# Kane County Transportation Planning Area Study

*Existing Transportation Conditions and Forecasts of Future Travel Demand*

CH2MHILL

May 2001

*Report*

# Description of Existing Transportation Conditions and Forecasts of Future Travel Demand

Prepared for

**Kane County**

May 2001

CH2MHILL
8501 W. Higgins Road, Suite 300
Chicago, IL 60631-2801

*Report*

# Description of Existing Transportation Conditions and Forecasts of Future Travel Demand

Submitted to

**Kane County**

May 2001

CH2MHILL

# Contents

**Introduction** ..... **1**

**Regional Setting** ..... **1**

**Existing Transportation System** ..... **1**
- Highways ..... 1
- Public Transportation ..... 4
- Non-Motorized Travel ..... 9
- Rustic Roads ..... 9
- Existing Traffic Demand ..... 9

**Existing Travel Desires** ..... **11**

**Performance Measures** ..... **15**
- Traffic Service Measures ..... 15
- Congestion Measures ..... 16
- Traffic Safety Measures ..... 16

**Existing Traffic Performance Analysis** ..... **17**
- Existing Traffic Service Measures ..... 17
- Existing Congestion Measures ..... 17
- Existing Safety Measures ..... 19
- Existing Public Transportation System Performance ..... 22

**Future Transportation System** ..... **24**
- Highways ..... 24
- Public Transportation ..... 25
- Non-Motorized Travel ..... 27

**Future Travel Demand** ..... **29**

**Future Travel Desires** ..... **29**

**Future Travel Performance** ..... **35**
- Future Traffic Service Measures ..... 35
- Future Congestion Measures ..... 35

**Conclusions and Comparisons** ..... **37**
- Existing and Committed Highway System ..... 37
- Public Transit and Non-Motorized Travel ..... 39
- Planning Areas ..... 41

**Appendixes**

A Existing Transportation Summary
B Locations Where Actual Crash Frequency Exceed Expected Crash Frequency
C Future Transportation Summary

## Tables


1 Mileage of all Highways in Kane County by Jurisdiction Classification ..... 1
2 Mileage of All Highways in Kane County by Functional Class ..... 4
3 Mileage of Kane County Highways by Functional Class ..... 4
4 Existing Traffic Performance ..... 19
5 Existing Congestion ..... 21
6 Change in Weekday Boardings from 1989 to 1999 in Kane County ..... 24
7 Fixed Route Service ..... 24
8 Committed Highway Improvements ..... 25
9 Mileage of Existing Plus Committed Highways in Kane County by Jurisdiction ..... 25
10 Mileage of All Existing Plus committed Highways in Kane County by Functional Class ..... 25
11 Mileage of Existing Plus Committed Kane County Highways by Functional Class ..... 25
12 Summary of Rail Improvements ..... 27
13 1999 Station Parking and Projected Future Parking Space Needs on Metra Rail Lines ..... 28
14 Planned Improvements for Bicycle and Pedestrian Routes in Kane County ..... 28
15 Future Traffic Performance ..... 35
16 Future Congestion ..... 37
17 Comparison of Traffic Performance ..... 38
18 Comparison of Congestion ..... 38
19 Future Performance of Planning Partnership Areas ..... 41


## Figures


1 Location Map ..... 2
2 Jurisdictional Classification of Highways, 2001 ..... 3
3 Functional Classification of Highways, 2001 ..... 5
4 Strategic Regional Arterials ..... 6
5 Existing Metra Rail Service ..... 7
6 Existing Pace Bus Service Areas ..... 8
7 Existing Bicycle and Pedestrian Trails ..... 10
8 1997 Range of Average Daily Traffic By Roadway Segment ..... 12
9 Percent Heavy Commercial Vehicles on U.S. and Sate Highways and Tollways - 1996 ..... 13
10 1996 Travel Desires ..... 14
11 1997 Congested Roadway Segments ..... 18
12 1996 Travel Speed By Roadway Segment ..... 20
13 Location Where Actual Exceeds Expected Crash Frequency, 1997 - 2020 ..... 23
14 Proposed Metra Rail Service Improvements ..... 26
15 Population Growth, 1990 - 2020 ..... 30
16 Employment Growth, 1990 - 2020 ..... 31
17 Projected 2020 Range of Average Daily Traffic by Roadway Segment ..... 32
18 Change in Average Daily Traffic, 1997 – 2020 by Roadway Segment ..... 33
19 Future Travel Growth Desires Bands, 1996 - 2020 ..... 34
20 Projected 2020 Congested Roadway Segments ..... 36
21 Change in Travel Speed, 1996 – 2020 by Roadway Segment ..... 40
22 Planning Partnership Areas ..... 42

# Introduction

An important prerequisite to transportation planning is an understanding of the components and performance of the existing transportation system along with the implications of future growth. This report brings together the background data and forecasts that will guide development of transportation recommendations in Kane County. Included are discussions on existing and future travel demand, travel desire patterns, and performance measures. Performance is measured in terms of traffic service, congestion and safety. The report concludes with a comparison between the base year and future year travel performance and a discussion of the travel characteristics of Planning Partnership Areas.

# Regional Setting

Kane County is one of the six collar counties surrounding the Chicago Metropolitan Area. Located in the far west suburbs of Chicago, the county has a land area of 522 square miles. With its unique blend of agricultural lands to the west and the more urbanized areas located adjacent to the Fox River to the east, Kane County exists as a desirable place to live, work and enjoy the recreational options throughout the County. Figure 1 shows the location of Kane County and surrounding areas.

The county measures approximately 30 miles north to south and 18 miles east to west with 16 townships and 27 municipalities. In 1990, the population of Kane County was 317,430, and there were 174,420 persons employed in the county. Kane County is divided into three principal land use areas with a north/south orientation, the urban corridor in the east, critical growth area in the center and agricultural/village area in the west.

Kane County is within commuting distance of Chicago and other regional employment centers such as Rockford, Schaumburg, and Oak Brook. O'Hare International Airport lies 18 miles to the east.

# Existing Transportation System

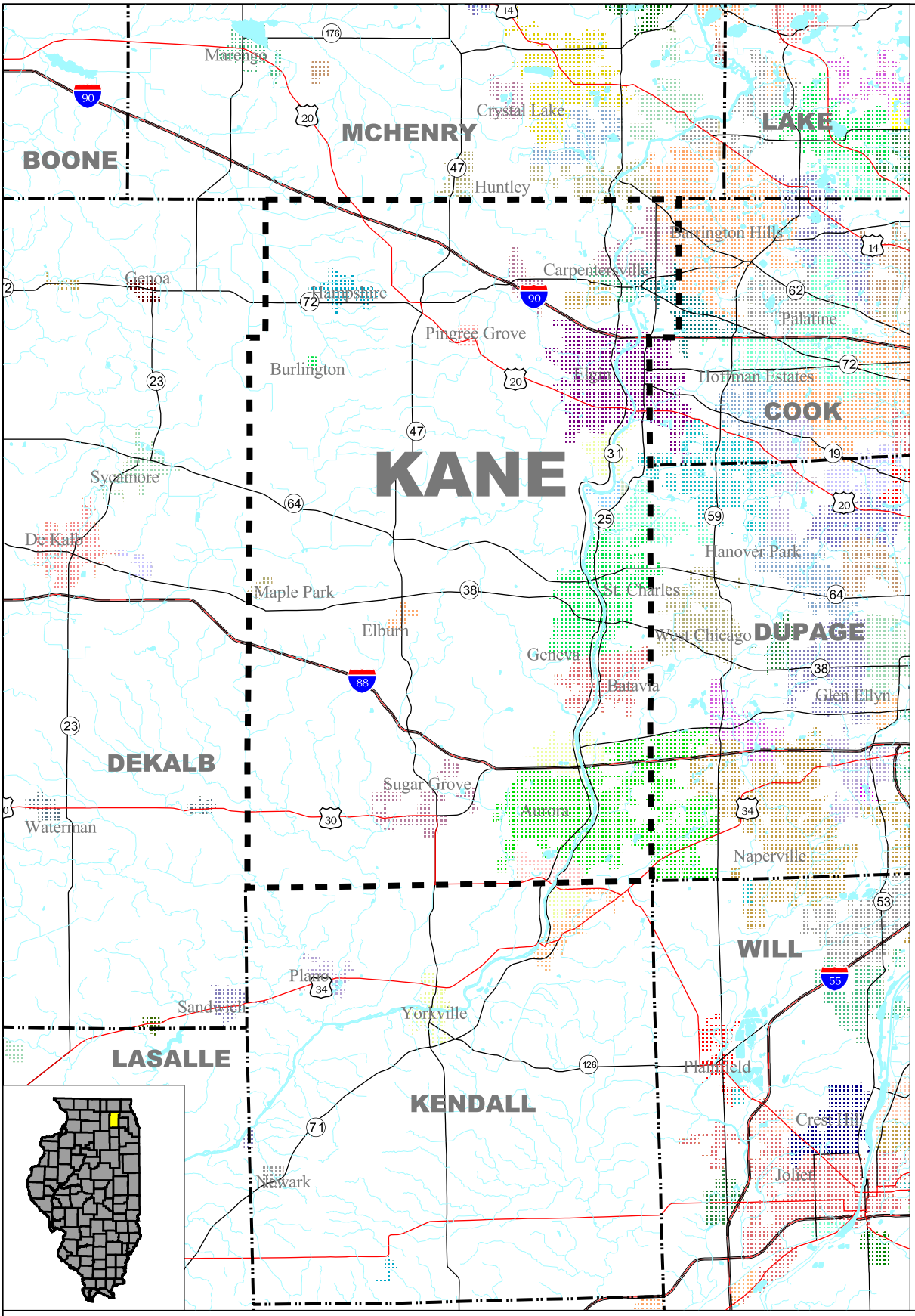
## Highways

Major highways serving Kane County include the Northwest Tollway (I-90) and the East-West Tollway (I-88), both radiating from Chicago. Three U.S. highways and 11 state highways also serve the county.

There are roughly 550 miles of highway (excluding local roads) in Kane County. Figure 2 is a map of the existing highway system by jurisdictional classification; Interstate (including Illinois State Tollways), U.S. Highway, Illinois State Highway, or Kane County Highway. Table 1 summarizes the mileage of existing highway in each jurisdictional classification.

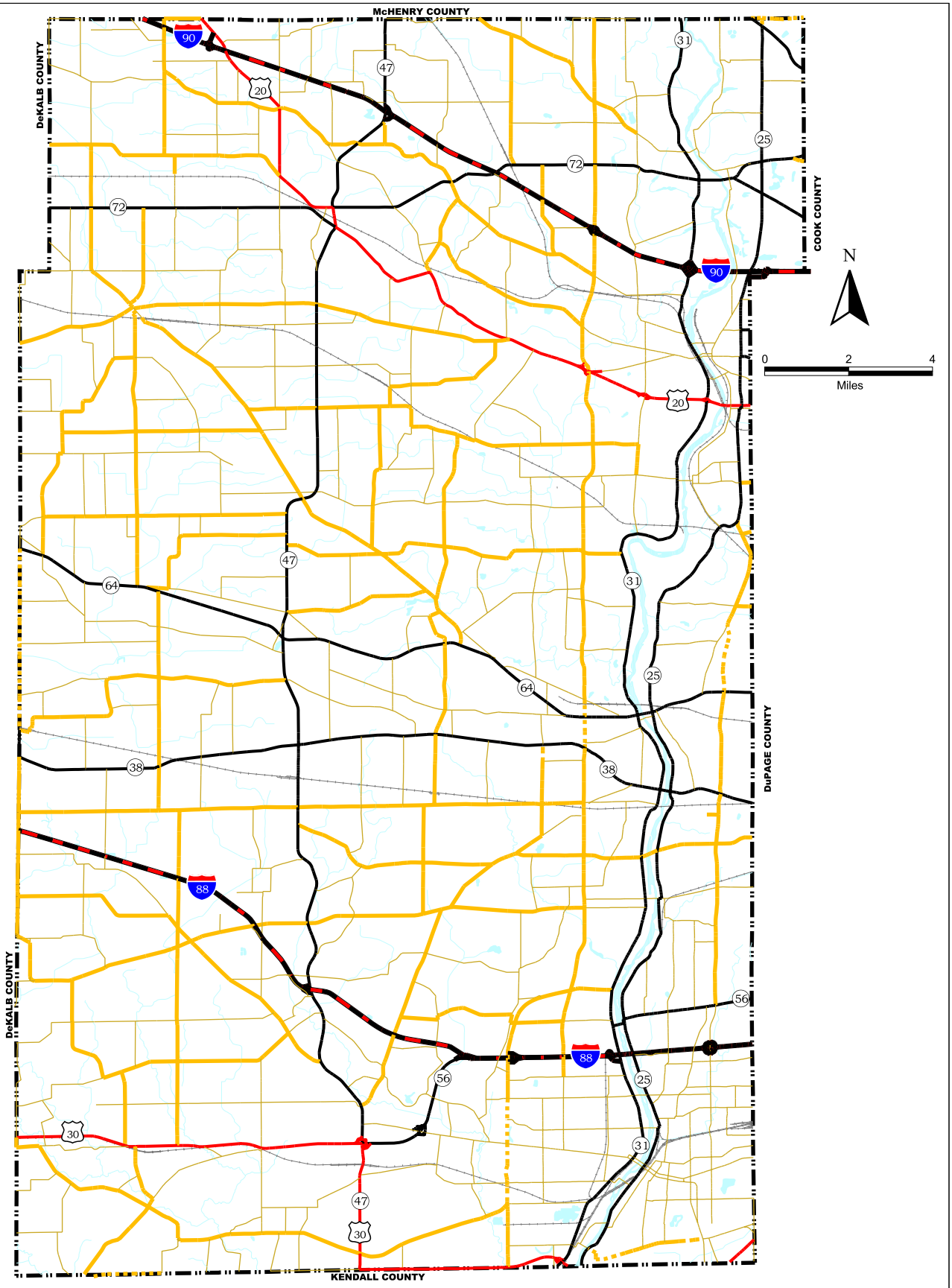
**TABLE 1**
Mileage of all Highways in Kane County by Jurisdiction Classification

| Jurisdiction | Route Miles | Lane Miles |
|---|---|---|
| Interstates | 47 | 187 |
| U.S. Highways | 34 | 76 |
| State Highways | 165 | 432 |
| County Highways | 307 | 683 |
| Total | 553 | 1,378 |




**Location Map**

**Figure 1**
Kane County Transportation Planning Area Study




LEGEND

Kane County Roads

- Interstate
- US Highway
- State Highway
- County Roads
- Other

**Jurisdictional Classification of Highways, 2001**

CH2MHILL

**Figure 2**
Kane County Transportation Planning Area Study

Highways in Kane County are classified as to the function each performs. Functional classifications extend from Divided Principal Arterial (primarily traffic service) to Collector (primarily service to abutting land uses). Figure 3 depicts the functional classification of highways in Kane County, and Table 2 shows the existing mileage of highways in each classification. County highways make up 307 route miles, or 27 percent of the existing highway system. Functional class of just the Kane County highways is shown in Table 3.

**TABLE 2**
Mileage of All Highways in Kane County by Functional Class

| Functional Class | Route Miles | Lane Miles |
|---|---|---|
| Freeways, Expressways and Ramps | 61 | 232 |
| Principal Arterials | 268 | 734 |
| Minor Arterials | 261 | 561 |
| Collector | 542 | 1,076 |
| Total | 1,132 | 2,603 |

**TABLE 3**
Mileage of Kane County Highways by Functional Class

| Functional Class | Route Miles | Lane Miles |
|---|---|---|
| Principal Arterials | 52 | 173 |
| Minor Arterials | 182 | 365 |
| Collector | 73 | 146 |
| Total | 307 | 684 |

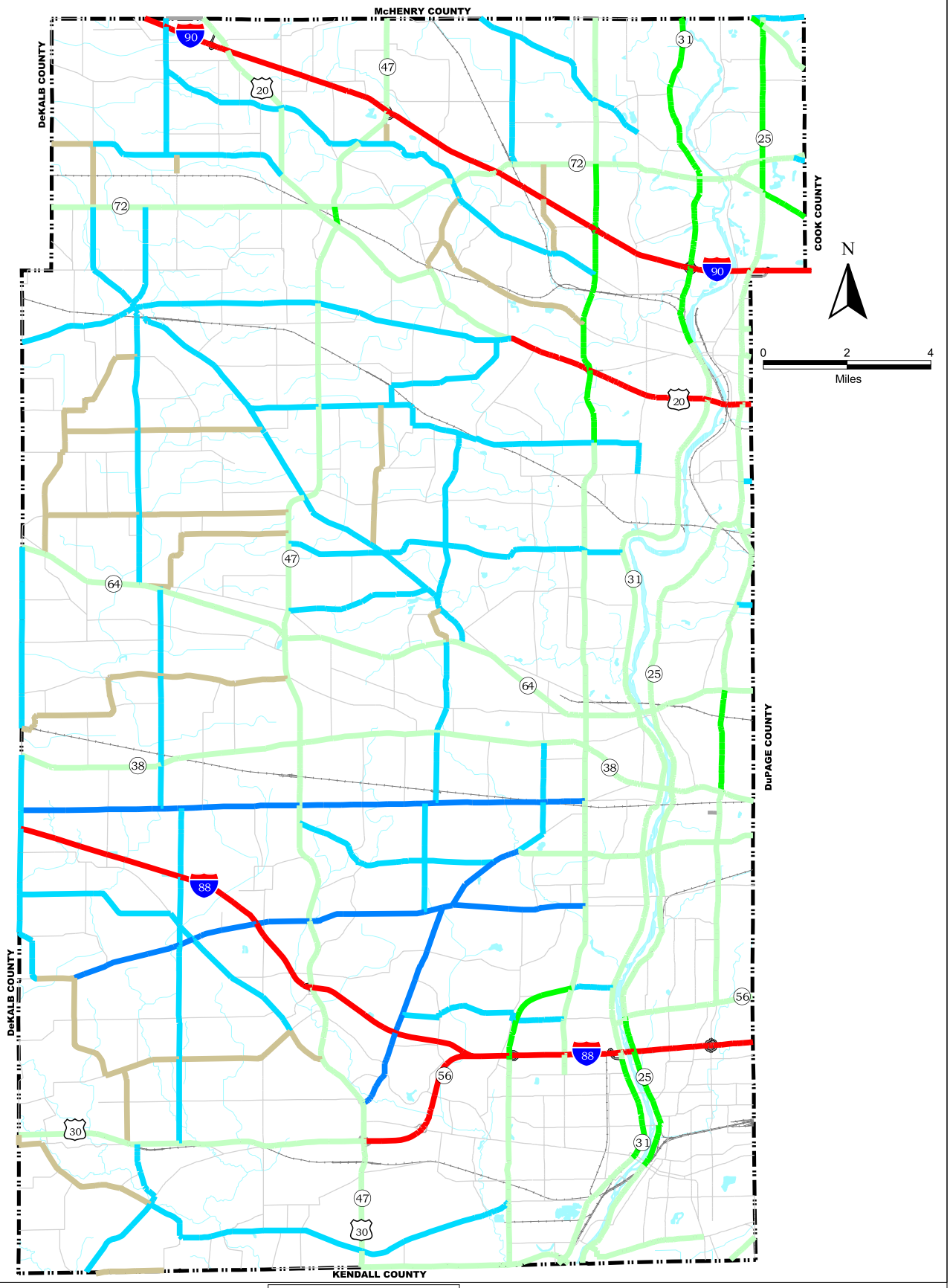
The Chicago Area Transportation Study (CATS) 2010 *Transportation Development Plan* includes a Strategic Regional Arterial (SRA) system that is integrated with the county highway system. The SRA system has been developed to serve as a second tier to the freeway system with a focus on throughput capacity. The system is planned to be a comprehensive transportation network that can handle long distance regional traffic. There are 1,340 designated miles of SRA routes in the Chicago metropolitan area of which 91 miles are located in Kane County (Figure 4). Parts of the county highway system that are also designated as an SRA are as follows:

- Orchard Road/Randall Road
- Fabyan Parkway
- Kirk/Dunham Road

## Public Transportation

In Kane County, public transportation service is provided by Metra and Pace, operating divisions of the Regional Transportation Authority (RTA). Metra operates commuter rail service throughout the region; three of its lines—the Burlington Northern/Santa Fe (BNSF) Line, the Union Pacific (UP) West Line, and the Milwaukee District (MD) West Line—serve Kane County. Pace, RTA's suburban bus division, operates a family of services including fixed route bus service, express bus service, dial-a-ride paratransit service, and vanpool/subscription bus service. These transportation services are part of one of the largest transit systems in the country. Figure 5 and 6 shows the locations of public transportation routes and stations in Kane County.

The Burlington Northern/Santa Fe Line extends nearly 38 miles west from Chicago's Union Station to Aurora. This is the most heavily used line in the system, handling more than 53,000 passengers on an average weekday with over 80 percent of the trips made on peak hour/peak direction trains. There is one station on this line in Kane County – Aurora.




