the Illinois EPA's Mobile 6 initiatives.
- Increase the use of innovative alternatives to Single Occupancy Vehicle (SOV) travel.
- Investigate and utilize relevant Transportation Control Measures (TCMs) to improve and protect the air and environmental quality of Kane County.
- Design and construct transportation improvements in a manner and method that preserves and protects the natural resources of Kane County.
- Implement Best Management Practices (BMPs) and all aspects of the Kane County Stormwater Ordinance during design, construction and maintenance of transportation facilities.

Comments

Almost no advertising is done for mass transit in Kane County. Someone, either the County or the Transit providers have to get serious about promoting mass transit. Look at what other cities/counties do. Require the providers to spend a % of their budget on PR. And the lower the usage rate, the more they should have to spend.

Transportation Issues or Concerns

Please list any issue or concerns you have regarding the Kane County Transportation System: roadway network, transit, or bicycle/pedestrian facilities.

Roadway System

Widen where it is tight.

Transit System

Expand west of Randall Rd &
Longer hours (not all jobs end by 6PM)

Bicycle/Pedestrian Trail System

Minimum expenditure. Most use of B/P is
for recreation. Spend $ on how people
get to & from work.

General Comments

Maximum efforts should be put in on building & promoting a good ride system. Less emphasis on the road system. Laying blacktop or concrete is easy. Getting an adult DD son or daughter to & from their job is not so easy.

Kane County Division of Transportation
2030 Transportation Plan
41W011 Burlington Road
St. Charles, IL 60175

Cooperative Planning

Goal: Coordinate local and regional transportation planning to provide a transportation system that accommodates both existing and future travel demands and supports local and regional land use plans and policies.

STRATEGIES:

- Utilize the relationship between land use and transportation to direct coordinated development and efficient use of resources.
- Preserve and protect potential and existing right-of-ways for transportation systems.
- Balance the need for additional capacity with the need to preserve and maintain the local area's character while applying context sensitive designs.
- Encourage Transit Oriented Development (TOD) and Transit Corridor Planning (TCP) methods to new developments where appropriate.
- Encourage public involvement as part of the transportation planning process along with an updated website to keep the public informed.
- Continue to implement the Rustic Roads Program that will preserve the rural roads and scenic vistas of the County for future generations.

Comments

Regional Planning is all about getting people to & from Chicago North South and inter county transportation is how well served. People have more trouble getting from e.g. Yorkville to Geneva than to Chicago

System Efficiency

Goal: Reduce congestion while preserving the County's transportation system and its carrying efficiency.

STRATEGIES:

- Institute transportation system management (TSM) strategies to optimize traffic operations and safety.
- Investigate and utilize relevant transportation control measures (TCM) and institute transportation demand management (TDM) strategies to improve traffic mobility and to optimize system efficiency.
- Provide continuous routes between activity centers and improved access to Tollway facilities.
- Design major roadways to minimize curb cuts and local street intersections.
- Examine methods to minimize commercial truck traffic on residential routes.
- Provide capacity improvements to support recent growth and projected future growth.

Comments

Congestion along Randall road is already horrible - what will it be in 27 years - again failure to plan for N/S travel. I would imagine that RT 47 will be our next Randall Rd - Sure would like an on/off ramp at Fabyan Rd.

Personal Mobility

Goal: Develop a balanced intermodal transportation system that adds to the available travel options, increases personal mobility and offers alternatives to single occupancy travel (SOV).

STRATEGIES:

- Develop a comprehensive network of safe, local and regional bicycle and pedestrian facilities through coordinated planning efforts at local and regional levels.
- Promote a safe, convenient and efficient public transportation system to serve local and regional trips that is both cost-competitive and time-competitive with the SOV.
- Provide convenient, affordable and ADA accessible transportation options to serve local and sub-regional trips for the elderly and disabled.
- Promote safe, compatible development near airports to support private, recreational and business flying needs.

Comments

Amen but good luck. Kane Cty is 99% single vehicle reliant due to have a dismal Public transportation system brought about because population only considers single vehicle transportation or train to Chicago as options

Transportation Issues or Concerns

Please list any issue or concerns you have regarding the Kane County Transportation System: roadway network, transit, or bicycle/pedestrian facilities.