LEGEND

Functional Class

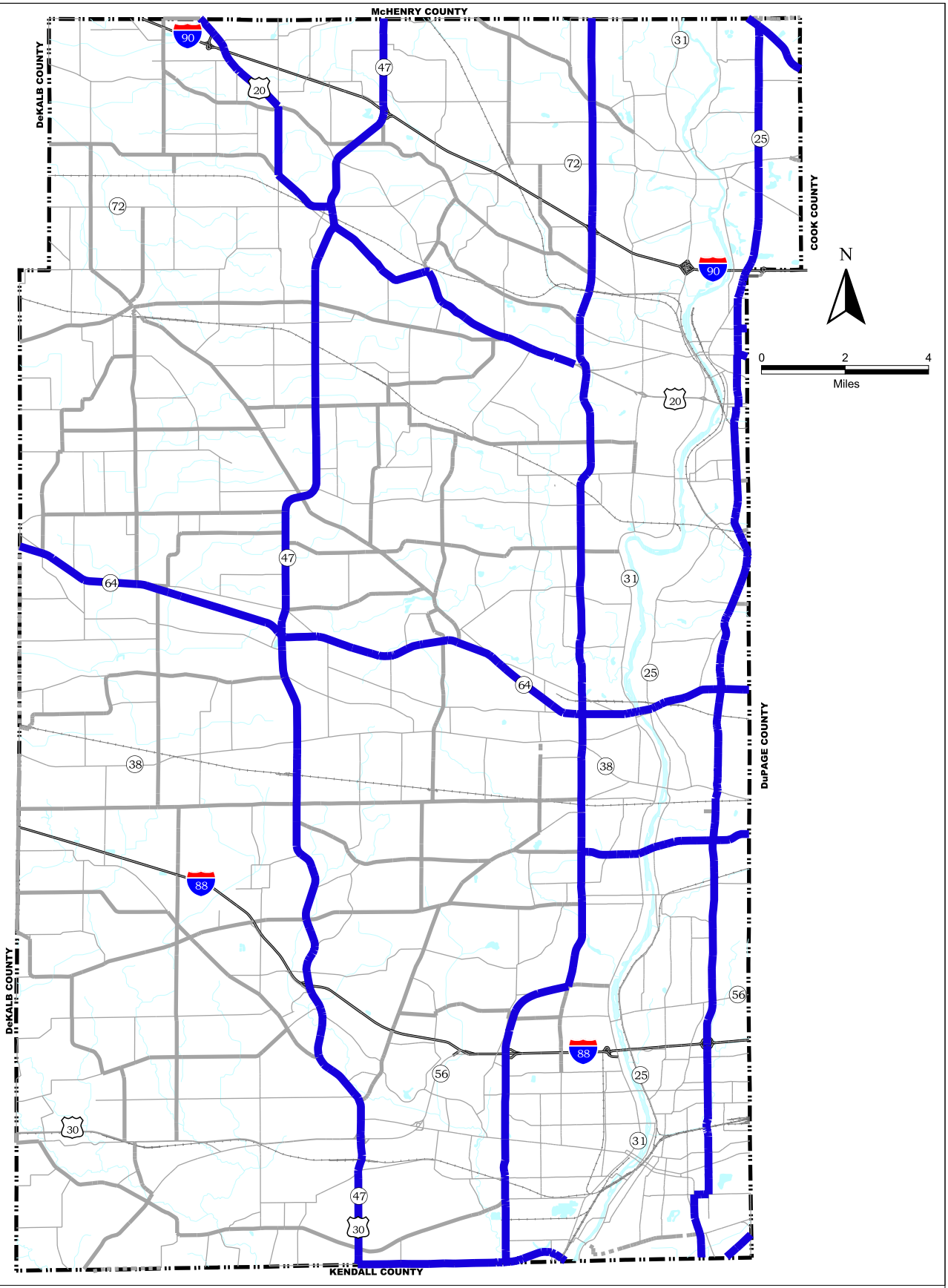
- Freeway/Expressway
- Divided Principal Arterial
- Undivided Principal Arterial
- Wide Minor Arterial
- Narrow Minor Arterial
- Collector

**Functional Classification of Highways, 2001**

CH2MHILL

**Figure 3**

Kane County Transportation Planning Area Study



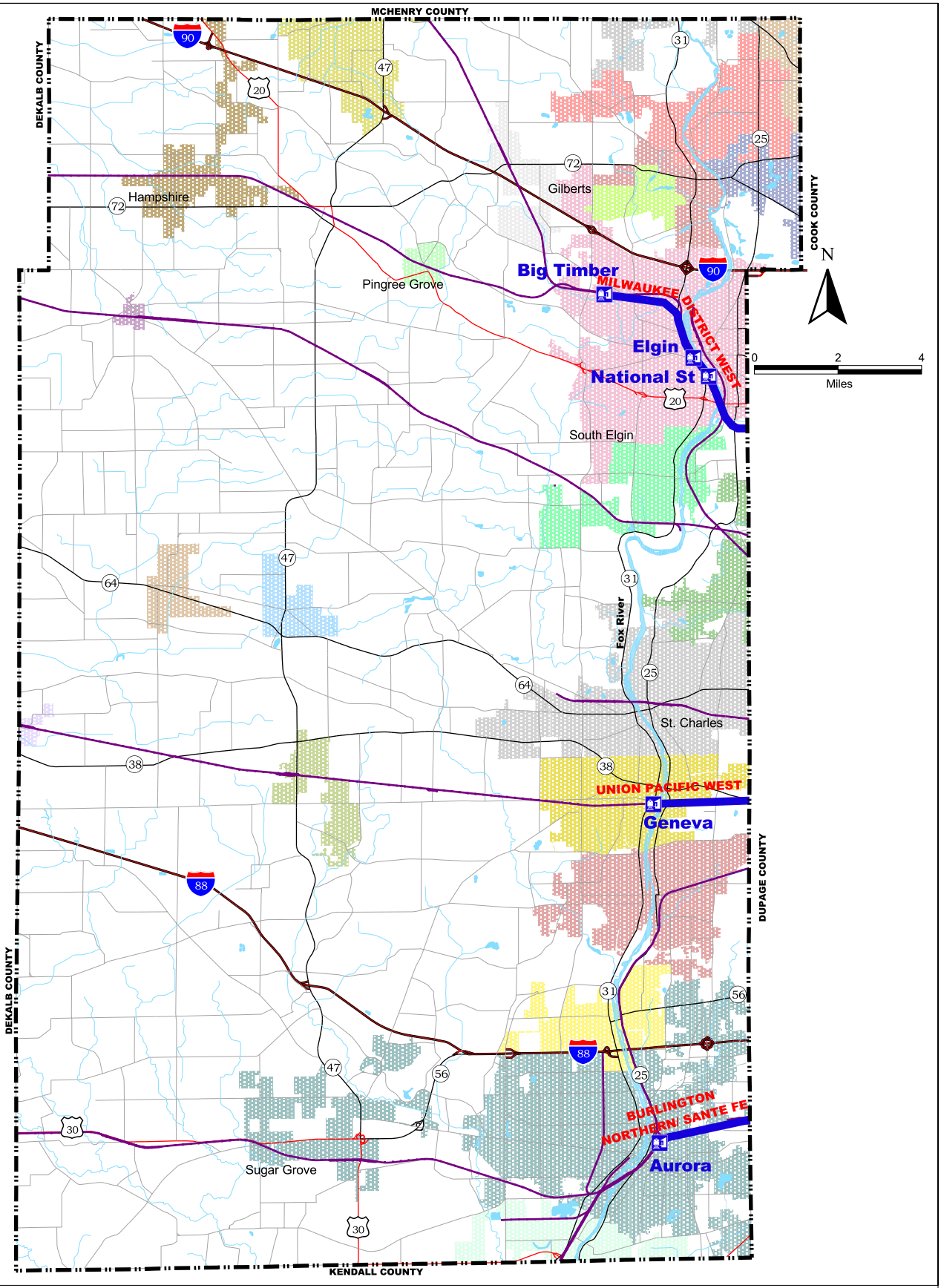

LEGEND

Strategic Regional Arterial

**Strategic Regional Arterials**

**Figure 4**

Kane County Transportation Planning Area Study



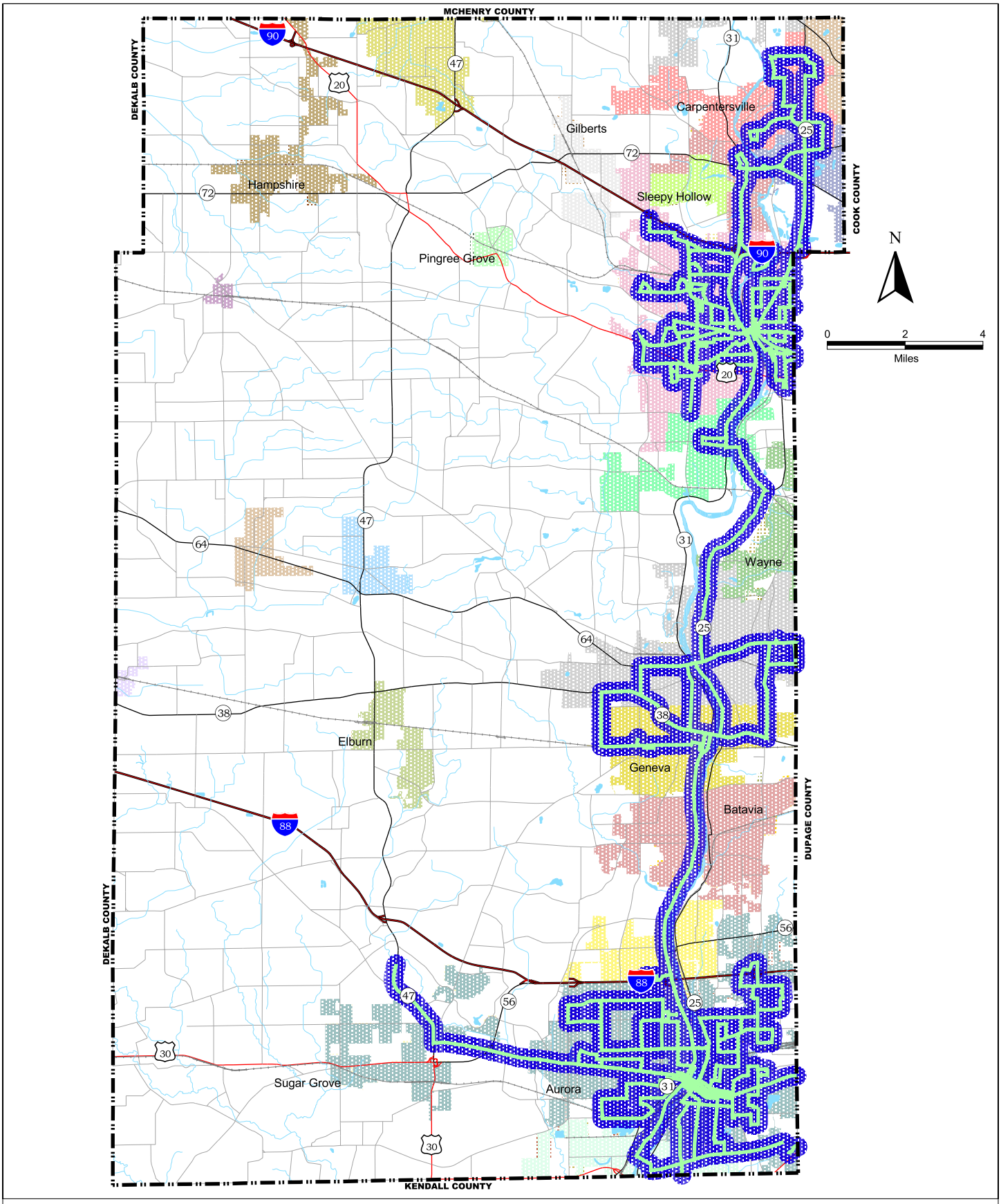

Legend

- Existing Rail Service Lines
- Existing Metra Stations
- Railroad

**Existing Metra Rail Service**

**Figure 5**

Kane County Transportation Planning Area Study




**Existing Pace Bus Service Areas**

**Figure 6**

Kane County Transportation Planning Area Study

The UP West Line extends nearly 36 miles west from Chicago's Ogilvie Transportation Center (OTC) to Geneva. Trains run from Chicago, west through Cook County, the center of DuPage, and into eastern Kane County. The line carries approximately 26,000 passengers on a typical weekday, with over 80 percent of the trips made on peak hour/peak direction trains. Currently there is one station on this line in Kane County - Geneva.

The Milwaukee District West Line extends nearly 40 miles west-northwesterly from Chicago's Union Station to Big Timber Road in Elgin. The line carries approximately 23,000 passengers on a typical weekday with just fewer than 80 percent of the trips made on peak hour/peak direction trains. There are three stations in Kane County – Big Timber Road, Elgin, and National Street.

Pace's fixed route bus service in Kane County is primarily provided by routes located in the cities of Elgin and Aurora. In total, 33 routes service Kane County. Dial-a-ride service provides curb-to-curb transportation to the general public, with special emphasis on the limited mobility population. At present, this service is offered in many parts of Kane County, including the townships of Aurora, Dundee, Burlington, Hampshire, Plato, Rutland, St. Charles, and Geneva, and the cities of Batavia and Elgin. Other special services are provided exclusively for persons with severe mobility disabilities as required by ADA regulations. These special transportation services are provided in portions of Aurora, Batavia, Dundee, Elgin, St. Charles, and the Sugar Grove Township.

## Non-Motorized Travel

Another transportation option available to commuters in Kane County is bicycle and pedestrian paths. These paths provide commuters with an alternative to the automobile. Furthermore, when paths connect to rail and bus stations, public transportation becomes more easily accessible and ridership increases. Currently, Kane County offers a variety of bicycle and pedestrian paths, and many of these paths connect to rail stations and bus stops.

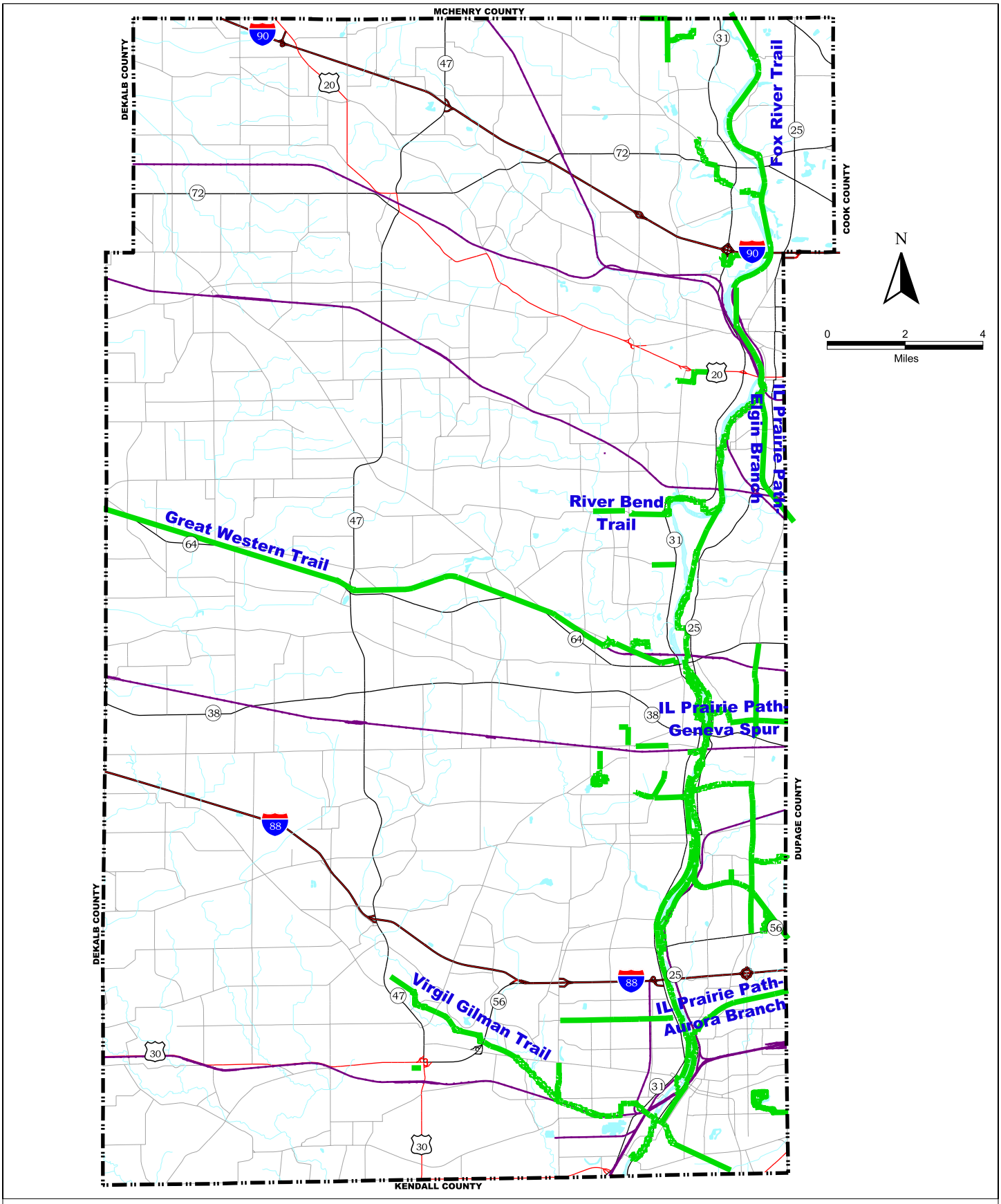
There are six trails in Kane County that provide opportunities for Kane County residents to complete a variety of tasks; however, they are used predominately for recreation. In addition, bicycle and pedestrian accommodations have been observed along some of the county-maintained roads. These accommodations are comprised of 10 feet or wider, off-road, paved paths that parallel the road. Figure 7 illustrates current bicycle and pedestrian routes in Kane County.

## Rustic Roads

The Kane County *2020 Land Resource Management Plan* proposes development of a Rustic Roads Program to preserve some of the County's rural roads and scenic vistas. The transportation plan to be developed by this project should be compatible with the requirements of such a program.

## Existing Traffic Demand

The existing traffic model used in Kane County was developed and calibrated in 2000 using the TRANPLAN suite of programs by the Kane County Division of Transportation with assistance from CH2M HILL. The model development and calibration process is described in detail in *Development*




**Legend**

- Existing Bicycle and Pedestrian Trails
- Railroad

**Existing Bicycle and Pedestrian Trails**

**Figure 7**

Kane County Transportation Planning Area Study

*and Calibration of Kane County Transportation Systems Planning Model* prepared for the Division of Transportation in May 2000 by CH2M HILL. The work closely followed earlier CATS model development reported in the *Kane County Sub-Area Study, July 1996.* The system-planning model developed for this project was determined to meet or exceed the accepted criteria for validation/calibration of a tool of this type.

Figure 8 shows ranges of existing (1997) average daily traffic (ADT) on highways in Kane County. The 1997 ADT values were based on maps published by the Illinois Department of Transportation Office of Programming and Planning. The 1997 Illinois State ADT data was supplemented with 1994 to 2000 counts provided by the county as well as 1996 traffic model volumes, as required. Higher volume highways are located predominantly in the easternmost portion of the county in the Urban Corridor. The heaviest traveled routes and areas include the I-90 and I-88, Randall Rd., the Carpentersville/Dundee/North Elgin area and Tri-cities area.

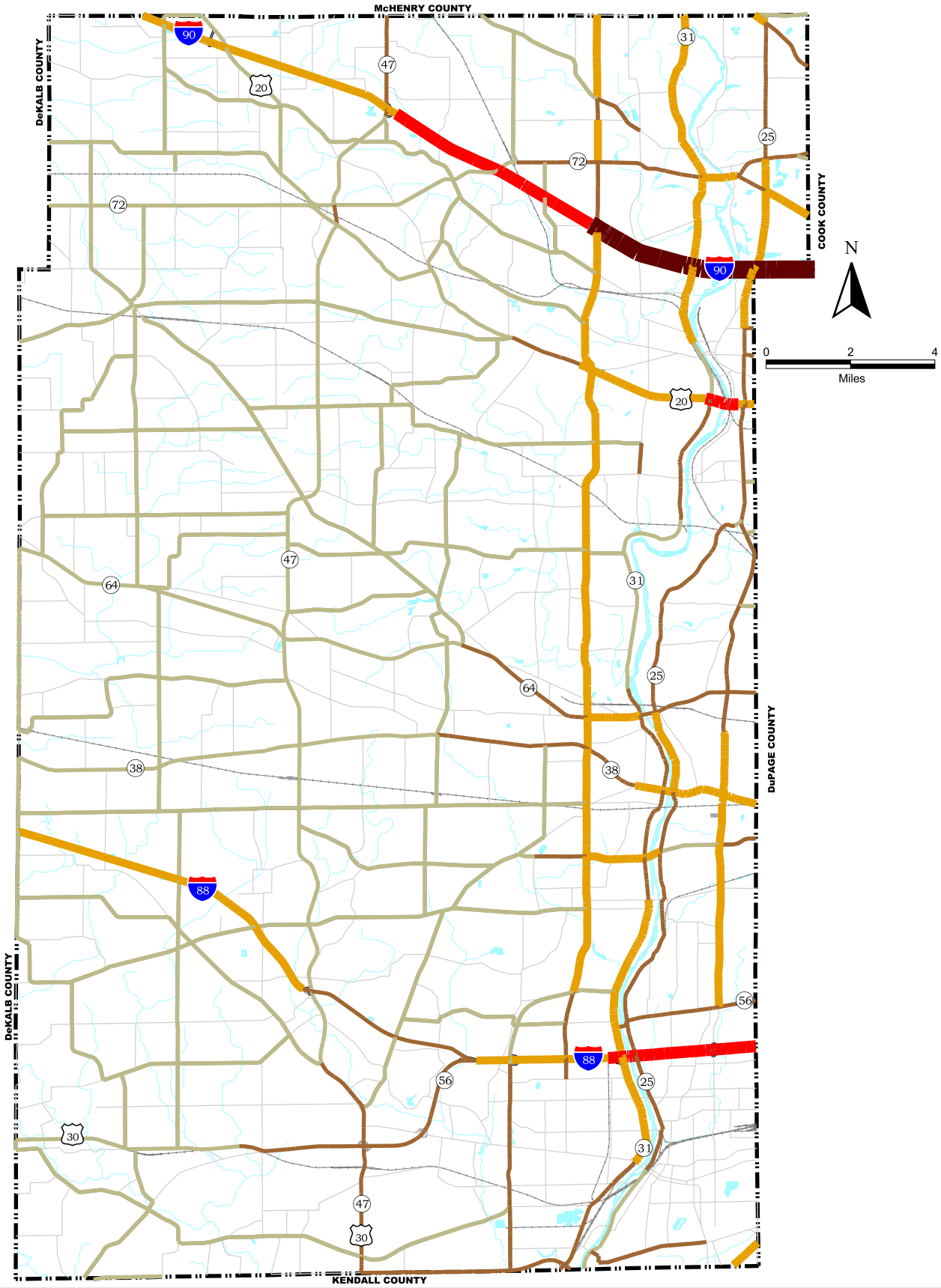
Commercial vehicle (truck) traffic is also an important consideration in the analysis of current transportation facilities and in developing future plans. The Illinois Department of Transportation (IDOT) provided data regarding the 1996 daily volume of heavy commercial vehicle traffic on state and federal routes in Kane County. Figure 9 shows the proportion of heavy commercial vehicles (in ranges) on these highways. As would be expected, the Tollways carry a high share of commercial traffic, but truck traffic was also heavy on portions of IL 47 and IL 64.

# Existing Travel Desires

Examination of travel desires is especially useful in planning transportation facilities. This analysis technique considers the travel desires of motorists regardless of the underlying traffic network. By assigning traffic to a network resembling a spiderweb that is unconstrained in terms of capacity, the trips follow a direct path from origin to destination. The travel desires are shown as bands with the width of the band proportional to the traffic volume on that link.

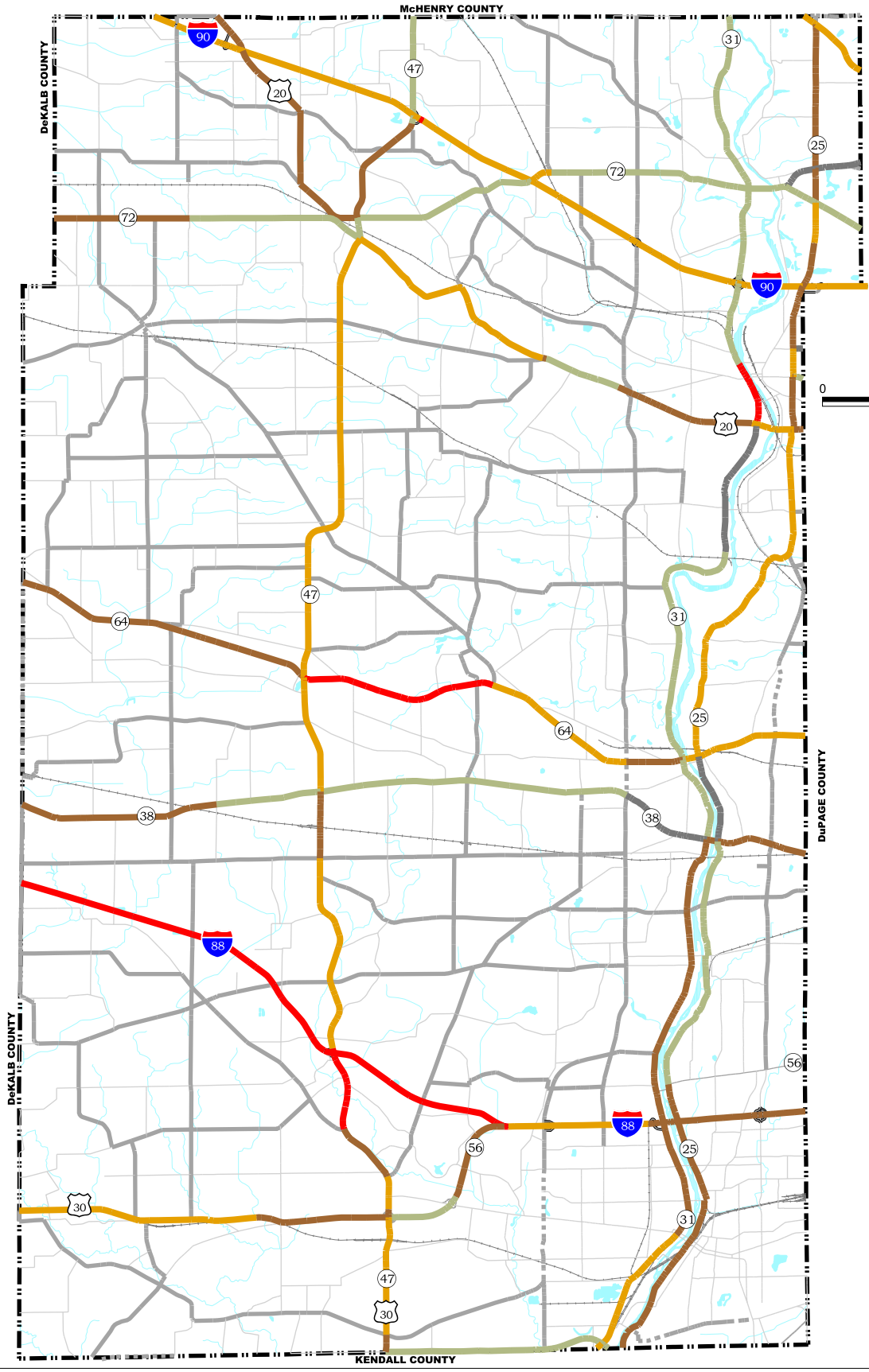
The Chicago Area Transportation Study (CATS) developed a traffic zone system as part of the *Kane County Sub-Area Study, July 1996*. The zone system consisted of 1,379 traffic analysis zones (TAZs) representing the Chicago metropolitan area. Of these, 780 TAZs were located within Kane County. In order to portray travel desires, the CATS traffic zones were aggregated into 15 larger zones. The trip table also was compressed to conform to the modified zone structure. A spiderweb network was created by connecting the centroids of adjacent zones. A graphic portrayal of travel desires was produced by assigning the base year (1996) daily vehicular trips to the spiderweb network (Figure 10).

The prominent travel desire is in the north/south direction in the eastern part of the county through urbanized areas along the Fox River, which coincides with the largest concentration of development in the County. The travel demand is largest in the northern and southern portions of this corridor with a slight decrease in demand between St. Charles and Elgin. The north-south travel desires appear to be a combination of trips originating in and destined to locations in the urban corridor, as well as regional trips traveling through the County (Figure 10). In general, travel demand in Kane County drops off considerably toward the western parts of the County. Another trend is the travel desire pattern between Kane and surrounding counties. The following list highlights these travel desires.




**1997 Range of Average Daily Traffic By Roadway Segment**

**Figure 8**
Kane County Transportation Planning Area Study




NOTE: Includes 6-tire and 3-axle single unit trucks, buses and all multiple-unit trucks

LEGEND

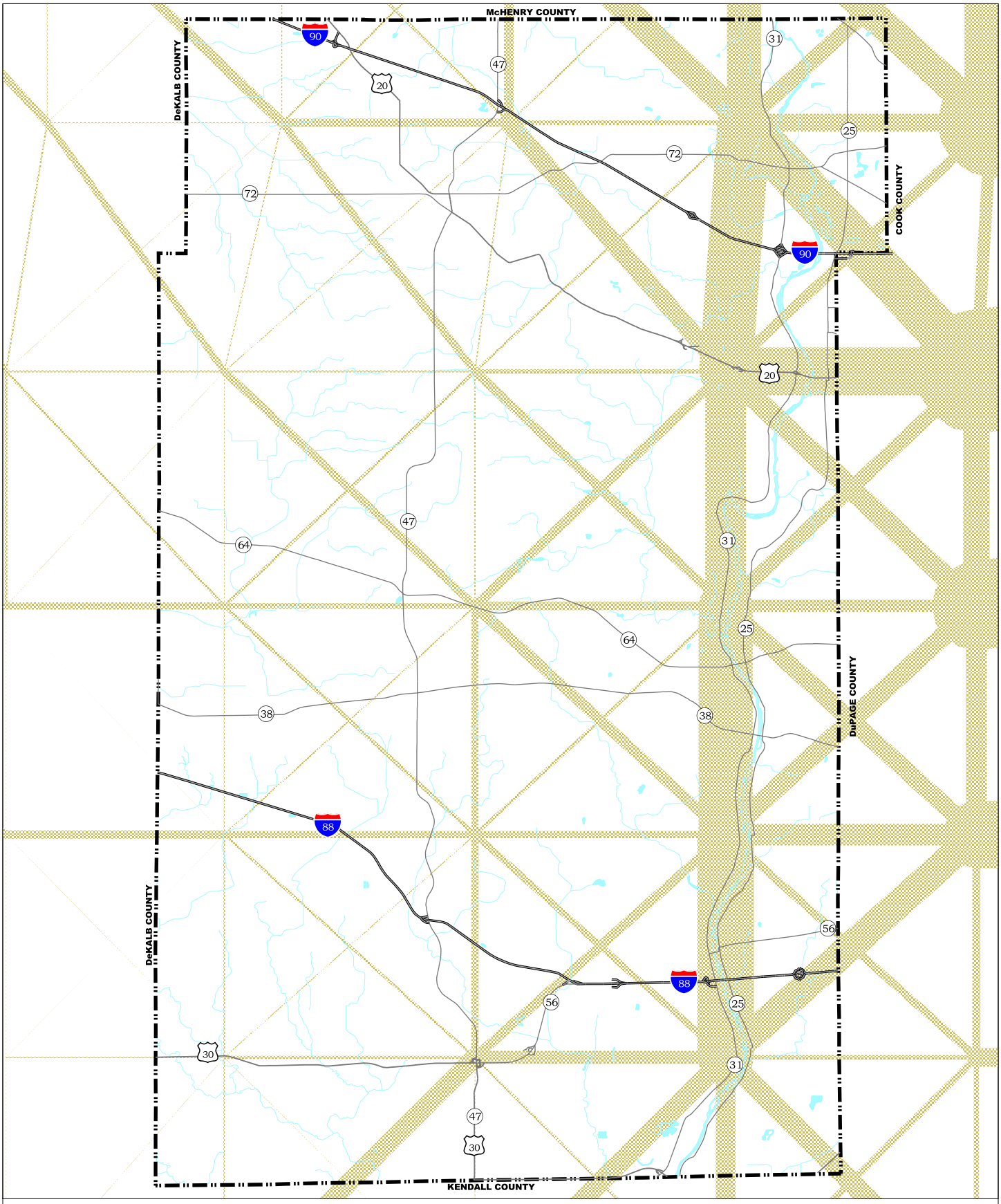
Percent Heavy Commercial Trucks

- 0 - 3
- 3 - 6
- 7 - 10
- 11 - 20
- > 20

**Percent Heavy Commercial Vehicles on U.S. and State Highways and Tollways - 1996**

**Figure 9**

Kane County Transportation Planning Area Study




**1996 Travel Desires**

**Figure 10**
Kane County Transportation Planning Area Study

- Northwest-southeast direction in the northern portion of the county between Kane County and McHenry and Cook Counties.
- East-west direction in the central portion of Kane County along the eastern border between Kane and DuPage Counties.
- Northeast and southwest direction in the southern portion of the county between Kane County and Kendall and DuPage Counties.

This set of travel desires indicates the importance of examining travel demand in relationship to the surrounding Counties. Notably, the existing travel desires in the northeast portion of the County appear to be heaviest. The roadway system is in place to accommodate the above listed travel desires with the following roadways:

- The Northwest Tollway and US 20 support northwest-southeast directional movement in the northern portion of the county.
- IL 64, IL 38, and Fabyan Pkwy support the east-west directional movement in the central portion of the county.
- I-88/IL 56/US 30 and IL59/US 34 support the northeast-southwest directional movement in the southern portions of the county.

# Performance Measures

Performance measures were established to assess the ability of the transportation system and its components in meeting set performance goals. This type of technical evaluation was used to evaluate system conditions in the study base year and for the year 2020. Three categories of performance were used to analyze performance:

- Traffic service measures
- Congestion measures
- Traffic safety measures

The basic tool used in calculating the performance measurements for both the existing and future transportation networks was the travel demand model.

## Traffic Service Measures

Traffic service measures match a calculated performance value such as speed or travel time to a corresponding level of congestion. Vehicle miles of travel (VMT) is a facility-based measure indicating system usage. It is the product of traffic volume over a specified length of highway. Vehicle hours of travel (VHT) is a user-based measure indicating the travel time spent from origin to destination. Summing the travel times of vehicles using a segment of highway produces VHT. Another traffic service measure is vehicle hours of delay (VHD). The delay function (VHD) can be calculated for each link by comparing the travel time produced at desirable speed for a particular roadway as defined by its functional classification to the congested time that results from the traffic assignment. VHD is a product of traffic volume multiplied by the change in travel time. The system-wide delay can be calculated by summing the delays for all links. Separate summaries may be produced by functional class or by individual route.

Another measure used to evaluate traffic performance is travel speed. Travel speed is a measure that evaluates the operating characteristics of a facility. The travel speed measure can be determined by comparing the VMT and VHT by roadway segment.

## Congestion Measures

Congestion is generally measured in terms of Level of Service (LOS) and volume/capacity ratio (v/c). Average delay and speed, discussed above, enter into the LOS determination along with other factors. LOS measures the level of congestion. It may be determined for each roadway segment on the basis of delay or congested speed by functional class. The various levels of service are defined as follows:[1]

- **LOS A** describes primarily free flow operation at average travel speeds, usually about 90 percent of the free-flow speed for the arterial classification.
- **LOS B** represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial classification.
- **LOS C** represents stable operations; however, ability to maneuver and change lanes in mid-block locations may be more restricted than at LOS B, and longer queues, adverse signal coordination, or both, may contribute to lower average travel speeds of about 50 percent of the average free-flow speed for the arterial classification.
- **LOS D** borders on a range in which small increases in flow may cause substantial increases in delay, and hence decreases in arterial speed. Average travel speeds are about 40 percent of free-flow speeds. LOS D is often used as a limiting criterion for design purposes.
- **LOS E** is characterized by significant delays and average travel speeds of one-third of the free-flow speed or less. LOS E is sometimes accepted as a limiting criterion for design when restricted conditions make it impractical to consider a higher LOS.
- **LOS F** characterizes arterial flow at extremely low speeds, below one-third to one-fourth of the free-flow speed. Intersection congestion is likely at critical signalized locations with high delays and extensive queuing. LOS F is never used as a design standard. It represents a condition that is intolerable to most motorists.

LOS is determined by the ratio of volume to capacity (v/c) on each facility segment:

| Level of Service | Max V/C |
|---|---|
| A | 0.28 |
| B | 0.47 |
| C | 0.66 |
| D | 0.79 |
| E | 1.00 |

Source: Highway Capacity Manual Table 7-1

## Traffic Safety Measures

Among transportation performance criteria, traffic safety is most universally accepted. A quantitative index or measure of safety performance is appropriate, therefore, as one of the basic performance measures for the Kane County transportation system.

[1] *Highway Capacity Manual,* Special Report 209, Transportation Research Board, National Research Council, Washington, D.C., 1994, p 11-4.

Safety is often discussed only in general or qualitative terms. To include safety as a more useful performance measure, it is desirable to quantify safety in readily understandable terms. Of course, any effort to quantify safety must be fully supportable. Highway safety can best be characterized by the number of highway crashes and the resulting injuries and fatalities that might occur or be expected to occur over a given time period. Developing a highway safety performance measure thus becomes an exercise in relating basic transportation system features and attributes to an expected number of highway crashes. There are a number of basic, well-established principles relating highway safety to elements of the highway. These include 1) the relationship of vehicular traffic volume to crash frequency and 2) differences in the safety performance of different highway types.

# Existing Traffic Performance Analysis

The traffic performance analysis of the existing Kane County highway system relied on data related to travel demand and existing facilities, as well as, measures of effectiveness derived from the county's travel demand model. See Appendix A for the 1996 model output.

## Existing Traffic Service Measures

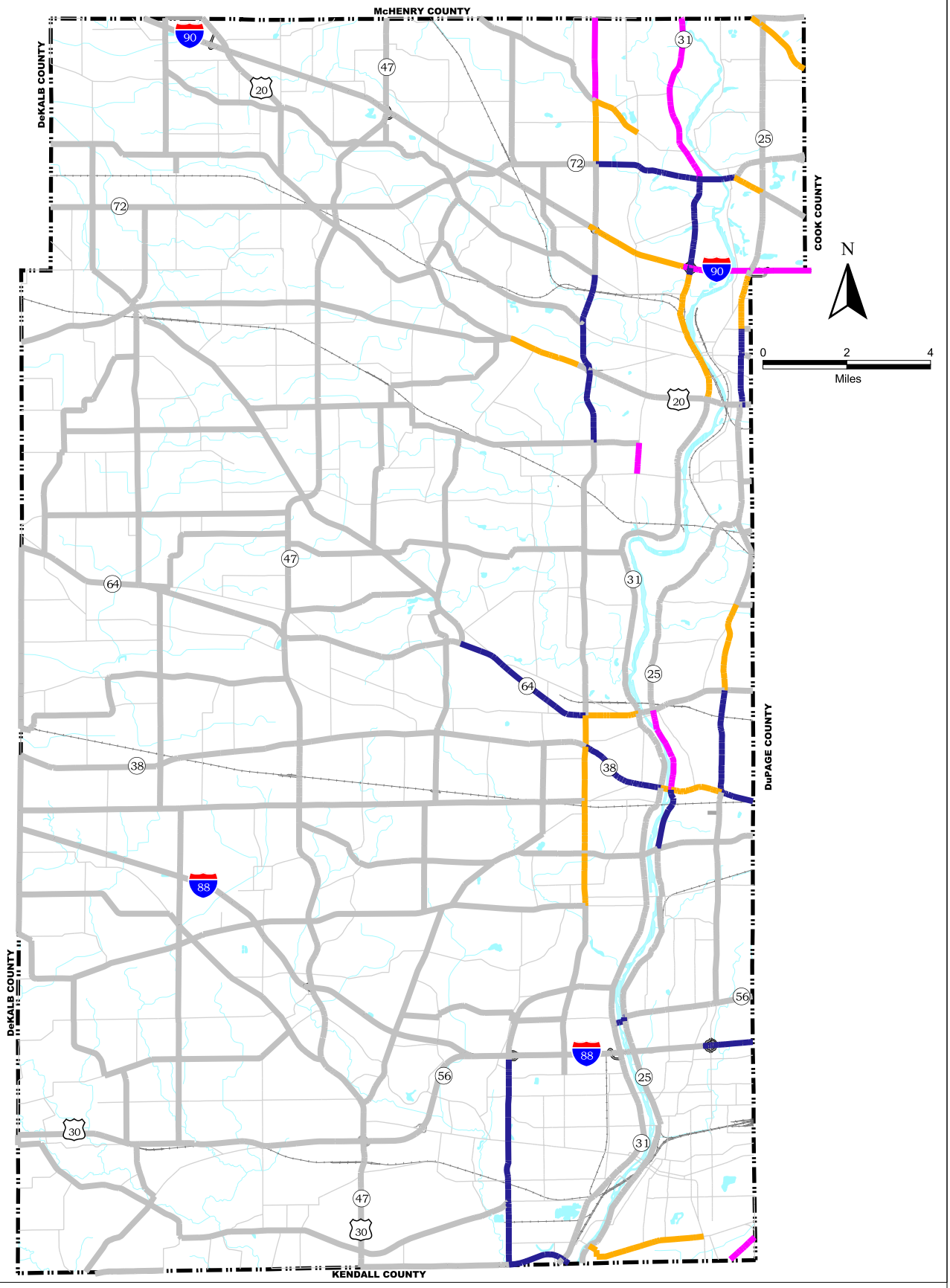
The traffic service measures of VMT, VHT, and VHD on all highways stratified by functional classification, as well as, county roads only are summarized in Table 4. In examining the traffic performance of all highways, principal arterials, which account for only 28 percent of the lane miles within the county, were found to carry the bulk of traffic (approximately 50 percent of VMT) and experience approximately 55 percent of VHD. The same trend is increased by 50 percent when looking exclusively at the county roadway network. For county highways alone, principal arterials were only 25 percent of the system, but carried approximately 70 percent of traffic and experienced 90 percent of the VHD.

## Existing Congestion Measures

Congestion on all highways for 1997 based on daily traffic is illustrated in Figure 11. Only roadway segments that were found to be operating at LOS D, E, or F are shown. The congestion level has been designated in three categories related to levels of service as follows:

- Moderate Congestion (LOS D)
- Severe Congestion (LOS E)
- Extreme Congestion (LOS F)

When considering all highways in Kane County, only 14 percent of route miles and 16 percent of lane miles were classified as congested. For just county roads, only 9 percent of route miles and 11 percent of lane miles were deemed to be congested. Only 6 percent to 7 percent of the county highways were congested with a concentration of these roadways in Carpentersville/Dundee/Elgin, St. Charles/Geneva, and Aurora.