Roadway System

Transit System

Point to Point transportation for Aged + disabled at a reasonable cost.

Bicycle/Pedestrian Trail System

Fail to see why money is being spent on recreation when transit services are so poor

General Comments

1) I thought your visuals were wonderful but I missed the one I thought most important – projected population density in 2030 - you showed current + growth but not projected

A.I.D Pediatric & Therapy
1230 North Highland Avenue
Aurora, IL 60506

Kane County Division of Transportation
2030 Transportation Plan
41W011 Burlington Road
St. Charles, IL 60175

Quality of the Environment

Goal: Maintain and improve the quality of the environment while providing transportation services to growing areas.

STRATEGIES:

- Reduce the current levels of vehicle emissions while maintaining regional mobility and supporting the Illinois EPA's Mobile 6 initiatives.
- Increase the use of innovative alternatives to Single Occupancy Vehicle (SOV) travel.
- Investigate and utilize relevant Transportation Control Measures (TCMs) to improve and protect the air and environmental quality of Kane County.
- Design and construct transportation improvements in a manner and method that preserves and protects the natural resources of Kane County.
- Implement Best Management Practices (BMPs) and all aspects of the Kane County Stormwater Ordinance during design, construction and maintenance of transportation facilities.

Comments

BMP INCLUDES DESIGN OF ONLY NECESSARY PVMT WIDTH ALONG WITH LESS CURB & GUTTER AND LESS "ENCLOSED" DRAINAGE SYSTEMS.

Transportation Issues or Concerns

Please list any issue or concerns you have regarding the Kane County Transportation System: roadway network, transit, or bicycle/pedestrian facilities.

Roadway System

Transit System → DON'T SPEND TOO MUCH TIME OR MONEY

AUTOMOBILES ARE RESPONSIBLE FOR THE TYPE OF SUBURBAN GROWTH WE NOW HAVE (LARGE LOTS / STRIP MALLS). MASS TRANSIT IS NOT PRACTICAL TO SERVE THAT TYPE OF DEVELOPMENT. PEOPLE WILL NOT GIVE UP THE "CONVENIENCE" OF THEIR CARS UNLESS ALL SHOPPING CENTERS ARE INDOOR MALLS AND THE BUS/TRAIN DROPS THEM OFF AT HOME. EVEN THEN PEOPLE WANT THE ~~BB~~ STORAGE AVAILABLE WITHIN THEIR OWN VEHICLES.

Bicycle/Pedestrian Trail System

Lorrie Riemer
Coordinator of Volunteers
859-1291 x4347
966-4347?
~~630-859-1291 ex. 121~~
FAX: 630-906-0796
lriemer@the-association.org

Association for Individual Development
400 N. Highland Ave.
Aurora, Illinois 60506

Cooperative Planning

1. The strategies sound good.
2. No examples of what is in place
3. No sub planning teams listed

System Efficiency

1. What sector – group (s) will evaluate?
2. What is the current evaluation process?
3. The current standards were not listed

Personal Mobility

1. What sector – group (s) will evaluate?
2. No documentation on present processing available
3. Current Standards not listed

Quality of the Environment

1. No current standards were available
2. No time line for changes
3. What sector – group(s) will be involved with the maintaining and improvement

Transportation Issues or Concerns

Roadway

1. Many of the current roads in the county are not kept up.
2. City streets in Aurora are still needing repairs
3. As more subdivisions are added and the countryside is removed drainage, traffic and upkeep do not really balance. What funding is set aside? How is the funding being used? How and what groups are working at making sure the roads that are established get the care they need?

Transit System

1. People with handicaps or financial issues are still having major problems getting to appointments. People, because of insurance, need to go to other towns for appointments. What transportation is available and affordable for them?
2. Hours of transportation need to be extended for those that have late appointments. In many cases they are able to get to the appointment – yet not back home.

Bicycle/Pedestrian Trail System

1. The trails are enjoyable. The wilderness and nature is peaceful.
2. How often are the trails policed?
3. More trash cans placed strategically along the paths

General Comments

I feel that this first open house did not give a full picture of what the process is and will be during the next few years. Letting the public get involved should be more than seeing guidelines. Where were the sign ups for concerned citizens to become part of the planning? What standards will be created to help the population give input?