LEGEND

Level of Congestion

- Moderate Congestion (LOS D)
- Severe Congestion (LOS E)
- Extreme Congestion (LOS F)

**1997 Congested Roadway Segments**

**Figure 11**

Kane County Transportation Planning Area Study

**TABLE 4**
Existing Traffic Performance

| | VMT | | VHT | | VHD | |
|---|---|---|---|---|---|---|
| **Functional Class** | **Miles** | **%** | **Hours** | **%** | **Hours** | **%** |
| **1996 All Highways** | | | | | | |
| Freeways and Expressways | 2,149,377 | 27.8 | 38,328 | 18.3 | 1,089 | 24.5 |
| Principal Arterials | 3,862,914 | 49.9 | 113,205 | 54.1 | 2,460 | 55.3 |
| Minor Arterials | 931,721 | 12.0 | 29,898 | 14.3 | 481 | 10.8 |
| Collectors | 801,087 | 10.3 | 27,924 | 13.3 | 420 | 9.4 |
| Totals | 7,745,099 | 100 | 209,355 | 100 | 4,450 | 100 |
| **1996 County Highways** | | | | | | |
| Principal Arterials | 1,022,577 | 72.8 | 30,138 | 72.7 | 446 | 93.7 |
| Minor Arterials | 325,420 | 23.2 | 9,698 | 23.4 | 29 | 6.2 |
| Collectors | 55,456 | 4.0 | 1,604 | 3.9 | 1 | 0.1 |
| Totals | 1,403,453 | 100 | 41,440 | 100 | 476 | 100 |

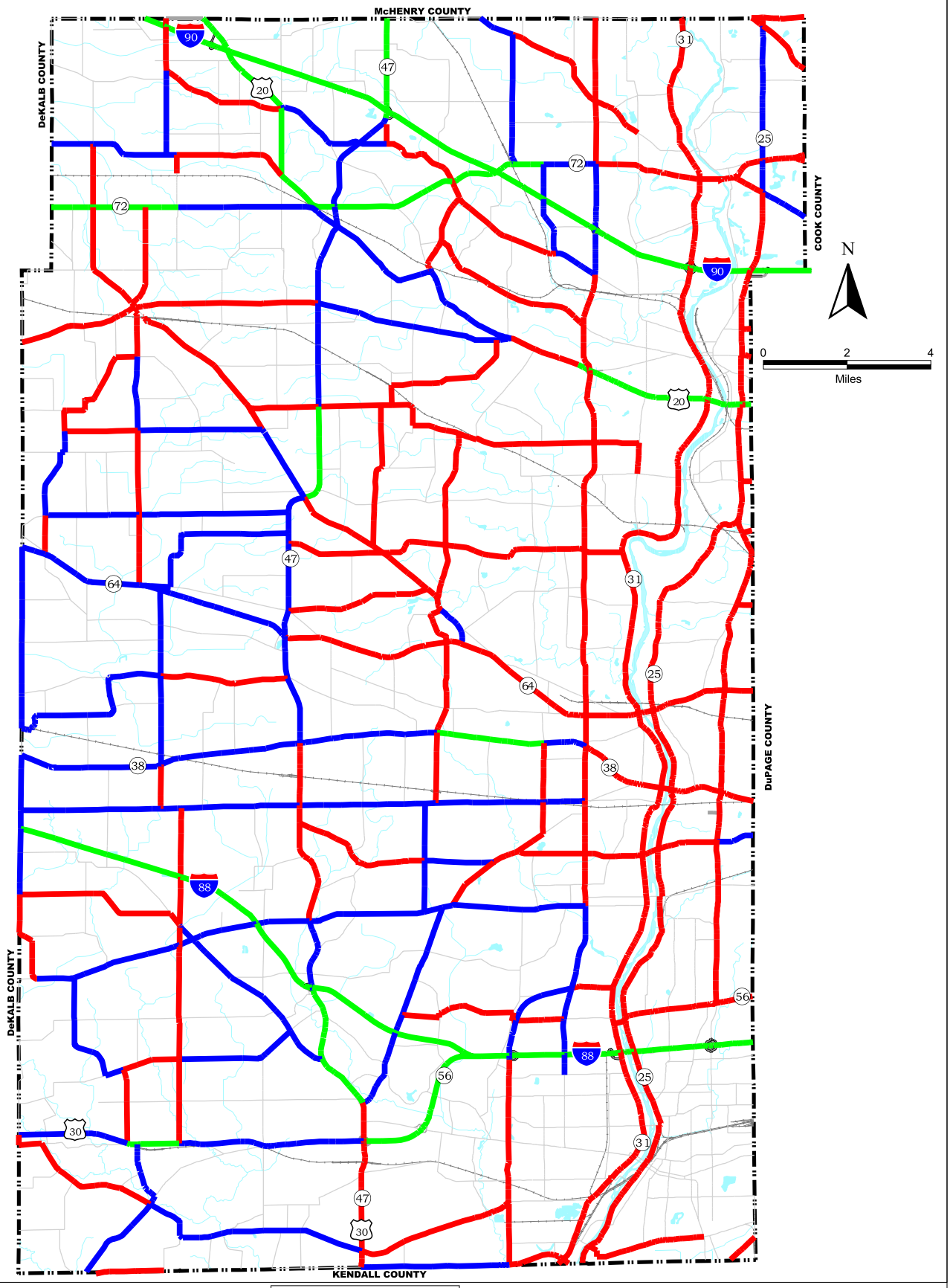
Table 5 shows the length and percentage of route miles and lane miles at each level of service for all highways and for county highways only.

Figure 12 shows travel speeds produced by the 1996 model. Analogous to congestion, modeled travel speeds that fall in the range of 25 –35 mph are found in the eastern portion of the county along the Fox River.

## Existing Safety Measures

CH2M HILL used geographic information system (GIS) and current safety modeling techniques for safety analysis of county highways. To identify locations in Kane County with safety concerns, a modeled expected frequency was compared to the actual frequency over a three-year period. GIS tools were used to geocode accident records based on street and cross street. Buffer zones were created around intersections to identify those accidents associated with each intersection. Similarly, GIS was used to calculate historic crash frequency for county highway segments. A total of 405 intersections and 425 segments encompassing all county roads were analyzed.

The expected number of crashes at a location was calculated using models from recent research. This expected frequency then was compared to actual frequency of crashes at each location. The current research suggest that using an actual frequency to expected frequency relationship is more accurate in identifying high accident locations than the more well known methods of calculating and ranking locations by a flat rate. The reasons for this are as follows.




LEGEND

Travel Speed (mph)

- 25 - 35
- 35 - 45
- > 45

**1996 Travel Speed By Roadway Segment**

**Figure 12**

Kane County Transportation Planning Area Study

**TABLE 5**
Existing Congestion

| | Route Miles | | Lane Miles | |
|---|---|---|---|---|
| **Level of Service** | **Miles** | **%** | **Hours** | **%** |
| **1996 All Highways** | | | | |
| A | 262 | 47 | 581 | 42 |
| B | 117 | 21 | 278 | 20 |
| C | 100 | 18 | 305 | 22 |
| D | 33 | 6 | 101 | 7 |
| E | 28 | 5 | 82 | 6 |
| F | 14 | 3 | 37 | 3 |
| Total | 554 | 100 | 1,384 | 100 |
| Total Congested* | 75 | 14 | 220 | 16 |
| **1996 County Highways** | | | | |
| A | 207 | 67 | 420 | 62 |
| B | 46 | 15 | 99 | 14 |
| C | 27 | 9 | 89 | 13 |
| D | 12 | 4 | 36 | 5 |
| E | 12 | 4 | 34 | 5 |
| F | 3 | 1 | 5 | 1 |
| Total | 307 | 100 | 683 | 100 |
| Total Congested* | 27 | 9 | 75 | 11 |

*LOS D, E and F

- Flat rates assume the relationship between crash frequency and volume is linear. However, even though frequencies may increase with volume, the true relationship is not linear. With the linear assumption for rates, the intersections listed as “high” typically are the locations with the higher volumes. The method using flat rates may not identify low volume facilities as hazardous even when there are more crashes than one would expect for that facility type. The flat rate method may not identify such a location as problematic.
- In flat rate calculations volume is the only measure of exposure. In the expected frequency models, variables such as control type and geometric configurations are considered. This results in a more accurate reflection of exposure to a crash.
- The comparison of actual and expected frequency allows for a statistically based “cut-off” point. The ranked flat rates usually have an arbitrary “cut-off” point. When ranked rates are used an arbitrary decision is made to select the top number of locations with the highest rate. This “cut-off” is chosen regardless of the rate magnitude. An improvement to this approach would be to

compare the actual rate to a statewide average rate. However, this may still only designate high volume locations as hazardous and potentially ignore hazardous low volume facilities.

Locations were classified into four categories based on a percent difference between actual and expected.

1. "Actual Greatly Exceeds Expected"--percent difference of actual above expected crash frequency exceeding **two** standard deviations;
2. "Actual Moderately Exceeds Expected"--percent difference of actual above expected crash frequency exceeding **one** standard deviation;
3. "Actual Exceeds Expected"--actual greater than expected crash frequency; and
4. Actual less than or equal to expected crash frequency

Fifteen intersections and 15 out of 307 miles of county roads were classified in the "actual greatly exceeds expected" category. Thirty-two intersections and 28 out of 307 miles of county road were classified in the "actual moderately exceeds expected" category. Locations in the top three categories can be seen in Figure 13. A clustering of locations with relatively high crashes compared to the rest of Kane County frequencies can be seen in some locations. Areas where clustering occurs are the western Elgin area encompassing Randall Road from US 20 to the Northwest Tollway, Geneva and Northern Batavia highlighting Randall Rd. from Main St. to IL 64 and Fabyan Parkway from IL 25 to the county line, the intersections in Burlington township area, the area surrounding Corron Rd. and Bowes Rd, and intersections and segments along Jericho Rd**.**

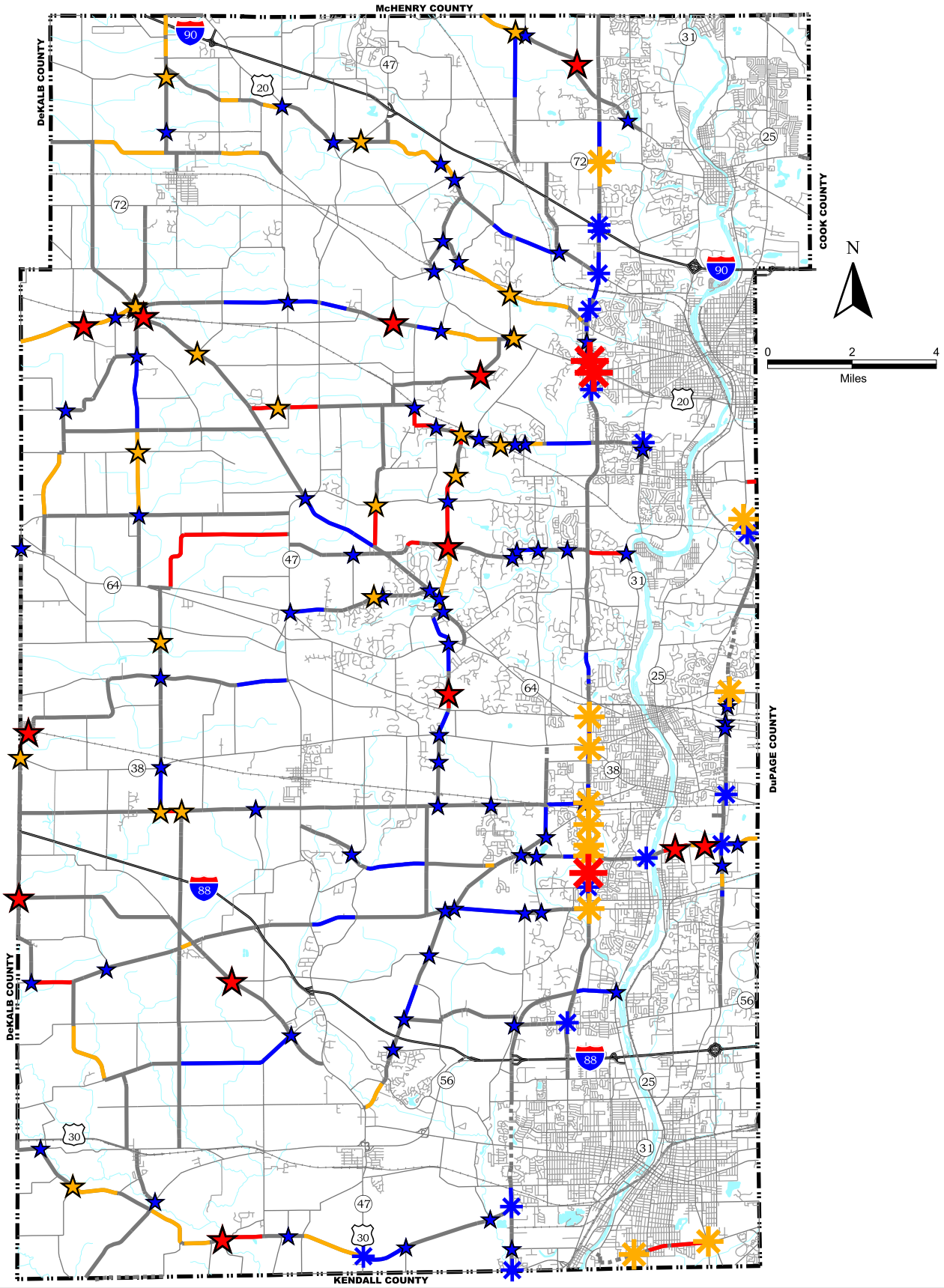
## Existing Public Transportation System Performance

In 1990, approximately 2.8 percent of the total work trips made by Kane County residents were made using rail or bus. Other means of transportation (taxicab, bicycle, etc.) constituted 0.8 percent of total work trips. Between 1980 and 1990, the proportion of work trips made by rail or bus declined by about 1 percent, while the proportion of work trips made by other means of transportation remained the same.

Although the proportion of trips made by rail and bus use declined between 1989 and 1999, the overall number of transit riders increased by over 29,000. As another example, in Kane County, Metra ridership increased 49.3 percent from 1989 to 1999. Table 6 shows the overall change in weekday boardings for each station in Kane County from 1989 to 1999.

The ability of commuter rail lines to serve residential areas is often limited by the number of available parking spaces. Parking for autos is available at all Metra stations in the county, and many stations offer bicycle storage. Metra considers parking capacity to be exhausted when utilization exceeds 85 percent. In the county, Aurora, Geneva, and Elgin all exceed 85 percent of parking capacity.

Pace, the RTA's suburban bus division had annual ridership of over 38 million riders in 2000. It provides commuter and local services within Kane County. Services include fixed route and dial-a-ride, as well as paratransit.




| | Actual Exceeds Expected | Actual Moderately Exceeds Expected | Actual Greatly Exceeds Expected |
|---|---|---|---|
| Signalized Intersections | * | * | * |
| Stop Controlled Intersections | ★ | ★ | ★ |
| Segments | | | |

**Locations Where Actual Exceeds Expected Crash Frequency, 1997 - 2000**

**Figure 13**
Kane County Transportation Planning Area Study

**TABLE 6**
Change in Weekday Boardings from 1989 to 1999 in Kane County

| Station | 1989 | 1999 | Percent Change |
|---|---|---|---|
| Aurora | 1056 | 1467 | +38.9% |
| Geneva | 1290 | 1642 | +27.3% |
| National Street | 255 | 618 | +142.4% |
| Elgin | 465 | 419 | -9.9% |
| Big Timber Road | 33 | 482 | +1360.6% |
| **Total** | **3099** | **4628** | **+49.3%** |

Source: Commuter Rail System Station Boarding/Alighting Count, Summary Results Fall 1999

The 1996 Pace Comprehensive Operating Plan identifies a long-range business plan for the delivery of bus transit service in northeastern Illinois. As a rule, a combined density of 4,000 persons (employed and/or residing) per square mile is a criterion for a successful fixed route operation. Feeder bus services for commuter rail lines need a density of 2,500 persons per square mile. Only the Aurora and Elgin areas meet these thresholds in Kane County.

The average weekday ridership for the Pace system is 9,205 in Kane County. Thirty-three fixed route services operate in the county, 16 in the Aurora area and 17 in the Elgin area (Table 7). This transit service provides both intracommunity service and links between neighborhoods and Metra rail stations.

**TABLE 7**
Fixed Route Service

| Area | Number of Routes | Average Weekday Riders |
|---|---|---|
| Elgin | 17 | 4601 |
| Aurora | 16 | 4604 |
| **Total** | **33** | **9205** |

Source: Pace Ridership Data, January 2001

# Future Transportation System

## Highways

The future transportation system assumed for this project includes the existing system augmented by committed improvement projects. Committed highway improvements would increase the lane miles of roadway in Kane County from 1,378 miles to 1,419 miles, or by 3 percent. A listing of the committed highway improvement projects is given in Table 8, and a listing of route and lanes miles by jurisdictional classification of the existing plus committed system is presented in Table 9.

The lane miles of County highways will increase by 17 miles from the base year to future year. Table 10 shows the future mileage of all highways in each classification. Functional class of Kane County highways only is shown in Table 11.

**TABLE 8**
Committed Highway Improvements

| Roadway | Limits of Improvement | Scope of Project |
|---|---|---|
| I-90 (Northwest Tollway) | IL 59 to Randall Toll Plaza | Add Lanes |
| I-90 (Northwest Tollway) | Randall Toll Plaza | Full Interchange |
| I-88 (East-West Tollway) | IL 59 to Aurora Toll Plaza | Add Lanes |
| I-88 (East-West Tollway) | Aurora Toll Plaza | Full Interchange |
| US 30 | East of BNRR/Briarcliff over Fox River | Add Lanes |
| Orchard Road | I-88 to South County Line | Add Lanes |
| Randall Rd | IL 72 to North County Line | Add Lanes |

**TABLE 9**
Mileage of Existing Plus Committed Highways in Kane County by Jurisdictional Classification

| Jurisdiction | Route Miles | Lane Miles |
|---|---|---|
| Interstates | 46.9 | 211 |
| U.S. Highways | 33.7 | 76 |
| State Highways | 165.0 | 432 |
| County Highways | 306.7 | 700 |
| Total | 552.4 | 1,419 |

**TABLE 10**
Mileage of All Existing Plus committed Highways in Kane County by Functional Classification

| Functional Class | Route Miles | Lane Miles |
|---|---|---|
| Freeways, Expressways and Ramps | 61.0 | 256 |
| Principal Arterials | 267.6 | 751 |
| Minor Arterials | 261.0 | 561 |
| Collector | 542.0 | 1,087 |
| Total | 1,131.6 | 2,655 |

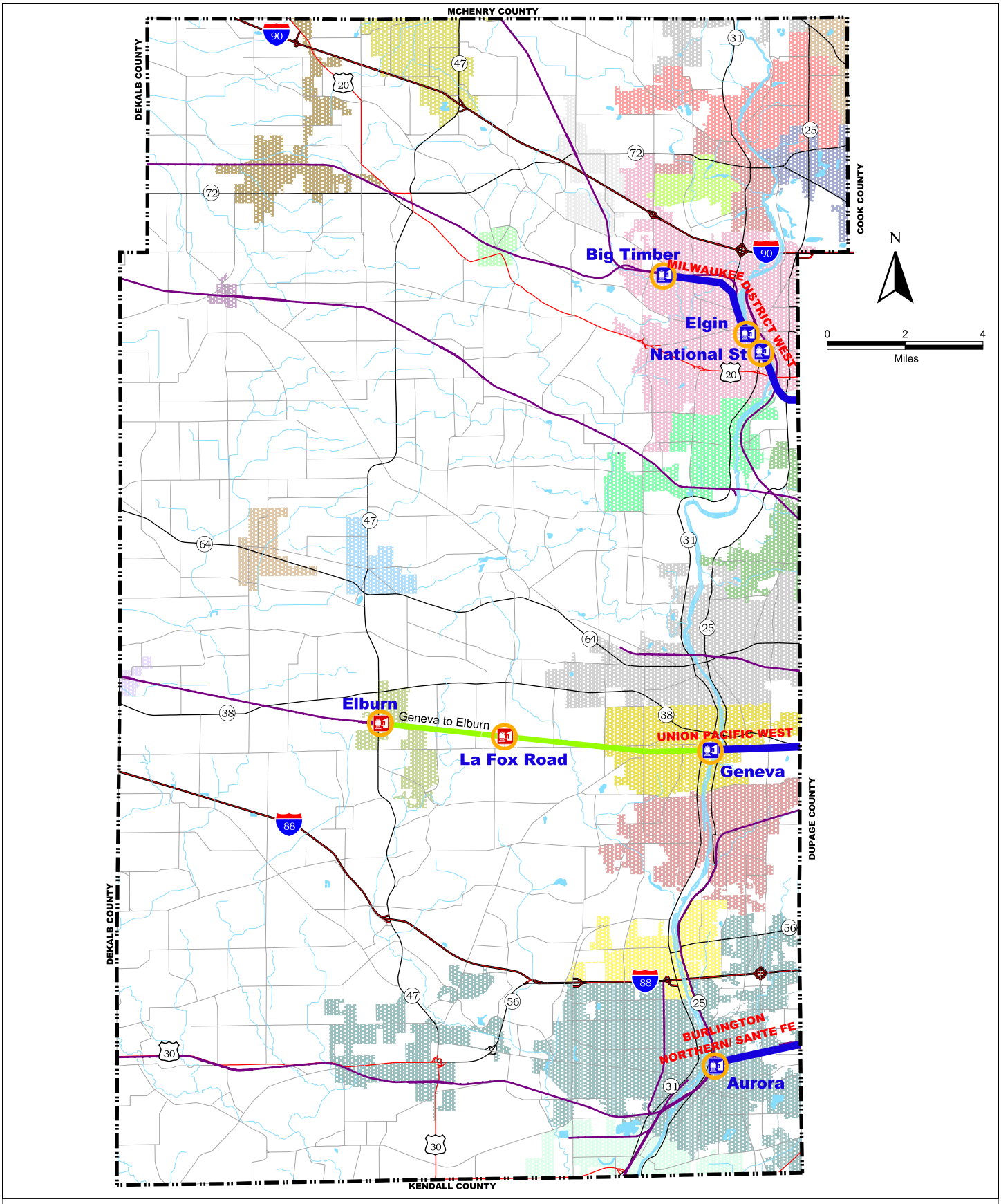
## Public Transportation

### Commuter Rail

Kane County is committed to several proposed commuter rail improvements. These improvements are part of the region's Transportation Improvement Program (TIP) maintained by the Chicago Area Transportation Study (CATS). The TIP is northeastern Illinois' six-year agenda (2001-2006) for surface transportation projects. The TIP lists regionally significant projects for which federal money is sought, as well as, non-federally funded projects planned for implementation in the next six years (Figure 14). The committed commuter rail system improvements planned for Kane County are summarized in Table 12.