General Comments

Excellent presentation!! As a tax payer I am concerned about the increased cost. I would suggest that you begin to examine alternative ways of financing ie tolls, user fees, impact fees, tire fees, additional IRS uses

Carol Quandt@hotmail.com
Kane County Division of Transportation
2030 Transportation Plan
41W011 Burlington Road
St. Charles, IL 60175

44W981 Dietrich
Hampshire, IL 60140

Files, Heidi

From: Robert C. Buitron [rcbuitron@speakeasy.net]
Sent: Tuesday, February 10, 2004 12:24 PM
To: Files, Heidi; mayorburns@geneva.il.us
Subject: Long Range Trans

The municipalities need to work together in directing growth, not controlling it. I don't want to see the same traffic congestion that choke Route 59 and Route 56/Butterfield (from as far east as I-355) occur in this area, specifically Randall Rd as an example. If municipalities want growth for financial reasons and developers want profits, both parties need to look at the required infrastructure, determine who's going to pay for it, and complete the necessary construction in a timely manner. I believe the developer has the financial responsibility of paying for these "amenities," and you should increase substantially the developer-paid impact fees to address the funding shortfall for all of the projects considered in this plan.

As you may know, Kane County has reduced its "save the farm land" project to a much lower percent. The open space, wetlands, farms, etc. are fast disappearing. I'm disappointed that this area is losing one of its primary characteristics that makes living here enjoyable. If I want traffic, density, and people, I'd move back to Chicago - at least that city has some kind of public transportation that can get me and others form one side of the city to the other if needed with visual stimulation of a different kind, culturally speaking.

Get your acts together and think ahead for not only ourselves but for future generations.

Robert C. Buitron

Files, Heidi

From: Jeffrey Sims [jsims@fnal.gov]
Sent: Tuesday, February 10, 2004 8:25 AM
To: Files, Heidi
Subject: comments

Heidi:

Great meeting. Sorry I did not participate more but, I like to noodle on things a bit before I speak. My comments are:

1. I am not sure if the entrances to Fermilab (Pine and Wilson) should be listed as congested. I doubt they see even 2000 vehicles per day. And over time they probably should not worsen (the 2030 has them listed at extreme congestion). I doubt that affects anything in your model.

2. I would assume the priority of the projects should be set using your "desire lines" (I think I saw a movie of the same name on late night HBO) graphic. This leads one to converge on Kirk and Randall as the highest priority. I probably just stated the painfully obvious.

3. Should the plan include widening the Farnsworth bridge? So far the plan stops just short with a six lane widening. Will this be a bottle neck especially with the new mall? Route 59 at the tollway had a similar problem recently when an adjacent structure over 88 was replaced.

It is so refreshing to see an organization that is thinking ahead and being proactive.

Nice Job.

Jeff

ST. CHARLES
SINCE 1834

FEED DOCUMENT THIS DIRECTION
CITY OF ST. CHARLES FAX MESSAGE
To: HEATHER TABBERT
Company: KCDOT
Fax #: 584-5239
From: GREG C.
From #: 377-4483
# of Pages: 2
Re: 2030 PLAN

February 27, 2004

Mr. Tom Rickert
Kane County Council of Mayors
41W011 Burlington Road
St. Charles IL 60175

RE: 2030 Kane County Transportation Plan

Dear Tom:

We appreciate the opportunity to comment on the Kane County proposed 2030 Transportation Plan. Residents of St. Charles rank transportation and traffic congestion as the number one Public Works concern. The comments offered herein are intended to be constructive and in the spirit of making the plan better.

Fox River Bridges –

Historically this has been a significant issue from a County transportation perspective and we believe it should remain as such. The Fox River remains the number one geographic impediment to the development of a more efficient transportation system in Kane County. Although the plan contemplates and indicates two additional regional bridge crossings two questions remain;

1. Is the number of Fox River bridge crossings adequate to meet the transportation needs of the County in 2030?
2. Assuming the number of regional bridge crossings is sufficient is there a need for sub-regional or local crossings?

I don't know the answer to the first question but I do know the answer to the second question is yes. The County has supported the location of a sub-regional bridge at the Red Gate corridor in the past and it is vitally important that this transportation plan identifies support for sub-regional crossings Countywide. We urge the County to include support for the Red Gate Corridor and other sub-regional bridge corridor improvements in the County.

Pedestrian Improvements –

The goals and strategies suggest that pedestrian improvements are valued and important as part of the transportation system. Our experience on a project level basis is that pedestrian improvements are tolerated at best. We request a policy statement that supports the inclusion of these elements or allows them to be added within County ROW in the future. One experience we had was a project where the City was proposing a new bike path and we were told we could not construct the bike path in County ROW. We had to obtain an easement from the adjacent landowner to construct the bike path. Luckily for us the adjacent land owner was the School District and they were cooperative. However in the future we would hope the County would be a catalyst for this type of improvement (even though not roadway capacity related) and not a deterrent.

SUSAN L. KLINKHAMER *Mayor*
LARRY W. MAHOLAND *City Administrator*
TWO EAST MAIN STREET ST. CHARLES, IL 60174-1984 PHONE: 630-377-4400 FAX: 630-377-4440
www.stcharlesil.org

METRA Station (Conceptual) -
The City is not opposed to the concept of placing a METRA commuted rail station in St. Charles along the Union Pacific rail spur with two comments. First, we request any proposal be developed in close partnership with the City. Because a commuter rail station will cause profound changes to our community we desire the ability to guide the process and object if necessary. Second, we are open to relocating the rail station to the east side of the river to avoid conflicts between trains and cars at the existing rail crossings through St. Charles. Perhaps locating a station close to the airport provides some synergy between modes of transportation.
STAR Line, Prairie Parkway and DuPage County Improvements-
Some consideration should be given to regionally significant transportation projects. If based on scope and schedule of these projects that they are not developed to a point where impacts can be estimated then perhaps a follow up time frame to incorporate the projects and reassess the County plan is warranted.
In closing I wish to thank you for the opportunity to provide input into the County's 2030 transportation plan. Feel free to contact me should you have any questions or want to discuss any particular item in more detail.

Sincerely,

Greg Chismark
City Engineer
City of St. Charles

Cc: Mark Koenen
File: CATS (C)

Files, Heidi

From: Mike Tableriou [tablerim@amcec.com]
Sent: Friday, August 06, 2004 1:44 PM
To: Files, Heidi
Subject: 2030 Transportation Plan

I've read through the plan and have a strong objection to what I see as the use of Coombs Road.
We live on Coombs Road. Our driveway was always rather dangerous to pull in and out of due to an abrupt hill and "S" curve. The danger has increased exponentially due to the massive housing developement in Gilberts on Big Timber Road with the subsequent increase in motorists. This is further threatened to become more dangerous with the addition of new housing subdivisions on Coombs Road just South of Highland Ave.

People have died on our property from car accidents. People run off the road every winter. The noise from the increase in traffic on Coombs Road has increased exponentially. With all the planning goin on, why cannot an extension of Nestler Road be made from Route 20 to Big Timber. Further, I have run into deaf ears in trying to get the speed limit lowered from 45 to 40 on Coombs Road from Highland Ave. north.

It seems the planning takes only the new construction and growth into account and does absolutely nothing to try and preserve existing residential sanctity.

Sincerely,
Michael Tableriou
13N557 Coombs Road
Elgin, IL 60123

Files, Heidi

From: Suzanne Kautz [suzannemkautz@lightfirst.com]

Sent: Monday, July 26, 2004 12:47 PM

To: Files, Heidi

Subject: Transportation for the Poor

Excuse me, if you already addressed this item specifically, but I cannot find anywhere in your plan where you have planned on increasing transportation for the needs of the poor in Kane County. The poorest-of-the-poor and those living in the homeless shelters throughout Kane County need affordable public transportation to and from their jobs, to and from drug and alcohol treatment programs, to and from counseling and medical treatment centers - throughout Kane County and throughout the day and night. When public transportation ends before dark, those working second and third shifts cannot get home! When public transportation ends before dark, those seeking the necessary help for their addictions cannot get home when their program ends! If you want to increase productivity in Kane County, then you MUST address the needs of the poor more specifically and more fully in your 2030 plan! Just think how wonderful Kane County could be if we took better care of the poor in our midst. We complain about them, but we do very little to meet their many needs.