**TABLE 11**
Mileage of Existing Plus Committed Kane County Highways by Functional Classification

| Functional Class | Route Miles | Lane Miles |
|---|---|---|
| Principal Arterials | 51.7 | 190 |
| Minor Arterials | 182.3 | 365 |
| Collector | 72.8 | 146 |
| Total | 306.8 | 701 |




Legend

- Existing Metra Station
- Proposed Metra Station
- Parking Improvements or Additions
- Existing Rail Lines
- Proposed Commuter Rail (Committed)

**Proposed Metra Rail Improvements**

**Figure 14**

Kane County Transportation Planning Area Study

**TABLE 12**
Summary of Rail Improvements

| Rail Line | Type of Improvement | Location |
|---|---|---|
| Burlington Northern | Additional parking | Aurora Station |
| | Hill yard upgrade | Aurora |
| | Underground cable | Chicago to Aurora |
| | Rehabilitation of retaining walls | Chicago to Aurora |
| | Switches & switch heater | Chicago to Aurora |
| Union Pacific West | Rail line extension | Geneva to Elburn (stations at Elburn and La Fox) |
| | Parking maintenance | Geneva Station at 3rd Street |
| | Railroad grade separation | Peck Road at Keslinger Road in Geneva |
| Milwaukee District West | Rehabilitate bridge | Elgin |
| | Grade crossing renewal | McLean Boulevard and Raymond Street in Elgin |

### Bus System

The planned improvements for bus services in Kane County consist of a Park'n'Ride Transfer Facility at I-90 and additional storage capacity in North Aurora. These improvements are part of the TIP plan. Other long-term improvements suggested by Kane County's 2020 Transportation Plan include additions to both the fixed route and express bus services, but these are not yet committed improvements.

### Parking

In 1999, Metra identified the need for new parking spaces at commuter rail stations as part of its comprehensive planning efforts. The figures in Table 13 were developed based on forecast growth in households and were derived assuming current patterns of station access along the line. The forecast provides a reasonable picture of future activity in the county.

## Non-Motorized Travel

The Kane County 2020 Transportation Plan identifies 166 miles of new bicycle and pedestrian facilities to provide better connections within and between communities. Kane County also has established an action plan that has led to the routine accommodation of cyclists and pedestrians during new country road construction projects and the paving of shoulders during reconstruction projects. New development review procedures also incorporate considerations for bicycle and pedestrian facilities. In 2000, Kane County received $25,000 in planning funds to update its bicycle and pedestrian plan, develop a capital program, convene corridor meetings, assist local planning and education efforts, produce and distribute a facilities map, and initiate a coordinated signage program. In addition to the planning of routes and facilities in Kane County, another proposal identified the addition of bicycle racks to Pace buses on two routes that operate between Elgin and Aurora. The racks will enable riders to bring along their bicycles for the trip. Table 14 summarizes the TIP's planned bicycle and pedestrian route improvements for Kane County.

**TABLE 13**
1999 Station Parking and Projected Future Parking Space Needs on Metra Rail Lines

| Rail Line/Station | Station Parking (Effective Use) [a] | Total Number of Parking Spaces | Percent of Effective Use | Future Parking Needs | Percent Increase |
|---|---|---|---|---|---|
| BNSF: Aurora | 827 | 828 | 99.9% | +280 | 33.8% |
| UP West: Geneva | 813 | 813 | 100.0% | +540 | 66.4% |
| UP West: La Fox [b] | N/A | N/A | N/A | +300 | N/A |
| UP West: Elburn [b] | N/A | N/A | N/A | +150 | N/A |
| MD West: National St. | 309 | 410 | 75.4% | 0 [c] | 0% |
| MD West: Elgin | 141 | 142 | 99.3% | 0 | 0% |
| MD West: Big Timber Rd. | 342 | 473 | 72.3% | +205 | 57.7% |
| **Total** | **2432** | **2666** | **91.2%** | **+1475** | **55.3%** |

Source: Metra 1999 Station Parking Statistics
[a] Effective parking use includes permits that are sold and are assumed as used, up to the capacity of the lot
[b] 1999 information is not available because it is a proposed new station
[c] No new parking spaces were added, but 150 parking spaces were improved at this station

**TABLE 14**
Planned Improvements for Bicycle and Pedestrian Routes in Kane County

| Type of Improvement | Location of Improvement |
|---|---|
| Tunnel under Randall Road | Randall Road at (Geneva) south of Keslinger Road |
| Bike trail, Feasibility Study | Timber Trails from Dean Street/Great Western Trail (St. Charles) to Randall Road (St. Charles) then north to Timber Trails |
| Bike/pedestrian overpass | Mid C at Randall Road at Silver Glen (St. Charles) |
| Bike trail and pedestrian bridge including fencing, culverts, drainage, landscaping | Virgil Gilman Trail bridge over IL 56 and Blackberry Creek near Golf View Road |
| Bikeway, median cable, pedestrian underpass, utility adjustment | Fox River Trail from Virgil Gilman Trail (Aurora) to New York Street (Aurora) |
| Bike facility | McLean Boulevard (South Elgin) from Bowes Road (South Elgin) to IL 31 (St. Charles Township); South terminus = River Bend Trail |
| Pedestrian tunnel including signs | South Street Trail extension at (Geneva) along South Street from Kaneville Road to and under Randall Road |
| Landscaping, bus shelter, sidewalks, irrigation system, fencing | Third St. from Crescent Place (Geneva) to Hamilton Street |
| Pedestrian route | 1st Street over the Fox River (Batavia) to Webster Street; between Water Street and Washington Street |
| Pedestrian route | Anderson Road over the UP West Line (Elburn) between IL 38 and Keslinger Road |

Source: CATS, Transportation Improvement Program, FY 01-06

# Future Travel Demand

The Kane County transportation 2020 model was updated to reflect the Northeastern Illinois Planning Commission (NIPC) data. The NIPC data has been furnished for two separate scenarios: one assuming expansion of O'Hare airport; and another assuming development of the south suburban airport. The O'Hare expansion scenario was applied in updating the Kane County model. The NIPC data, which was developed by quarter sections, also was aggregated into traffic analysis zones (TAZs) for use in the Kane County model update. Once the O'Hare scenario data was aggregated into TAZs, the household, population, and employment data were entered into the trip generation equations. The same trip rates and factors developed for the existing travel model were used to create 2020 trip productions and attractions. The production and attractions along with the original friction factors were then applied in the gravity model to create person trips. These person trips were subsequently converted to internal auto trips and were added to external trips in order to create the 2020 vehicle trip table. Traffic assignments were then made using the new trip table.

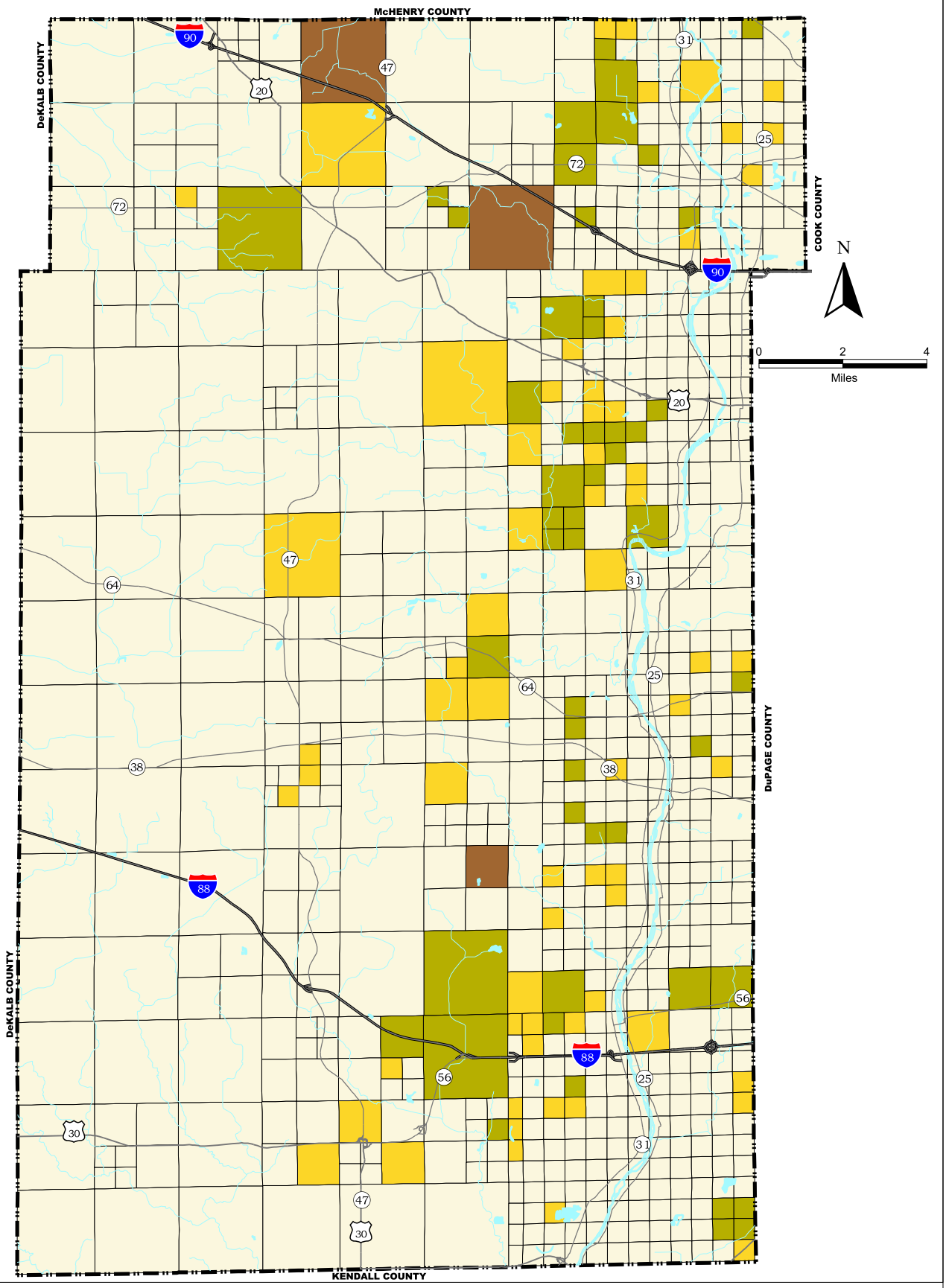
The NIPC data calls for an overall increase in county population from approximately 317,000 in 1990 to 552,000 in 2020. Households would increase from 107,000 to 199,000 and employment would increase from 174,000 to 211,000 over the same time period. Figures 15 and 16 show the range of population and employment growth by TAZ in Kane County. The largest growth in population would occur in the Gilberts and Huntley areas. To a lesser degree population growth would take place along the border between the urban corridor and critical growth area. Another area of growth would be to the west of Batavia and Aurora.

Large growth in employment would occur in northern Kane County, mainly concentrated in the areas surrounding US 20 and I-90. Employment growth would be greatest in the Huntley area. Pockets of relatively high employment growth would also occur throughout the Urban Corridor. Moderate employment growth has been projected for the Sugar Grove area.

To determine the 2020 ADT on the highway system, a growth factor was calculated for each link using modeled volumes in the base year and in 2020. This growth factor was then applied to the 1997 ADT counts to arrive at the projected 2020 ADT. Figure 17 shows the factored 2020 ADT. Figure 18 illustrates the change in ADT between the 1997 and 2020. The areas with the largest change in ADT are Sugar Grove, West Geneva/West Batavia, Elgin, and the Gilberts/Huntley area.

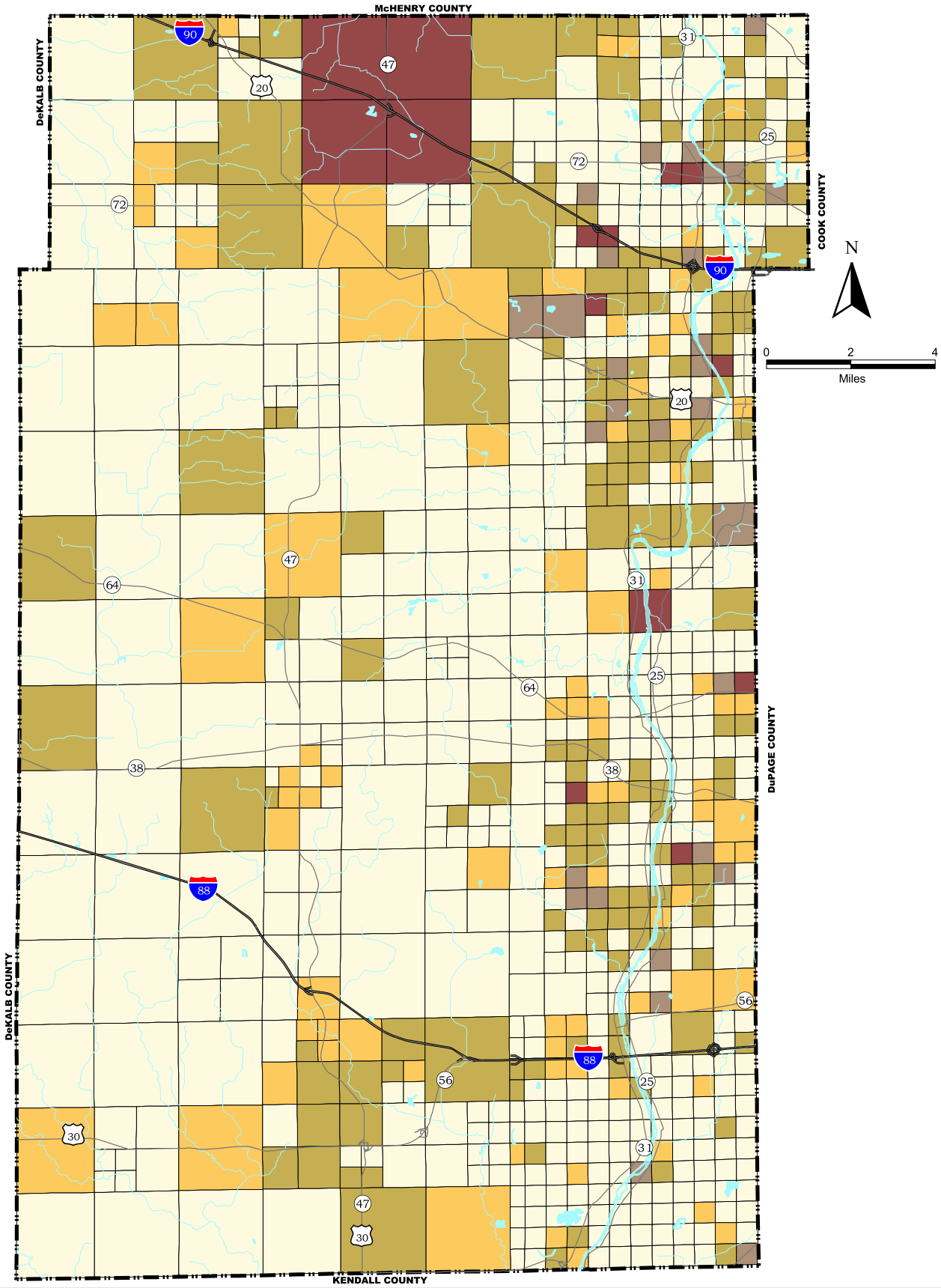
# Future Travel Desires

Desire bands provide an excellent depiction of the pattern of travel growth Kane County. Figure 19 shows a combination of 1996 and 2020 desire bands. Travel growth is represented by the differences in bandwidth. The pattern of travel growth magnifies existing travel desires as shown in 1996. Again, the most significant travel desire is found in the north/south direction in the eastern portion along the Fox River from Aurora to the Carpentersville/Dundee Area. Other areas of traffic growth occur throughout the county. One of the largest growth areas would occur in Northern Kane County in the Upper Fox and Greater Elgin Areas. To a lesser extent, traffic growth would occur in the center portion of Kane County from Sugar Grove through Elburn and north to Lily Lake.