Citizens Against the
SPRAWLWAY
In Kendall and Kane Counties

PO Box 334, Big Rock IL 60511

August 20, 2004

Kane County Department of Transportation - submitted by fax and e-mail
Attn: Ms. Heidi Files
719 So. Batavia Ave.
Geneva, IL 60134

SUBJECT: COMMENTS ON DRAFT 2030 KANE COUNTY TRANSPORTATION PLAN

Dear Ms. Files,

The draft transportation plan lays out a reasonable and effective approach to traffic needs in Kane County with particular emphasis on improving connectivity of existing county highways. The draft plan is accessible and understandable, and I commend the Department of Transportation for its work.

The realignments of existing county highways to provide for continuous routes is a most important feature of the plan. Specially, the interconnection of five highways in the western third of the county to provide a continuous north-south route will be an essential addition to the traffic movement in the county. The connections further to the east will also enhance traffic movement.

From the evaluation of traffic projections out to 2030 it is clear that the county will be confronted with a diversity of problems, particularly in the southeast area with traffic entering the county from the south.

These diverse problems require diverse solutions, which is why this organization has been working to shift the focus from the Prairie Parkway to funding expansion and improvement of existing roads.

While the 2030 Plan acknowledges the ongoing planning for the Prairie Parkway, we believe the county's plan should anticipate the impact of traffic from the Prairie Parkway on roads within Kane County should the beltway be built. Any north-south traffic using the Prairie Parkway would be dumped on county roads and Illinois 47 once it reached the northern terminus at Interstate 88. The interchange at U. S. 30 would be the only interchange within the county, and it, too, would have a significant impact on Kane County traffic patterns. We are particularly concerned that the proponents of the Prairie Parkway do not recognize the deleterious effects that such a highway would have on traffic in Kane County. Addressing this issue in the 2030 Kane County Plan would help to highlight the impacts.

The 2030 Plan acknowledges the interconnection of Kane County transportation systems with those of adjoining counties. I realize that the county is actively working with Kendall County, for example, to assure good connections and continuity between the two counties. Once again, the cooperation between the two counties is essential to creating the diverse solutions to increasing traffic problems in the area. More broadly, I would recommend that the draft 2030 plan include more specific descriptions of the coordination and cooperation between the Kane County transportation plan and those of adjoining counties.

We would also like to cite two specific areas in the 2030 plan which, if adopted, would improve the traffic north-south traffic flow:

1. The plan shows a connection between Bliss Road and Fabyan Parkway in the vicinity of Main Street. This alignment will improve the connectivity between the two roads for traffic to the northeast. However, a second realignment in the same area would benefit traffic continuing to the north -- that is, a direct connection between Bliss Road and Bunker Road. This would be a significant enhancement since Bunker Road will be realigned with LaFox Road and thus provide an effective north-south corridor.

2. Perhaps a more critical area for planning is the Elburn area. Illinois 47 passes through downtown Elburn with a grade level crossing of the Union Pacific Railroad. This creates extensive backups due to the length and speed of trains through the Illinois 47 grade level crossing.

The planned Anderson Road overpass will provide an alternate route through Elburn with a grade separation at the Union Pacific tracks. To make best use of this rail crossing, there need to be improvements to the connection between Illinois 47 at the south edge of Elburn (via Keslinger Road to Anderson Road) and at the north edge of town (via Illinois 38 back to Illinois 47 or continuing north on Anderson Road before returning to Illinois 47).

I recognize that the Village of Elburn has been opposed to a bypass using Anderson Road and has now permitted development south of Keslinger Road that precludes an effective bypass. However, enhancements to the Illinois 47-Keslinger intersection and perhaps a realignment from Anderson Road back to Illinois 47 to the northern would improve what might be called an "alternate route" instead of the dreaded "bypass."

Thank you for the opportunity to comment on the draft plan and for the extensive efforts by the Kane County Department of Transportation staff to solicit and respond to comments from the public.

Sincerely,

/signed/

Jan Strasma
Chairman

cc: Mr. Michael McCoy

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52 Wheeler Road • Sugar Grove, IL 60554
TEL: 630 / 466-9350
FAX: 630 / 466-9380
www.eeiweb.com

August 23, 2004

Ms. Heidi Files
Planning & Programming Manager
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175

Re: Kane County's 2030 Transportation Plan

Ms. Files:

This letter is in regards to the County's request for public comment on the proposed 2030 Plan. On behalf of the Village of Hampshire, we offer the following comments:

We would suggest that the County consider adding the realignment of Allen Road at the intersection of U.S. Route 20 to its list of priority projects. The projected traffic at this intersection suggests that an improvement should be made. The Village is planning for such a realignment.

- Otherwise, in general, the Village supports the draft 2030 Transportation Plan. We commend the County for its vision into this difficult matter.

If you have any questions or require additional information please contact our office.

Respectfully submitted,

ENGINEERING ENTERPRISES, INC.

Bradley P. Sanderson, P.E.
Senior Project Manager

BPS/dmg

pc: Mr. Bill Schmidt, Village President
Mr. Chuck Anderson, Village Trustee
Mr. Jim Taylor, Village Trustee
Ms. Linda Vasquez, Village Clerk
Mr. Mark Schuster, Village Attorney
Ms. Fredi Schmutte, Schmutte and Associates

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August 23, 2004

VIA FASCIMILE: 630/584-5265

Ms. Heather Tabbert
Regional Planning Liaison
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175

Re: Kane County's 2030 Transportation Plan

Dear Ms. Tabbert:

This letter is in regards to the County's request for public comment on the proposed 2030 Plan and in follow-up of our earlier telephone conversation.

In review of Section 10, Figure 10-2, the intersection of Big Timber Road at US 20 is noted to be a proposed Isolated Intersection Improvement as a part of the recommended 2030 County Fiscally Constrained Roadway Plan. However, in cross referencing to Table 10-2 for the listing of the recommended Isolated Intersection Improvements, the subject intersection was not found to be listed. Clarification of this project and listing is requested. Further, inquiry is made as to where the included listing for the CRIP Intersection Projects at the various locations can be found. What CRIP Intersection Projects are included in the recommended plan?

If you have any questions or require additional information, please give me a call.

Respectfully submitted,

ENGINEERING ENTERPRISES, INC

Ronald G. Naylor, P.E.
Senior Project Manager

RGN/dmg

cc: BPS, EEI

G:\Public\HAMP\2003\HA0335 KCDOT Planning Area Study\Doc\ltabbert01.doc

Kane County 2030 Recommended Transportation Plan

Please provide your comments on the Kane County 2030 Recommended Transportation Plan: roadway, transit, and bicycle/pedestrian facilities.

Roadway

Longmeadow Parkway

The portion East of Fox River will affect the aquafer and the forest preserve. Already the need for water is growing. The aquafer needs to be replenished regularly. With the concrete covering the land, the ability to replenish the aquafer is diminished. The Parkway would divide the forest preserve and limit its use.

The environmental effects will be horendus (SIC

Kane County 2030 Recommended Transportation Plan

Please provide your comments on the Kane County 2030 Recommended Transportation Plan: roadway, transit, and bicycle/pedestrian facilities.

Roadway

Tom Rickert assured the homeowners of Middle Creek present during the meeting that when the actual construction phase of the expansion of Randall Road ~~Road~~ begins, the public would have a specific period of comment and objections on that project. That is extremely important to the homeowners. We are being told by Mr. Rickert that this plan may never be funded & we may never need to worry. However, we are concerned that when the plan is passed, we have no ~~comment~~ opportunity to have input on the amount of land taken by eminent domain, the reduction of noise, the increased amount of Drainage on our property, & safety of our children.

General Comments

Projected congested roadways 2003/2030 would be helpful if a footnote is added considering on a 24 hour time table.

Kane County Division of Transportation
2030 Transportation Plan
41W011 Burlington Road
St. Charles, IL 60175

Kane County 2030 Recommended Transportation Plan

Please provide your comments on the Kane County 2030 Recommended Transportation Plan: roadway, transit, and bicycle/pedestrian facilities.

Roadway

A VERY POOR BUSINESS PLAN! YOU HAVE DISCOUNTED A PROBLEM HOWEVER YOU DON'T HAVE THE FOLLOWING.