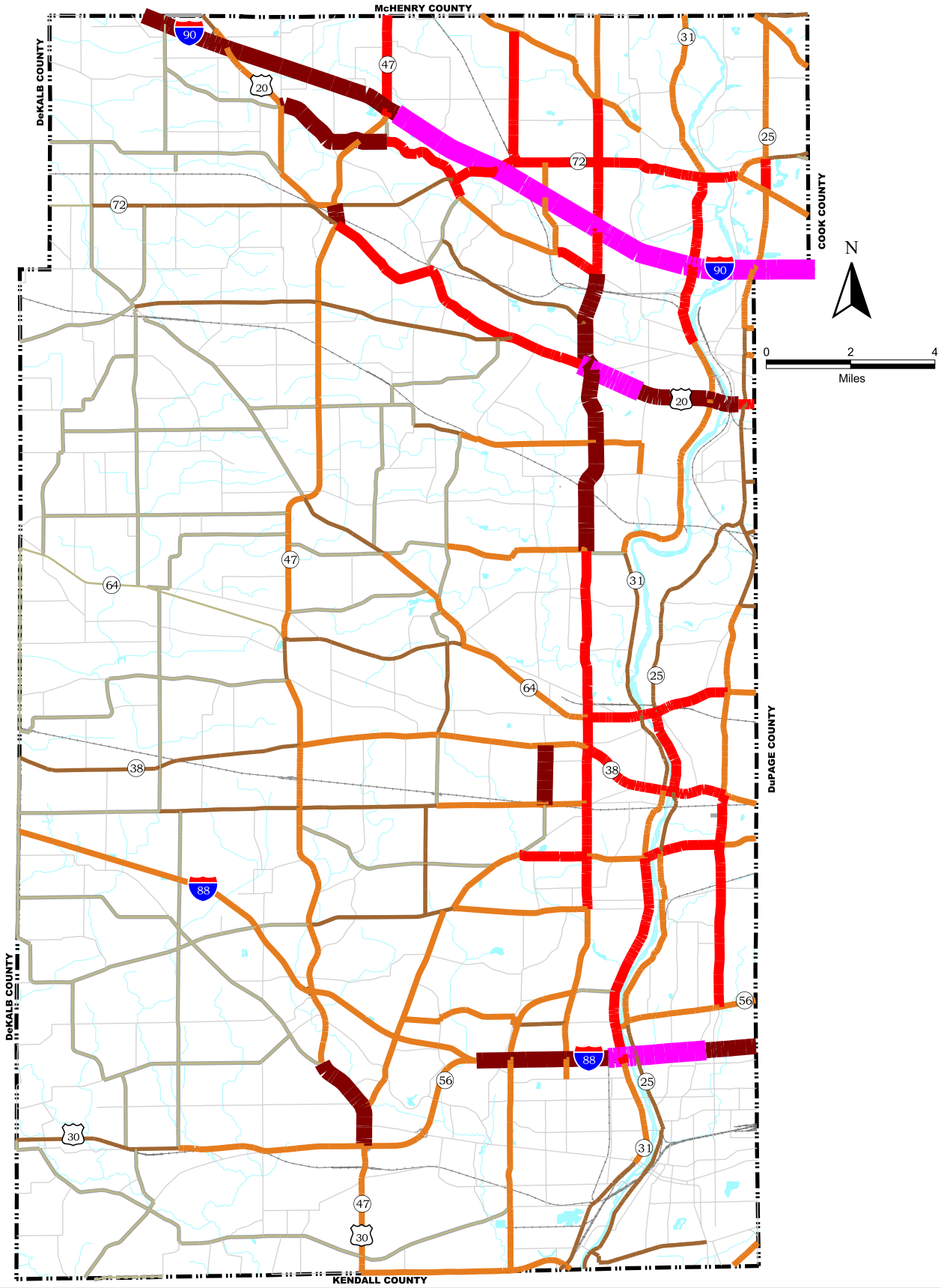

**Population Growth, 1990 - 2020**

**Figure 15**
Kane County Transportation Planning Area Study



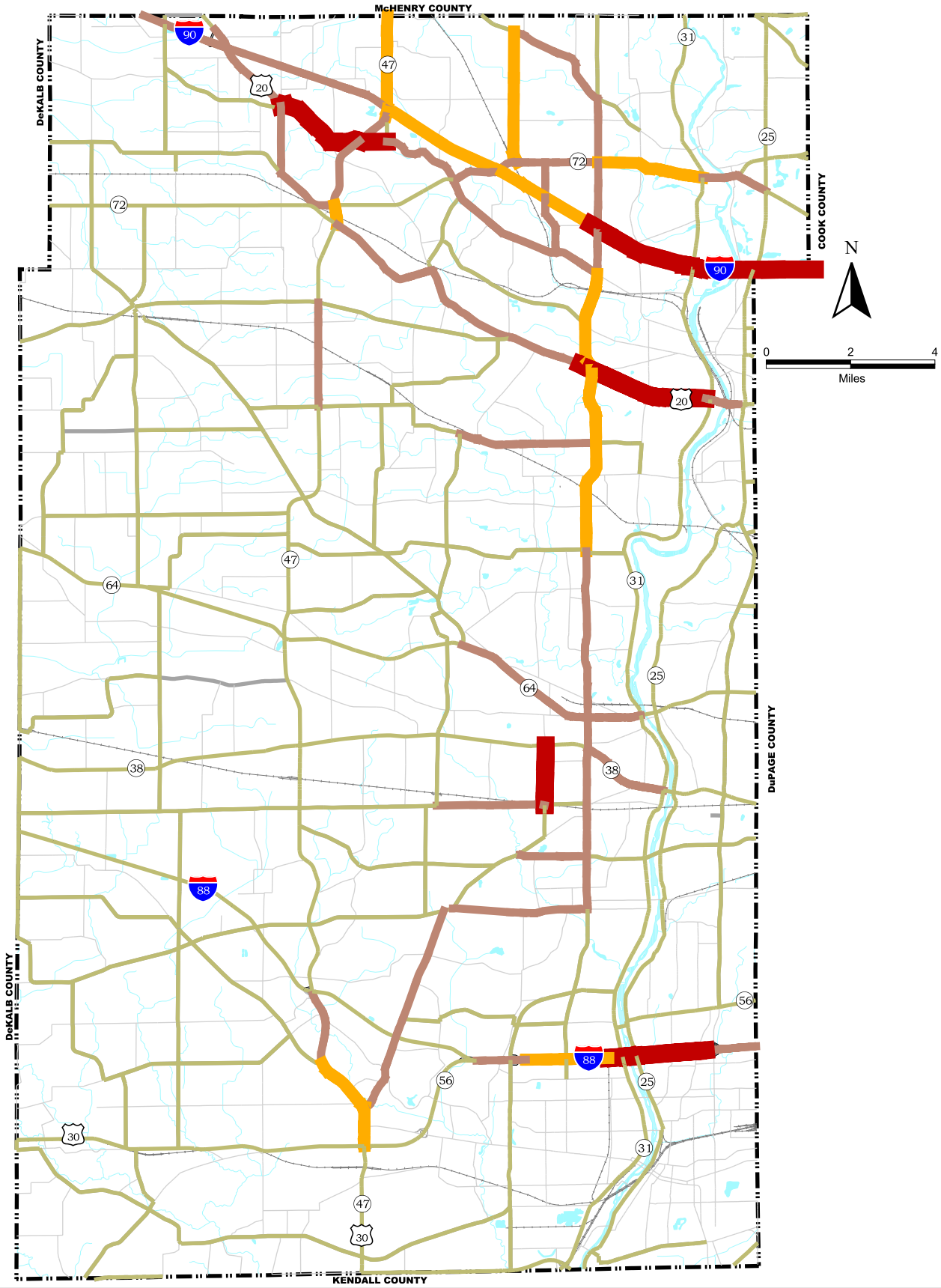

**Employment Growth, 1990 to 2020**

**Figure 16**
Kane County Transportation Planning Area Study




**Projected 2020 Range of Average Daily Traffic By Roadway Segment**

**Figure 17**
Kane County Transportation Planning Area Study



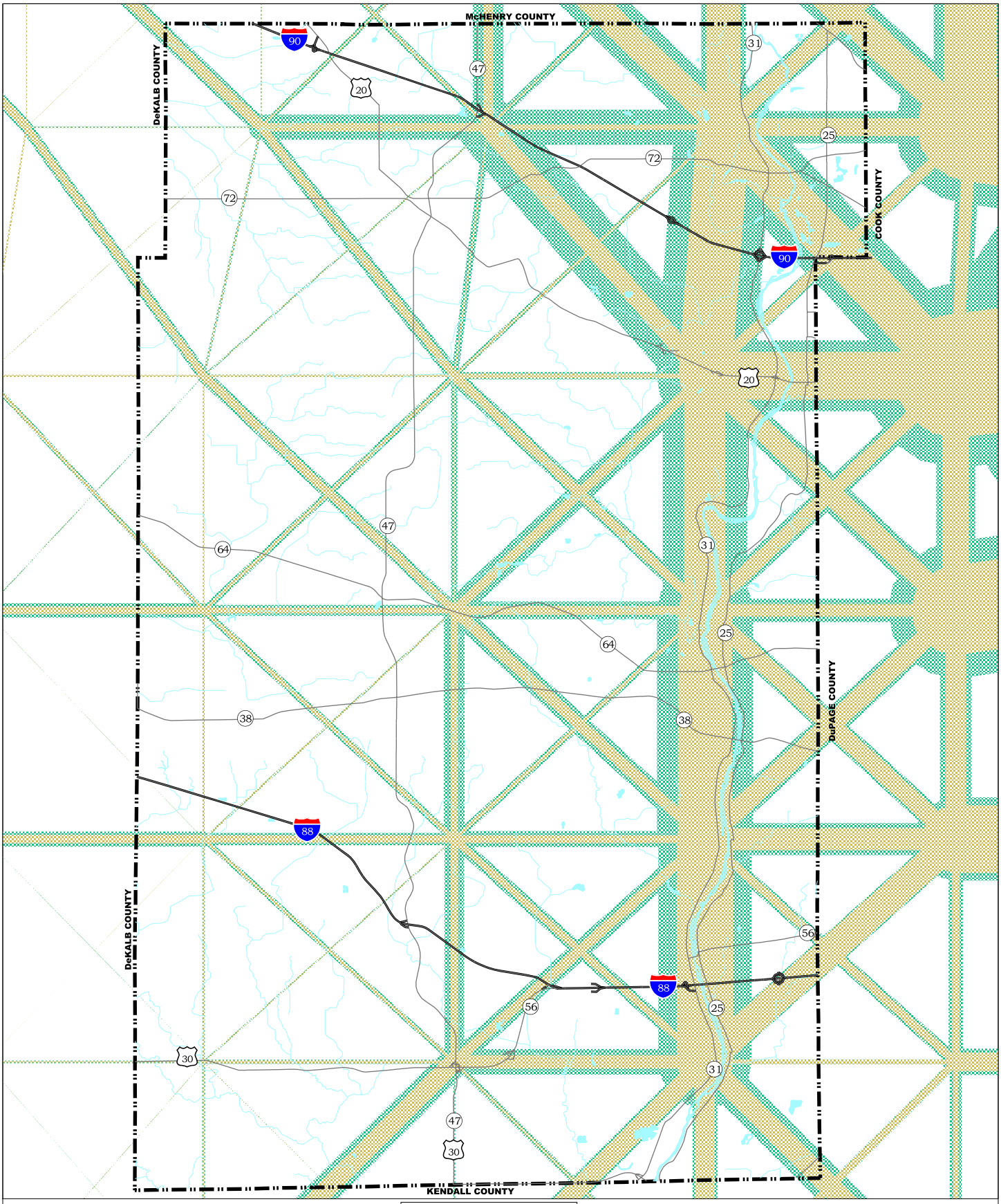

LEGEND

Change in ADT

- 0 - 20,000
- 20,000 - 40,000
- 40,000 - 60,000
- > 60,000

**Change in Average Daily Traffic, 1997 - 2000**
**By Roadway Segment**

**Figure 18**
Kane County Transportation Planning Area Study




**Future Travel Growth Desires Bands**
**1996 - 2020**

**Figure 19**
Kane County Transportation Planning Area Study

# Future Travel Performance

The traffic performance analysis of the future Kane County highway system relied on data described above related to future travel demand and existing plus committed facilities, as well as, measures of effectiveness derived from the county's travel demand model.

## Future Traffic Service Measures

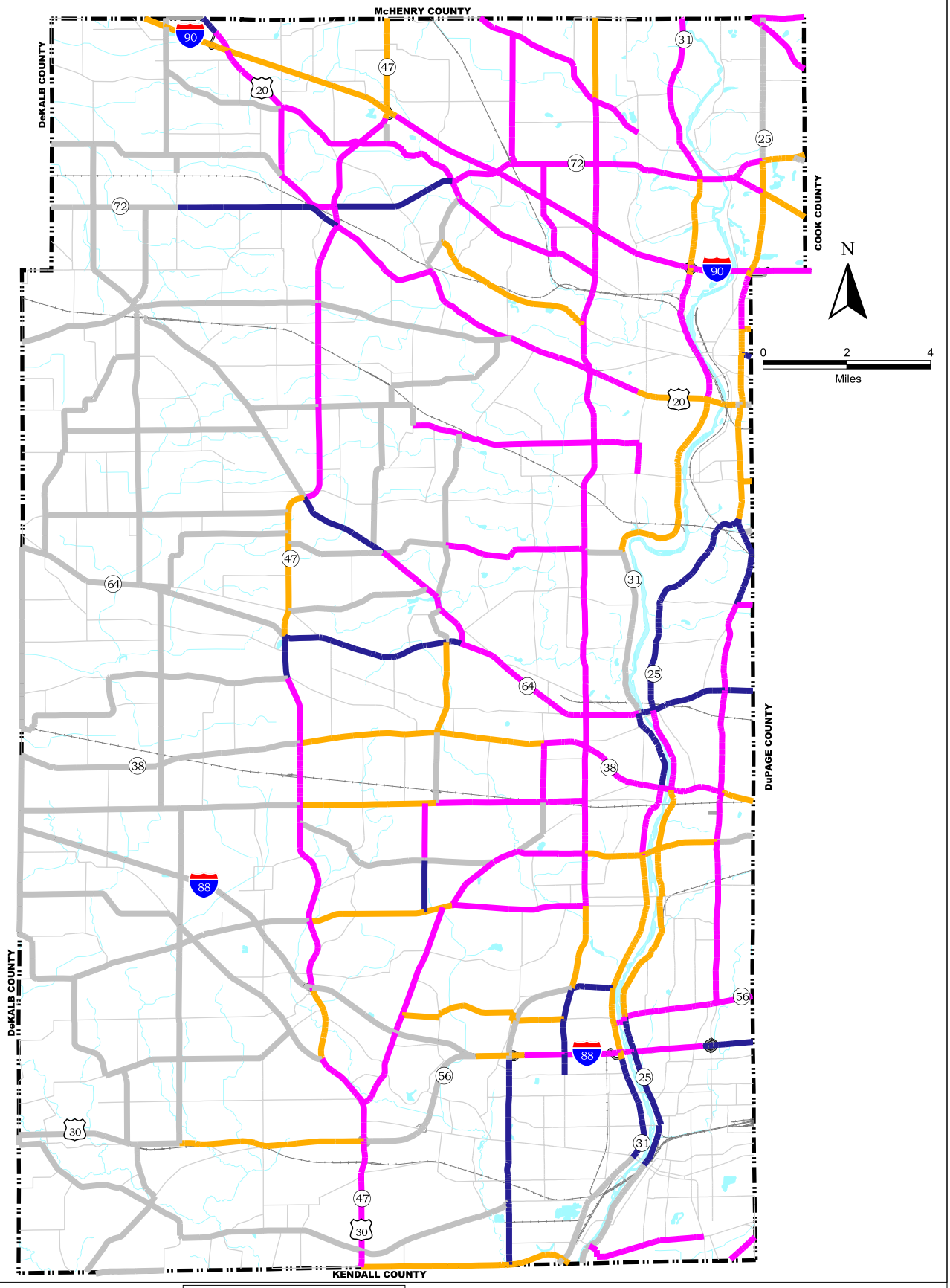
The traffic service measures of VMT, VHT, and VHD for all highways and for county roads alone, stratified by functional classification, are summarized in Table 15. As found earlier for existing traffic conditions, principal arterials would carry a large share of the traffic burden (approximately 47 percent of the VMT) and would experience 53 percent of VHD, but would constitute only 28 percent of the lane miles. This trait would remain the same for county roads. County roads that are classified as principal arterials would carry about two-thirds of the travel demand and would experience 87 percent of the VHD, but would represent only 27 percent of the county road lane miles.

**TABLE 15**
Future Traffic Performance

| | VMT | | VHT | | VHD | |
|---|---|---|---|---|---|---|
| **Functional Class** | **Miles** | **%** | **Hours** | **%** | **Hours** | **%** |
| **2020 All Highways** | | | | | | |
| Freeways and Expressways | 4,046,554 | 27.1 | 75,761 | 17.6 | 5,755 | 15.2 |
| Principal Arterials | 7,028,974 | 47.0 | 217,842 | 50.7 | 19,878 | 52.7 |
| Minor Arterials | 1,970,676 | 13.2 | 67,289 | 15.7 | 6064 | 16.1 |
| Collectors | 1,896,045 | 12.7 | 68,564 | 16.0 | 6,050 | 16.0 |
| Totals | 14,942,249 | 100 | 429,456 | 100 | 37,747 | 100 |
| **2020 County Highways** | | | | | | |
| Principal Arterials | 2,041,373 | 66.3 | 65,985 | 67.7 | 6,680 | 86.6 |
| Minor Arterials | 905,977 | 29.4 | 27,631 | 28.3 | 978 | 12.7 |
| Collectors | 132,586 | 4.3 | 3,878 | 4.0 | 55 | 0.7 |
| Totals | 3,079,936 | 100 | 97,494 | 100 | 7,713 | 100 |

## Future Congestion Measures

Forecast 2020 levels of congestion on existing and committed highways based on daily traffic are shown in Figure 20. For the entire system, 56 percent of route miles and 61 percent of lane-miles would be congested (Table 16). For county roads alone, 41 percent of route miles and 47 percent of lane miles would be congested. The areas found to be congested in 1996 would remain so in 2020, and in some locations would worsen as a result of the increase in travel demand. In addition, congestion would spread west into the critical growth areas of West Elgin, Sugar Grove, and west of Tri-Cities to Elburn.




**Projected 2020 Congested Roadway Segments**

**Figure 20**
Kane County Transportation Planning Area Study

**TABLE 16**
Future Congestion

| Level of Service | Route Miles | | Lane Miles | |
|---|---|---|---|---|
| | Miles | % | Miles | % |
| **2020 All Highways** | | | | |
| A | 114 | 21 | 228 | 16 |
| B | 72 | 13 | 171 | 12 |
| C | 54 | 10 | 151 | 11 |
| D | 48 | 8 | 143 | 10 |
| E | 89 | 16 | 247 | 17 |
| F | 176 | 32 | 485 | 34 |
| Total | 554 | 100 | 1,425 | 100 |
| Total Congested | 313 | 56 | 875 | 61 |
| **2020 County Highways** | | | | |
| A | 114 | 37 | 228 | 33 |
| B | 49 | 16 | 105 | 15 |
| C | 19 | 6 | 38 | 5 |
| D | 14 | 4 | 40 | 6 |
| E | 25 | 8 | 65 | 9 |
| F | 85 | 29 | 224 | 32 |
| Total | 307 | 100 | 701 | 100 |
| Total Congested | 124 | 41 | 329 | 47 |

# Conclusions and Comparisons

## Existing and Committed Highway System

Table 17 shows the change in VMT, VHT, and VHD between 1996 and 2020 stratified by functional classification. For all roads, the VMT and the VHT would approximately double between 1996 and 2020. In addition, the VHD would increase by more than seven times as a result of increased congestion. For county highways, the VMT and VHT would more than double and the VHD would increase 15 fold. This dramatic deterioration of traffic performance indicates that the existing and committed facilities, alone, would not adequately handle future travel demand.

The number of route miles and lane miles at each range of LOS would shift. In 1996, most roadways were found to operate at LOS C or better. By 2020, most roadways would operate at LOS D or worse. Table 18 illustrates the projected change in route miles and lane miles for the different classifications of LOS. For the entire highway system, congested lane miles would increase four fold. While only one-quarter of Kane County experienced congestion in 1996, congestion would expand to cover three-quarters of the county in 2020.

**TABLE 17**
Comparison of Traffic Performance

| Functional Class | VMT | | VHT | | VHD | |
|---|---|---|---|---|---|---|
| | Δ Miles | Δ % | Δ Hours | Δ % | Δ Hours | Δ % |
| 1996-2020 All Highways | | | | | | |
| Freeways and Expressways | 1,897,177 | 88.3 | 37,433 | 97.7 | 4,666 | 428.5 |
| Principal Arterials | 3,166,060 | 82.0 | 104,637 | 92.4 | 17,418 | 708.0 |
| Minor Arterials | 1,038,955 | 11‘1.5 | 37,391 | 125.1 | 5,583 | 1160.7 |
| Collectors | 1,094,958 | 136.7 | 40,640 | 145.5 | 5,630 | 1340.5 |
| Totals | 7,197,150 | 92.9 | 220,101 | 105.1 | 33,297 | 748.2 |
| 1996-2020 County Highways | | | | | | |
| Principal Arterials | 1,018,796 | 99.6 | 35,847 | 118.9 | 6,234 | 1397.8 |
| Minor Arterials | 580,557 | 178.4 | 17,933 | 184.9 | 949 | 3272.4 |
| Collectors | 77,130 | 139.1 | 2274 | 141.8 | 54 | 5400.0 |
| Totals | 1,676,483 | 119.4 | 56,054 | 135.3 | 7,237 | 1520.4 |

**TABLE 18**
Comparison of Congestion

| Level of Service | Route Miles | | Lane Miles | |
|---|---|---|---|---|
| | Δ Miles | Δ % | Δ Miles | Δ % |
| **1996-2020 All Highways** | | | | |
| A | -148 | -56 | -353 | -61 |
| B | -45 | -38 | -107 | -38 |
| C | -46 | -46 | -154 | -50 |
| D | 15 | 45 | 42 | 42 |
| E | 61 | 218 | 165 | 201 |
| F | 162 | 1157 | 448 | 1211 |
| Total Congested | 238 | 317 | 655 | 298 |
| **1996-2020 County Highways** | | | | |
| A | -93 | -45 | -192 | -46 |
| B | 3 | 6 | 6 | 6 |
| C | -8 | -30 | -51 | -57 |
| D | 2 | 17 | 4 | 11 |
| E | 13 | 108 | 31 | 91 |
| F | 82 | 2733 | 219 | 4380 |
| Total Congested | 97 | 359 | 254 | 339 |

Figure 21 depicts the change in modeled average travel speed on Kane County highways between 1996 and 2020. The largest changes in travel speed would occur on IL 47 between Burlington Rd. and Plank Road; the Northwest Tollway; Randall Road between US 20 and Bowes Road; and IL 25 between Dunham Road and US 20. Areas that would experience the greatest reduction in travel speed would include the Elgin/South Elgin area; the areas surrounding IL 47 between Lily Lake and Huntley; and the St. Charles/Geneva area.

## Public Transit and Non-Motorized Travel

The following is a summary of the findings and conclusions related to *existing* rail and bus transit and bicycle/pedestrian route usage in Kane County. The summary is grouped into topical areas that best characterize the transit findings. Forecasts have not been developed for public transit demand or ridership.

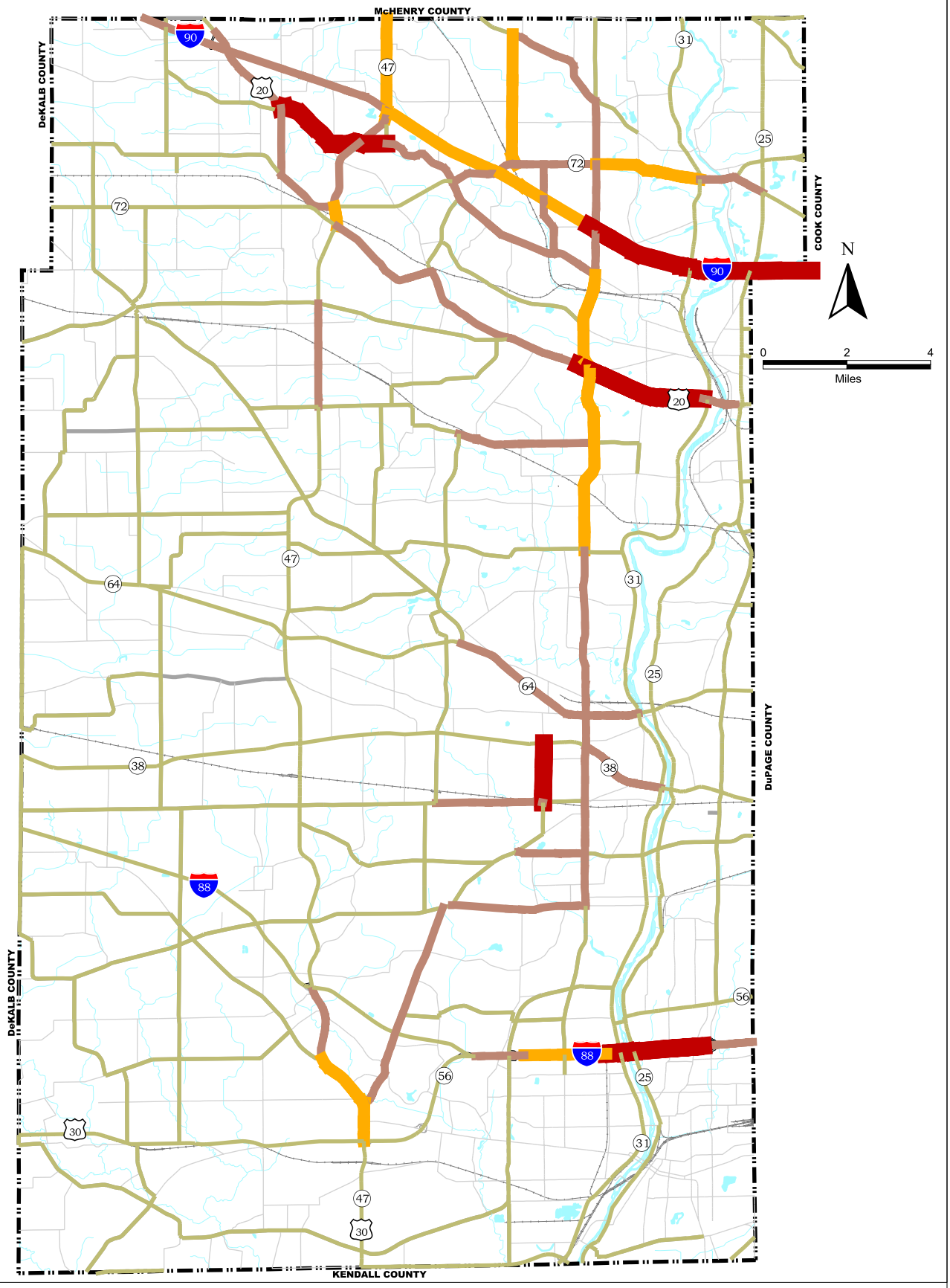
For access to Rail Stations, auto is the preferred mode of accessing the rail system. Currently, three of the five stations considered as a part of this analysis have parking usage amounting to nearly 100 percent of capacity. Metra uses 85 percent occupancy of parking spaces as a threshold for needing additional parking capacity. Since parking is reaching capacity at nearly all of the stations considered in this analysis, the need for additional parking is evident. Demand for parking will continue to grow with the forecast growth in population and employment. Experience has shown that parking supply is utilized almost as quickly as it is provided. Presently, parking limitations at rail stations represent one of largest constraints affecting rail usage in the county.

### Bus Usage

Bus service in the county offers a variety of fixed route, as well as other transit options including dial-a-ride, ADA paratransit, and vanpool service. Fixed route bus service is proximate to a large percentage of the county's population centers and currently has an average weekday ridership of approximately 9,205 persons. The other transit options (e.g., dial-a-ride and vanpools) have a much smaller patronage. Typically, suburban settlement patterns tend to adversely effect the use of bus service. Scattered origins and destinations make it difficult to effectively structure bus service to meet the variety of needs. Typically, many suburban trips (excluding work trips) are chained, that is combining a number of trip purposes and errands together. This trip characteristic tends to favor the automobile. However, specialty bus service is finding a niche in the county market. Installing services that link bus and rail service will foster increases in bus ridership.

### Other Modes of Transportation

Bicycle and pedestrian facilities are recognized as an effective transportation mode in northeastern Illinois. Bicycle and pedestrian modes can reduce traffic congestion, energy consumption, and air pollution. Overall, when connections to rail and bus facilities are available by bicycle and pedestrian routes, there is an increased use of rail and bus services, which results in the decreased use of the automobile.




LEGEND

Change in Travel Speed

- more than 6 mph decrease
- 3 - 6 mph decrease
- 0 - 3 mph decrease
- Increase

**Change in Travel Speed, 1996 - 2020**
**by Roadway Segment**

**Figure 21**
Kane County Transportation Planning Area Study

## Planning Areas

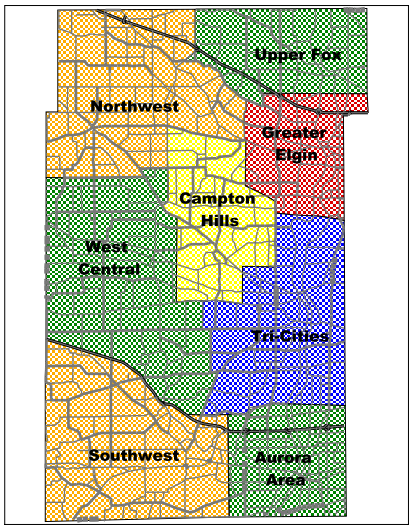
Based on the analyses described above, the next step would be to identify and prioritize planning areas. Kane County has been separated into eight Planning Partnership Areas (PPA). Figure 22 illustrates the boundaries of these areas. The figure also shows graphically a comparison of some travel performance measures aggregated by PPA. Each performance measure has been displayed in one of three categories that describe improvement priority:

- Immediate Need
- Near-Term Need
- Long-Term Need

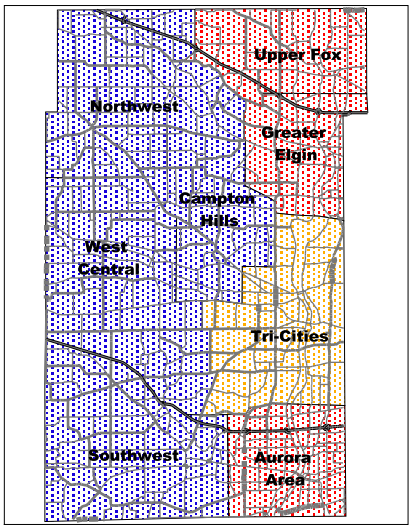
VMT per lane mile and VHT per lane mile are performance measures that describe system usage. The other performance measures --VHD per lane mile, change in speed from 1996 to 2020, and percentage of roadways that are congested -- show the levels of congestion and performance of each PPA. The Upper Fox PPA and Greater Elgin PPA, both located in northeast Kane County, are forecast to have highest system usage. Only one PPA, Greater Elgin, falls into the immediate need category with regard to both VHD per lane mile and change in speed from 1996 to 2020. Three of the PPAs --Upper Fox, Greater Elgin, and Tri-cities – all located in the Fox River Valley, would be in the immediate need, or highest category with regard to percentage of congested lane miles. Overall, Greater Elgin is the only PPA in the immediate need category for all performance measures. Table 19 summarizes the 2020 performance measures for each Planning Partnership Areas.

**TABLE 19**
Future Performance of Planning Partnership Areas

| PPA | VMT/Lane Mile | VHT/Lane Mile | VHD/Lane Mile | Percent Change is Speed | Percent at LOS D, E, and F |
|---|---|---|---|---|---|
| Upper Fox | 12562 | 335 | 33 | 6.83 | 90.2 |
| Greater Elgin | 14517 | 408 | 53 | 9.87 | 92.6 |
| Tri-Cities | 8852 | 284 | 23 | 6.26 | 82.3 |
| Aurora Area | 11253 | 271 | 15 | 0.53 | 58.4 |
| Campton Hills | 4247 | 121 | 9 | 5.58 | 47.5 |
| Northwest | 4673 | 96 | 2 | 7.61 | 40.6 |
| West Central | 4500 | 89 | 2 | 4.80 | 16.3 |
| Southeast | 3275 | 74 | 1 | 0.58 | 21.7 |




Planning Area Boundaries




2020 VMT/Lane Mile

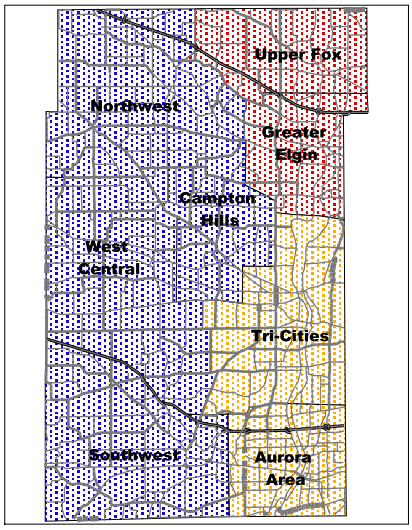
Legend

2020 VMT/Lane Miles

>10,000 VMT/Lane Mile

>5,000 VMT/Lane Mile

<5,000 VMT/Lane Mile




2020 VHT/Lane Mile

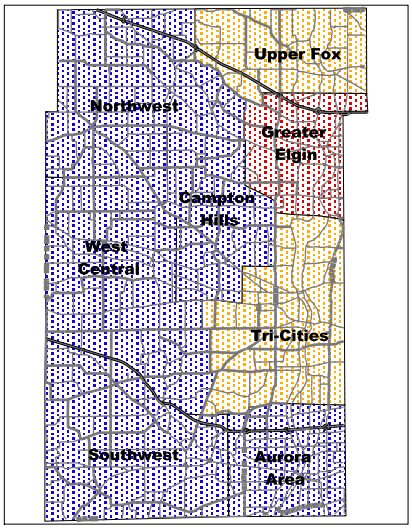
Legend

2020 VHT/Lane Miles

>300 VHT/Lane Mile

>150 VHT/Lane Mile

<150 VHT/Lane Mile




2020 VHD/Lane Mile

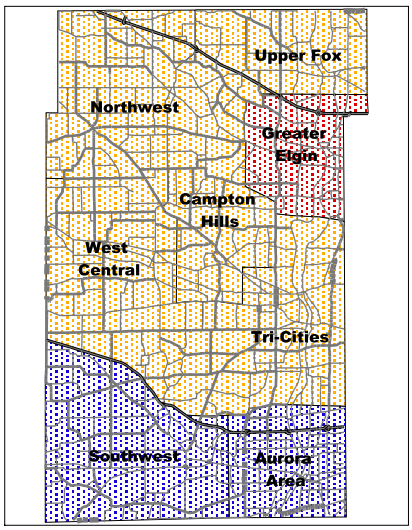
Legend

2020 VHD/Lane Miles

>40 VHD/Lane Mile

>20 VHD/Lane Mile

<20 VHD/Lane Mile




Change in Speed 1996 - 2020

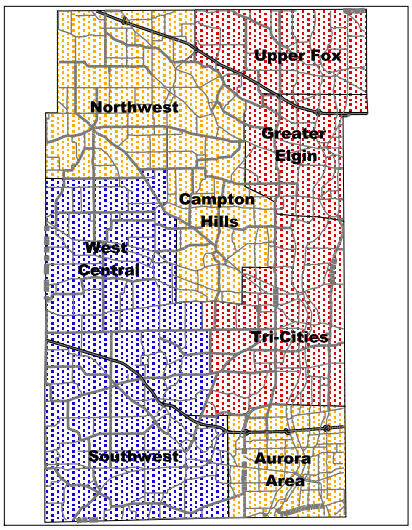
Legend

Percent Change in Speed

>8% Change in Speed from 1996

>4% Change in Speed from 1996

<4% Change in Speed from 1996




2020 Percent Congested by Lane Mile LOS D, E, and F

Legend

% Congested

>80% LOS D, E, and F

>40% LOS D, E, and F

<40% LOS D, E, and F

N

**Planning Partnership Areas**

CH2MHILL

**Figure 22**

Kane County Transportation Planning Area Study

## Appendix A
# Existing Transportation Summary

# 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 | 1,073.3 | 47.7% | 536.7 | 47.7% | 1,076 | 41.3% | 801,087 | 10.3% | 27,924 | 13.3% | 420 | 9.4% |
| Expressways and Principal Arterials | 535.2 | 23.8% | 267.6 | 23.8% | 734 | 28.2% | 3,862,914 | 49.9% | 113,205 | 54.1% | 2,460 | 55.3% |
| Freeways and Ramps | 121.9 | 5.4% | 61.0 | 5.4% | 232 | 8.9% | 2,149,377 | 27.8% | 38,328 | 18.3% | 1,089 | 24.5% |
| Minor Arterials | 522.0 | 23.2% | 261.0 | 23.2% | 561 | 21.5% | 931,721 | 12.0% | 29,898 | 14.3% | 481 | 10.8% |
| | 2,252.4 | | 1,126.2 | | 2,603.2 | | 7,745,099.1 | | 209,355.1 | | 4,450.4 | |

# 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 | 145.6 | 23.7% | 72.8 | 23.7% | 146 | 21.3% | 55,456 | 4.0% | 1,604 | 3.9% | 1 | 0.1% |
| Expressways and Principal Arterials | 103.4 | 16.8% | 51.7 | 16.8% | 173 | 25.4% | 1,022,577 | 72.9% | 30,138 | 72.7% | 446 | 93.7% |
| Minor Arterials | 364.5 | 59.4% | 182.3 | 59.4% | 365 | 53.3% | 325,420 | 23.2% | 9,698 | 23.4% | 29 | 6.2% |
| | 613.5 | | 306.7 | | 683.4 | | 1,403,453.5 | | 41,440.3 | | 475.6 | |

# 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 | 415.5 | 67.7% | 207.7 | 67.7% | 420 | 61.5% | 258,143 | 18.4% | 7,487 | 18.1% | 5 | 1.0% |
| B | 91.8 | 15.0% | 45.9 | 15.0% | 99 | 14.5% | 190,728 | 13.6% | 5,194 | 12.5% | 23 | 4.9% |
| C | 53.1 | 8.7% | 26.6 | 8.7% | 89 | 13.0% | 475,748 | 33.9% | 14,052 | 33.9% | 131 | 27.5% |
| D | 23.1 | 3.8% | 11.6 | 3.8% | 36 | 5.3% | 182,781 | 13.0% | 5,326 | 12.9% | 20 | 4.1% |
| E | 24.5 | 4.0% | 12.3 | 4.0% | 34 | 4.9% | 241,653 | 17.2% | 7,660 | 18.5% | 205 | 43.2% |
| F | 5.5 | 0.9% | 2.7 | 0.9% | 5 | 0.8% | 54,401 | 3.9% | 1,720 | 4.2% | 92 | 19.3% |
| | 613.5 | | 306.7 | | 683.4 | | 1,403,453.5 | | 41,440.3 | | 475.6 | |

# 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% | 187 | 13.6% | 1,901,600 | 32.4% | 33,122 | 22.6% | 874 | 29.7% |
| US Highway | 67.4 | 6.1% | 33.7 | 6.1% | 76 | 5.5% | 268,150 | 4.6% | 6,341 | 4.3% | 42 | 1.4% |
| State Highway | 330.1 | 29.9% | 165.0 | 29.9% | 432 | 31.3% | 2,287,711 | 39.0% | 65,898 | 44.9% | 1,556 | 52.8% |
| County | 613.5 | 55.5% | 306.7 | 55.5% | 683 | 49.6% | 1,403,454 | 23.9% | 41,440 | 28.2% | 476 | 16.1% |
| | 1,104.7 | | 552.4 | | 1,378.5 | | 5,860,914.0 | | 146,801.2 | | 2,947.2 | |

# 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 | 523.0 | 261.5 | 581 | 848,214 | 18,445 | 15 |
| B | 233.3 | 116.7 | 278 | 954,625 | 25,282 | 252 |
| C | 200.7 | 100.4 | 305 | 2,100,141 | 51,495 | 793 |
| D | 66.8 | 33.4 | 101 | 831,804 | 21,206 | 708 |
| E | 55.8 | 27.9 | 82 | 646,178 | 18,829 | 602 |
| F | 27.8 | 13.9 | 37 | 517,552 | 12,254 | 576 |
| | 1,107.5 | 553.7 | 1,384.0 | 5,898,514.7 | 147,511.2 | 2,947.2 |

# Route 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 | Sum of VHD | Average Speed (mph) |
|---|---|---|---|---|---|---|---|---|
| 1 | W. County Line Rd. | 19.3 | 9.6 | 19.3 | 2,073 | 59 | 0.0 | 35.0 |
| 2 | Burlington Rd. | 23.4 | 11.7 | 23.4 | 31,910 | 958 | 0.0 | 33.3 |
| 3 | Allen Rd. | 5.4 | 2.7 | 5.4 | 5,251 | 150 | 0.0 | 34.9 |
| 4 | Perry Rd. | 17.7 | 8.8 | 17.7 | 8,706 | 249 | 0.0 | 35.0 |
| 5 | Silver Glen R. | 16.0 | 8.0 | 16.0 | 14,475 | 481 | 2.0 | 30.1 |
| 6 | Galligan Rd. | 6.2 | 3.1 | 6.2 | 1,906 | 54 | 0.0 | 35.0 |
| 7 | Damisch | 4.0 | 2.0 | 4.0 | 1,213 | 35 | 0.0 | 34.4 |
| 8 | Fabyan Pkwy. | 15.1 | 7.6 | 22.9 | 89,167 | 2,500 | 9.0 | 35.7 |
| 10 | Main St. | 26.8 | 13.4 | 26.8 | 21,876 | 559 | 0.0 | 39.1 |
| 11 | Peplow Rd. | 17.7 | 8.8 | 17.7 | 3,965 | 118 | 0.0 | 33.6 |
| 14 | Meredith Rd. | 10.6 | 5.3 | 10.6 | 2,577 | 74 | 0.0 | 35.0 |
| 15 | Healy Rd./Tanner Rd. | 8.5 | 4.2 | 8.5 | 3,196 | 97 | 0.0 | 33.0 |
| 16 | Bunker Rd. | 5.1 | 2.6 | 5.1 | 1,906 | 54 | 0.0 | 35.1 |
| 17 | Bowes Rd. | 10.8 | 5.4 | 10.8 | 6,223 | 207 | 0.0 | 30.0 |
| 18 | McLean Rd. | 1.5 | 0.7 | 1.5 | 7,437 | 251 | 3.3 | 29.6 |
| 19 | Durham | 4.2 | 2.1 | 4.2 | 43,599 | 1,391 | 70.7 | 31.3 |
| 20 | Army Trail Rd. | 2.9 | 1.4 | 2.9 | 7,193 | 240 | 0.0 | 30.0 |
| 21 | Big Timber Rd. | 23.6 | 11.8 | 23.6 | 11,748 | 336 | 0.0 | 35.0 |
| 22 | Plank Rd. | 17.9 | 9.0 | 17.9 | 10,060 | 294 | 0.0 | 34.2 |
| 23 | Thatcher Rd | 13.2 | 6.6 | 13.2 | 5,336 | 152 | 0.0 | 35.0 |
| 24 | Jericho Rd. | 26.3 | 13.1 | 26.3 | 33,612 | 961 | 0.0 | 35.0 |
| 26 | Hughes Rd. | 9.9 | 5.0 | 9.9 | 4,313 | 128 | 0.0 | 33.7 |
| 27 | Sauber Rd./Lees Rd. | 3.7 | 1.8 | 3.7 | 430 | 12 | 0.0 | 35.0 |
| 28 | McGough Rd. | 11.6 | 5.8 | 11.6 | 2,630 | 75 | 0.0 | 34.9 |
| 29 | Montgomery Rd. | 5.5 | 2.8 | 5.5 | 20,298 | 682 | 5.5 | 29.8 |
| 30 | Huntley Rd. | 9.6 | 4.8 | 9.6 | 34,903 | 1,014 | 16.7 | 34.4 |
| 32 | Plato Rd. | 8.6 | 4.3 | 8.6 | 4,487 | 133 | 0.0 | 33.8 |
| 33 | Russell Rd. | 7.2 | 3.6 | 7.2 | 9,915 | 293 | 0.0 | 33.8 |
| 34 | Randall Rd. | 50.7 | 25.3 | 93.0 | 579,104 | 17,016 | 277.4 | 34.0 |
| 35 | Granart Rd. | 7.9 | 4.0 | 7.9 | 12,790 | 365 | 0.0 | 35.0 |
| 36 | State St. | 9.0 | 4.5 | 9.0 | 3,135 | 97 | 0.0 | 32.2 |

| Route | | Distance (miles) | Approximate Route Miles (miles) | Lane Miles (miles) | Sum of VMT | Sum of VHT | Sum of VHD | Average Speed (mph) |
|---|---|---|---|---|---|---|---|---|
| 37 | Stearns Rd. | 2.9 | 1.5 | 2.9 | 13,474 | 398 | 1.5 | 33.8 |
| 38 | Plank Rd. | 5.7 | 2.9 | 5.7 | 2,191 | 63 | 0.0 | 35.0 |
| 40 | Penny Rd. | 1.0 | 0.5 | 1.0 | 1,006 | 34 | 0.0 | 30.0 |
| 41 | Keslinger Rd. | 27.0 | 13.5 | 27.0 | 12,887 | 327 | 0.0 | 39.4 |
| 44 | Davis Rd. | 9.4 | 4.7 | 9.4 | 1,671 | 48 | 0.0 | 35.0 |
| 45 | Allen Rd. | 6.0 | 3.0 | 6.0 | 911 | 26 | 0.0 | 35.1 |
| 46 | Burlington Rd./Walker Rd. | 8.8 | 4.4 | 8.8 | 3,573 | 108 | 0.0 | 33.0 |
| 47 | Highland Rd. | 8.0 | 4.0 | 8.0 | 6,167 | 176 | 0.0 | 35.0 |
| 48 | Scott Rd. | 8.5 | 4.2 | 8.5 | 2,279 | 65 | 0.0 | 35.0 |
| 49 | Ellithorpe | 9.4 | 4.7 | 9.4 | 2,981 | 85 | 0.0 | 35.0 |
| 51 | Dittman Rd. | 6.8 | 3.4 | 6.8 | 1,722 | 57 | 0.0 | 30.0 |
| 52 | Manning Rd. | 1.3 | 0.6 | 1.3 | 431 | 12 | 0.0 | 34.9 |
| 56 | Ramm Rd. | 11.6 | 5.8 | 11.6 | 2,079 | 59 | 0.0 | 35.0 |
| 59 | Tyrrell Rd. | 4.3 | 2.1 | 4.3 | 3,225 | 92 | 0.0 | 35.1 |
| 61 | West Bartlett Rd. | 2.2 | 1.1 | 2.2 | 7,791 | 261 | 1.2 | 29.9 |
| 62 | Dauberman Rd. | 16.0 | 8.0 | 16.0 | 4,268 | 122 | 0.0 | 35.0 |
| 69 | Empire Rd. | 6.7 | 3.3 | 6.7 | 3,230 | 108 | 0.0 | 30.0 |
| 71 | Mooseheart Rd. | 2.0 | 1.0 | 2.0 | 6,081 | 203 | 0.6 | 29.9 |
| 77 | Kirk Rd. | 19.3 | 9.7 | 34.3 | 225,341 | 6,824 | 81.8 | 33.0 |
| 78 | Bliss Rd | 10.2 | 5.1 | 10.2 | 9,190 | 230 | 0.0 | 39.9 |
| 80 | Corron Rd. | 8.0 | 4.0 | 8.0 | 4,159 | 130 | 0.0 | 32.1 |
| 81 | LaFox Rd. | 9.9 | 4.9 | 9.9 | 4,199 | 133 | 0.0 | 31.5 |
| 83 | Orchard Rd. | 14.9 | 7.5 | 19.8 | 78,423 | 2,209 | 5.1 | 35.5 |
| 84 | Kaneville Rd/Peck Rd. | 5.7 | 2.8 | 5.7 | 6,109 | 187 | 0.0 | 32.6 |
| 101 | Galena Rd. | 3.5 | 1.8 | 3.5 | 7,713 | 221 | 0.6 | 35.0 |
| 102 | Lake Cook Rd. | 4.2 | 2.1 | 4.2 | 5,270 | 176 | 0.0 | 30.0 |
| 103 | Haegers Bend Rd. | 0.4 | 0.2 | 0.4 | 1,651 | 48 | 0.0 | 34.1 |
| 188 | Interstate 88 | 57.3 | 28.6 | 114.6 | 935,702 | 16,514 | 503.6 | 56.7 |
| 190 | Interstate 90 | 36.5 | 18.2 | 72.9 | 965,898 | 16,608 | 370.5 | 58.2 |
| 220 | US 20 | 36.3 | 18.2 | 46.3 | 172,108 | 3,607 | 0.7 | 47.7 |
| 230 | US 30 | 31.8 | 15.9 | 33.1 | 114,542 | 2,810 | 4.7 | 40.8 |
| 234 | US 34 | 2.1 | 1.1 | 2.1 | 19,101 | 634 | 36.5 | 30.1 |
| 319 | IL 19 | 1.2 | 0.6 | 2.4 | 9,407 | 285 | 0.0 | 33.0 |
| 325 | IL 25 | 63.7 | 31.8 | 79.9 | 636,545 | 19,402 | 655.2 | 32.8 |

| Route | | Distance (miles) | Approximate Route Miles (miles) | Lane Miles (miles) | Sum of VMT | Sum of VHT | Sum of VHD | Average Speed (mph) |
|---|---|---|---|---|---|---|---|---|
| 331 | IL 31 | 64.7 | 32.4 | 101.8 | 676,240 | 20,882 | 675.2 | 32.4 |
| 338 | IL 38 | 36.8 | 18.4 | 46.5 | 179,962 | 4,991 | 43.9 | 36.1 |
| 347 | IL 47 | 56.4 | 28.2 | 68.0 | 222,825 | 5,281 | 0.0 | 42.2 |
| 356 | IL 56 | 14.6 | 7.3 | 22.3 | 98,335 | 1,859 | 0.0 | 52.9 |
| 358 | IL 58 | 1.1 | 0.5 | 2.1 | 7,017 | 212 | 0.0 | 33.1 |
| 362 | IL 62 | 5.4 | 2.7 | 6.2 | 50,419 | 1,588 | 51.5 | 31.8 |
| 364 | IL 64 | 39.8 | 19.9 | 50.6 | 191,263 | 5,593 | 76.3 | 34.2 |
| 368 | IL 68 | 6.3 | 3.2 | 6.3 | 38,546 | 1,143 | 5.8 | 33.7 |
| 372 | IL 72 | 40.1 | 20.1 | 45.4 | 177,151 | 4,661 | 47.8 | 38.0 |