1. CLEAR PLAN ON SOLUTION
2. FUNDING
3. COMMUNITY SUPPORT.

I BELIEVE SMALL BUSINESSES WILL BE GREATLY AFFECTED

Kane County 2030 Recommended Transportation Plan

Please provide your comments on the Kane County 2030 Recommended Transportation Plan: roadway, transit, and bicycle/pedestrian facilities.

Roadway

I'm very concerned that access will be limited to egress in and out from Middlecreek Lane to Randall if expansion is approved. It will be interesting, at this point, to see how add'l stoplights at Bolcum & Crane will affect that.

Kane County 2030 Recommended Transportation Plan

Please provide your comments on the Kane County 2030 Recommended Transportation Plan: roadway, transit, and bicycle/pedestrian facilities.

Roadway

I agree that there will be continued growth and traffic in Kane County. We currently experience increased traffic and increased sound with 4 lanes. We do not want to loose any more property. We are not receiving any assistance currently from the county for noise abatement with existing 4 lanes.

Logically Route 47 lends itself to a 6 lane road later than Randall. Through the years we have seen growth of Randall from 2-4 lanes. We stand firmly against 6 lanes and believe that Route 47 lends itself easier. There would be less homes and eminent domain to worry about West of Randall Rd.

We protest the expansion of Randall Road becoming 6 lanes

2030 file
HELD

McHenry County
Economic Development Corporation

September 19, 2003

Kane County Highway Department
41W011 Burlington Road
St. Charles, IL 60175

Gentlemen:

The enclosed resolution in support of a full interchange at IL Route 47 and Interstate 90 was passed unanimously by the members present at the Board of Directors Meeting of the McHenry County Economic Development Corporation (MCEDC) held on September 16, 2003.

MCEDC is a private public partnership who is the voice of the business community in McHenry County. We strongly support regional solutions to transportation issues. Both the business community and the public in McHenry County have identified transportation as one of the two primary threats (the other being education funding) to our quality of life and economic well being. McHenry County is united in support of this needed improvement.

Thank you for your consideration. We will be happy to respond in detail to any questions which you may have.

Sincerely yours,

C Eldredge Chairman

Charles H. Eldredge
Chairman, Transportation
& Infrastructure Committee

4500 Prime Parkway, Suite 102 McHenry, IL 60050 Phone (815) 363-0444 FAX (815) 363-0464
email: mcedc@mc.net website: www.mcedc.com

McHenry County
Economic Development Corporation

RESOLUTION SUPPORTING FULL INTERCHANGE AT IL ROUTE 47 & AND I-90

WHEREAS, the inadequacy of the transportation system within the region and in McHenry County is one of the two most serious problems facing McHenry County, and

WHEREAS, the McHenry County Economic Development Corporation (MCEDC) has long supported regional transportation improvements, and

WHEREAS, Illinois Route 47 is a Strategic Regional Arterial, and a major artery for transit into and out of McHenry County, and

WHEREAS, McHenry County is one of the fastest growing counties in Illinois and the Village of Huntley is one of the fastest growing communities within McHenry County, and

WHEREAS, McHenry County has the largest proportion of its citizens who commute to work outside of the County, and

WHEREAS, connection to Interstate 90 is an essential transportation link for all of McHenry County,

NOW THEREFORE, MCEDC hereby resolves,

That it strongly supports the construction of a full interchange at IL Rt. 47 and I-90, and opposes any improvements in the Huntley area which would delay construction of that interchange, and we urge our members to vocally express this support to relevant authorities.

2. That the proposed half-interchange at Brier Hill would initially serve McHenry County poorly, and connecting to it effectively would be costly. MCEDC does not however oppose the Brier Hill proposal unless it would in some way delay obtaining the vitally needed full interchange at IL 47.

That true copies of this resolution shall be delivered to FHWA, IDOT, Illinois State Toll Highway Authority, McHenry County Highway Department, Kane County Highway Department, CATS, NIPC, and the McHenry County Board.

Adopted by vote of the McHenry County Economic Development Corporation Board of Directors, McHenry County, Illinois on this 16th day of September 2003.

Phil E Bartmann, Chairman
McHenry County Economic Development Corporation

Attest: Sandra Pierce
Sandra Pierce, Secretary

4500 Prime Parkway, Suite 102 McHenry, IL 60050 Phone (815) 363-0444 FAX (815) 363-0464
email: mcedc@mc.net website: www.mcedc.com