# 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 | 175 | 5 | 0.0 | 34.9 | 0.08 | A |
| 1 W. County Line Rd. | Perry Rd. (CH 4) to Keslinger Rd. (CH 41) | 4.0 | 2.0 | 4.0 | 248 | 7 | 0.0 | 35.1 | 0.07 | A |
| 1 W. County Line Rd. | Keslinger Rd. (CH 41) to IL 38 | 2.7 | 1.4 | 2.7 | 128 | 4 | 0.0 | 35.0 | 0.13 | A |
| 1 W. County Line Rd. | Thatcher Rd. (CH 23) to IL 64 | 8.5 | 4.3 | 8.5 | 1,522 | 43 | 0.0 | 35.0 | 0.11 | A |
| 2 Burlington Rd. | Peplow Rd. (CH 11) to Ellithorpe Rd. (CH 49) | 8.2 | 4.1 | 8.2 | 5,914 | 180 | 0.0 | 32.8 | 0.14 | A |
| 2 Burlington Rd. | Ellithorpe Rd. (CH 49) to IL 47 | 3.8 | 1.9 | 3.8 | 2,998 | 86 | 0.0 | 35.0 | 0.14 | A |
| 2 Burlington Rd. | IL 47 to Silver Glen Rd. (CH 5) | 4.6 | 2.3 | 4.6 | 6,682 | 191 | 0.0 | 35.0 | 0.19 | A |
| 2 Burlington Rd. | Silver Glen Rd. (CH 5) to LaFox Rd. (CH 81) | 4.0 | 2.0 | 4.0 | 9,272 | 300 | 0.0 | 30.9 | 0.37 | B |
| 2 Burlington Rd. | LaFox Rd. (CH 81) to IL 64 | 2.7 | 1.4 | 2.7 | 7,044 | 201 | 0.0 | 35.0 | 0.57 | C |
| 3 Allen Rd. | State St. (CH 36) to US 20 | 5.4 | 2.7 | 5.4 | 5,251 | 150 | 0.0 | 34.9 | 0.19 | A |
| 4 Perry Rd. | W. County Line Rd. (CH 1) to Main St. (CH 10) | 8.0 | 4.0 | 8.0 | 688 | 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 | 5,892 | 168 | 0.0 | 35.0 | 0.17 | A |
| 4 Harter Rd. | Scott Rd. (CH 48) to IL 47 | 2.3 | 1.1 | 2.3 | 2,125 | 61 | 0.0 | 35.0 | 0.18 | A |
| 5 Silver Glen R. | IL 47 to Burlington Rd. (CH 2) | 4.5 | 2.3 | 4.5 | 1,235 | 38 | 0.0 | 32.4 | 0.07 | A |
| 5 Silver Glen R. | Burlington Rd. (CH 2) to Corron Rd. (CH 80) | 3.0 | 1.5 | 3.0 | 1,319 | 44 | 0.0 | 30.0 | 0.09 | A |
| 5 Silver Glen R. | Corron Rd. (CH 80) to Randall Rd. (CH 34) | 7.6 | 3.8 | 7.6 | 7,956 | 266 | 0.6 | 29.9 | 0.22 | A |
| 5 Silver Glen R. | Randall Rd. (CH 34) to IL 31 | 0.9 | 0.5 | 0.9 | 3,964 | 134 | 1.4 | 29.7 | 0.20 | A |
| 6 Galligan Rd. | IL 72 to Huntly Rd. (CH 30) | 6.2 | 3.1 | 6.2 | 1,906 | 54 | 0.0 | 35.0 | 0.23 | A |
| 7 Damisch | US 20 to Highland Ave. ( CH 47) | 1.7 | 0.8 | 1.7 | 378 | 11 | 0.0 | 33.3 | 0.13 | A |
| 7 Damisch | Highland Ave. (CH 47) to Big Timber Rd. (CH 21 | 2.3 | 1.2 | 2.3 | 835 | 24 | 0.0 | 34.9 | 0.13 | A |
| 8 Fabyan Pkwy. | Main St. (CH 10) to Kaneville Rd. (CH 84) | 4.2 | 2.1 | 4.2 | 8,182 | 248 | 0.0 | 33.0 | 0.43 | B |
| 8 Fabyan Pkwy. | Kaneville Rd. (CH 84) to Randall Rd. (CH 34) | 3.2 | 1.6 | 3.2 | 3,823 | 113 | 0.0 | 33.9 | 0.50 | C |
| 8 Fabyan Pkwy. | Randall Rd. (CH 34) to IL 31 | 2.8 | 1.4 | 5.6 | 18,007 | 546 | 0.0 | 33.0 | 0.53 | C |
| 8 Fabyan Pkwy. | IL 31 to Kirk Rd. (CH 77) | 3.6 | 1.8 | 7.2 | 37,603 | 1,111 | 3.9 | 33.8 | 0.56 | C |
| 8 Fabyan Pkwy. | Kirk Rd. (CH 77) to County Line | 1.4 | 0.7 | 2.8 | 21,552 | 482 | 5.1 | 44.7 | 0.32 | B |
| 10 Main St. | W. County Line Rd. (CH 1) to Swan Rd. (CH 44) | 2.0 | 1.0 | 2.0 | 129 | 4 | 0.0 | 35.1 | 0.05 | A |
| 10 Main St. | Swan Rd. (CH 44) to Harter Rd. (CH 4) | 5.9 | 3.0 | 5.9 | 2,248 | 62 | 0.0 | 36.3 | 0.08 | A |
| 10 Main St. | Harter Rd. (CH 4) to IL 47 | 5.7 | 2.8 | 5.7 | 3,128 | 78 | 0.0 | 40.0 | 0.13 | A |
| 10 Main St. | IL 47 to Fabyan Pkwy (CH 8) | 6.9 | 3.4 | 6.9 | 9,660 | 247 | 0.0 | 39.1 | 0.40 | B |
| 10 Main St. | Fabyan Pkwy (CH 8) to Randall Rd (CH 34) | 6.3 | 3.2 | 6.3 | 6,711 | 168 | 0.0 | 40.0 | 0.39 | B |
| 11 Peplow Rd. | IL 64 to Ramm Rd. (CH 56) | 3.3 | 1.6 | 3.3 | 475 | 14 | 0.0 | 35.0 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 11 Peplow Rd. | Ramm Rd. (CH 56) to Ellithorpe Rd (CH 49) | 4.0 | 2.0 | 4.0 | 709 | 20 | 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 | 581 | 17 | 0.0 | 35.0 | 0.04 | A |
| 11 Peplow Rd. | McGough Rd. (Ch 28) to Burlington Rd. (CH 2) | 2.2 | 1.1 | 2.2 | 269 | 9 | 0.0 | 30.0 | 0.08 | A |
| 11 French Rd. | Burlington Rd. (CH 46) to IL 72 | 4.7 | 2.4 | 4.7 | 1,931 | 58 | 0.0 | 33.0 | 0.13 | A |
| 14 Meredith Rd. | Keslinger Rd. (CH 41) to IL 38 | 2.1 | 1.1 | 2.1 | 510 | 15 | 0.0 | 34.9 | 0.11 | A |
| 14 Meredith Rd. | IL 38 to Beith Rd. (CH 23) | 4.2 | 2.1 | 4.2 | 840 | 24 | 0.0 | 35.0 | 0.06 | A |
| 14 Meredith Rd. | Beith Rd. (CH 23) to I.C. Trail (CH 27) | 4.3 | 2.1 | 4.3 | 1,227 | 35 | 0.0 | 35.0 | 0.06 | A |
| 15 Healy Rd./Tanner Rd. | Bliss Rd. (CH 78) to Orchard Rd. (CH 83) | 6.2 | 3.1 | 6.2 | 2,098 | 60 | 0.0 | 34.9 | 0.16 | A |
| 15 Oak St. | Orchard Rd. (CH 83) to Randall Rd (CH 83) | 2.3 | 1.1 | 2.3 | 1,098 | 37 | 0.0 | 30.0 | 0.26 | A |
| 16 Bunker Rd. | Main St. (CH 10) to Hughes Rd. (CH 26) | 2.4 | 1.2 | 2.4 | 1,200 | 34 | 0.0 | 35.1 | 0.15 | A |
| 16 Bunker Rd. | Hughes Rd. (CH 26) to Keslinger (CH 41) | 2.7 | 1.4 | 2.7 | 706 | 20 | 0.0 | 35.0 | 0.16 | A |
| 17 Bowes Rd. | Muirhead Rd. (CH 32) to Corron Rd. (Ch 80) | 2.2 | 1.1 | 2.2 | 351 | 12 | 0.0 | 30.0 | 0.20 | A |
| 17 Bowes Rd. | Corron Rd. (CH 80) to Randall Rd. (CH 34) | 6.4 | 3.2 | 6.4 | 2,672 | 89 | 0.0 | 30.0 | 0.30 | B |
| 17 Bowes Rd. | Randall Rd. (CH 34) to McLean Rd. (CH 18) | 2.1 | 1.1 | 2.1 | 3,200 | 107 | 0.0 | 30.0 | 0.44 | B |
| 18 McLean Rd. | Hopps Rd./Spring St. to Bowes Rd. (CH 17) | 1.5 | 0.7 | 1.5 | 7,437 | 251 | 3.3 | 29.6 | 1.30 | F |
| 19 Durham | Army Trail Rd. (CH 20) to IL 25 | 4.2 | 2.1 | 4.2 | 43,599 | 1,391 | 70.7 | 31.3 | 0.55 | C |
| 20 Army Trail Rd. | Durham Rd. (CH 19) to County Line | 2.9 | 1.4 | 2.9 | 7,193 | 240 | 0.0 | 30.0 | 0.52 | C |
| 21 Big Timber Rd. | Harmony Rd. (CH 36) to US 20 | 5.9 | 3.0 | 5.9 | 1,004 | 29 | 0.0 | 35.0 | 0.05 | A |
| 21 Big Timber Rd. | US 20 to IL 47 | 5.6 | 2.8 | 5.6 | 1,406 | 40 | 0.0 | 35.1 | 0.11 | A |
| 21 Big Timber Rd. | IL 47 to IL 72 | 3.7 | 1.9 | 3.7 | 1,866 | 53 | 0.0 | 34.9 | 0.15 | A |
| 21 Big Timber Rd. | IL 72 to Tyrell Rd. (CH 59) | 6.2 | 3.1 | 6.2 | 5,365 | 154 | 0.0 | 34.9 | 0.24 | A |
| 21 Big Timber Rd. | Tyrell Rd. (CH 59) to Randall Rd. (CH 34) | 2.1 | 1.1 | 2.1 | 2,107 | 60 | 0.0 | 35.1 | 0.46 | B |
| 22 Plank Rd. | Burlington Rd. (CH 46) to IL 47 | 8.7 | 4.4 | 8.7 | 3,611 | 110 | 0.0 | 32.8 | 0.37 | B |
| 22 Plank Rd. | IL 47 to US 20 | 9.2 | 4.6 | 9.2 | 6,450 | 184 | 0.0 | 35.0 | 0.35 | B |
| 23 Thatcher Rd | County Line to Meredith Rd. (CH 14) | 7.0 | 3.5 | 7.0 | 2,133 | 61 | 0.0 | 35.0 | 0.04 | A |
| 23 Beith Rd. | Meredith Rd. (CH 14) to IL 47 | 6.1 | 3.1 | 6.1 | 3,203 | 92 | 0.0 | 35.0 | 0.05 | A |
| 24 Jericho Rd. | US 30 to Granart Rd. (CH 35) | 7.8 | 3.9 | 7.8 | 1,436 | 41 | 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 | 12,505 | 357 | 0.0 | 35.0 | 0.15 | A |
| 24 Jericho Rd. | US 30/IL 47 to Orchard Rd. (CH 83) | 7.5 | 3.7 | 7.5 | 19,671 | 563 | 0.0 | 35.0 | 0.20 | A |
| 26 Hughes Rd. | IL 47 to Bunker Rd. (CH 16) | 6.6 | 3.3 | 6.6 | 3,381 | 101 | 0.0 | 33.4 | 0.16 | A |
| 26 Hughes Rd. | Bunker Rd. (CH 16) to Fabyan Pkwy. (CH 8) | 3.3 | 1.7 | 3.3 | 932 | 27 | 0.0 | 35.0 | 0.15 | A |
| 27 Sauber Rd./Lees Rd. | IL 64 to IL 47 | 3.7 | 1.8 | 3.7 | 430 | 12 | 0.0 | 35.0 | 0.04 | A |
| 28 McGough Rd. | IL 64 to Ramm Rd. (CH 56) | 1.8 | 0.9 | 1.8 | 404 | 12 | 0.0 | 35.0 | 0.12 | A |
| 28 McGough Rd. | Ramm Rd. (CH 56) to Ellithorpe Rd (CH 49) | 4.2 | 2.1 | 4.2 | 1,240 | 35 | 0.0 | 35.0 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 28 McGough Rd. | Ellithorpe Rd. (CH 49) to Peplow Rd. (CH 11) | 5.6 | 2.8 | 5.6 | 986 | 28 | 0.0 | 34.8 | 0.02 | A |
| 29 Montgomery Rd. | IL 25 to Hill Ave. | 5.5 | 2.8 | 5.5 | 20,298 | 682 | 5.5 | 29.8 | 0.83 | E |
| 30 Huntley Rd. | County Line to Galligan Rd. (CH 6) | 1.7 | 0.9 | 1.7 | 2,503 | 71 | 0.0 | 35.0 | 0.29 | B |
| 30 Huntley Rd. | Galligan Rd. (CH 6) to Randall Rd. (CH 34) | 5.3 | 2.6 | 5.3 | 14,533 | 415 | 0.0 | 35.0 | 0.42 | B |
| 30 Huntley Rd. | Randall Rd. (CH 34) to Sleepy Hollow Rd. | 2.6 | 1.3 | 2.6 | 17,868 | 527 | 16.7 | 33.9 | 0.80 | E |
| 32 Plato Rd. | Burlington Rd. (CH 2) to IL 47 | 3.3 | 1.6 | 3.3 | 719 | 21 | 0.0 | 34.9 | 0.15 | A |
| 32 Plato Rd. | IL 47 to Rippburger Rd. (CH 33) | 3.5 | 1.7 | 3.5 | 3,330 | 97 | 0.0 | 34.2 | 0.18 | A |
| 32 Plato Rd. | Rippburger Rd. (CH 33) to Bowes Rd. (CH 17) | 1.9 | 0.9 | 1.9 | 439 | 15 | 0.0 | 30.0 | 0.17 | A |
| 33 Russell Rd. | Plato Rd. (Ch 32) to Plank Rd. (CH 22) | 7.2 | 3.6 | 7.2 | 9,915 | 293 | 0.0 | 33.8 | 0.22 | A |
| 34 Randall Rd. | Sullivan Rd. to Orchard Rd. (CH 83) | 4.2 | 2.1 | 7.0 | 44,623 | 1,136 | 16.8 | 39.3 | 0.41 | B |
| 34 Randall Rd. | Orchard Rd. (CH 83) to Main St. (CH 10) | 4.0 | 2.0 | 8.0 | 64,941 | 1,648 | 21.8 | 39.4 | 0.55 | C |
| 34 Randall Rd. | Main St. (CH 10) to Keslinger Rd. (CH 41) | 5.0 | 2.5 | 10.0 | 76,587 | 2,460 | 69.4 | 31.1 | 0.92 | E |
| 34 Randall Rd. | Keslinger Rd. (CH 41) to IL 64 | 4.1 | 2.0 | 8.2 | 59,699 | 1,918 | 49.9 | 31.1 | 0.90 | E |
| 34 Randall Rd. | IL 64 to Silver Glen Rd. (CH 5) | 7.9 | 3.9 | 15.7 | 81,746 | 2,408 | 1.9 | 34.0 | 0.53 | C |
| 34 Randall Rd. | Silver Glen Rd. (CH 5) to Bowes Rd. (CH 17) | 5.1 | 2.6 | 10.3 | 46,978 | 1,392 | 0.0 | 33.7 | 0.53 | C |
| 34 Randall Rd. | Bowes Rd. (CH 17) to US 20 | 3.1 | 1.5 | 6.2 | 26,102 | 785 | 0.0 | 33.3 | 0.74 | D |
| 34 Randall Rd. | US 20 to Big Timber Rd. (CH 21) | 5.0 | 2.5 | 10.1 | 50,423 | 1,445 | 7.0 | 34.9 | 0.70 | D |
| 34 Randall Rd. | Big Timber Rd. (CH 21) to I 90 | 2.5 | 1.3 | 5.0 | 25,201 | 719 | 0.0 | 35.0 | 0.51 | C |
| 34 Randall Rd. | I 90 to IL 72 | 2.8 | 1.4 | 5.7 | 27,488 | 784 | 0.0 | 35.1 | 0.39 | B |
| 34 Randall Rd. | IL 72 to Huntley Rd. (CH 30) | 3.0 | 1.5 | 3.0 | 28,352 | 853 | 22.2 | 33.2 | 0.98 | E |
| 34 Randall Rd. | Huntley Rd. (CH 30) to County Line | 4.0 | 2.0 | 4.0 | 46,964 | 1,469 | 88.5 | 32.0 | 1.17 | F |
| 35 Granart Rd. | Galena Rd. to Jericho Rd. (CH 24) | 4.7 | 2.3 | 4.7 | 9,585 | 274 | 0.0 | 35.0 | 0.20 | A |
| 35 Rhodes St. | Jericho Rd. (CH 24) to US 30 | 3.2 | 1.6 | 3.2 | 3,205 | 91 | 0.0 | 35.0 | 0.19 | A |
| 36 State St. | IL 72 to Allen Rd. (CH 45) | 2.6 | 1.3 | 2.6 | 690 | 28 | 0.0 | 25.0 | 0.35 | B |
| 36 Harmony Rd. | Allen Rd. (CH 45) to Big Timber Rd. (CH 21) | 4.0 | 2.0 | 4.0 | 1,255 | 36 | 0.0 | 35.1 | 0.09 | A |
| 36 Harmony Rd. | Big Timber Rd. (CH 21) to County Line | 2.4 | 1.2 | 2.4 | 1,190 | 34 | 0.0 | 35.0 | 0.09 | A |
| 37 Stearns Rd. | Durham Rd. (CH 19) to County Line | 2.9 | 1.5 | 2.9 | 13,474 | 398 | 1.5 | 33.8 | 0.27 | A |
| 38 Plank Rd. | County Line to Burlington Rd. (CH 46) | 5.7 | 2.9 | 5.7 | 2,191 | 63 | 0.0 | 35.0 | 0.27 | A |
| 40 Penny Rd. | IL 68 to County Line | 1.0 | 0.5 | 1.0 | 1,006 | 34 | 0.0 | 30.0 | 0.17 | A |
| 41 Keslinger Rd. | W. County Line Rd. (CH 1) to Meredith Rd. (CH | 6.7 | 3.4 | 6.7 | 482 | 12 | 0.0 | 39.9 | 0.13 | A |
| 41 Keslinger Rd. | Meredith Rd. (CH 14) to IL 47 | 6.6 | 3.3 | 6.6 | 2,176 | 55 | 0.0 | 39.9 | 0.19 | A |
| 41 Keslinger Rd. | IL 47 to LaFox Rd. (CH 81) | 6.5 | 3.3 | 6.5 | 2,961 | 79 | 0.0 | 37.6 | 0.23 | A |
| 41 Keslinger Rd. | LaFox Rd. (CH 81) to Kaneville Rd. (CH 84) | 5.1 | 2.6 | 5.1 | 3,763 | 94 | 0.0 | 39.9 | 0.31 | B |
| 41 Keslinger Rd. | Kaneville Rd. (CH 84) to Randall Rd. (CH 34) | 2.0 | 1.0 | 2.0 | 3,505 | 88 | 0.0 | 40.0 | 0.43 | 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 | 546 | 16 | 0.0 | 35.0 | 0.04 | A |
| 44 Swan Rd. | Scott Rd. (CH 48) to Main St. (CH 10) | 5.9 | 3.0 | 5.9 | 1,126 | 32 | 0.0 | 35.0 | 0.03 | A |
| 45 Allen Rd. | County Line to Walker Rd. (CH 46) | 1.9 | 1.0 | 1.9 | 25 | 1 | 0.0 | 35.0 | 0.04 | A |
| 45 Allen Rd. | Walker Rd. (CH 46) to State St. (CH 36) | 4.0 | 2.0 | 4.0 | 886 | 25 | 0.0 | 35.1 | 0.09 | A |
| 46 Burlington Rd./Walker | Plank Rd. (CH 38) to IL 72) | 5.7 | 2.9 | 5.7 | 2,183 | 68 | 0.0 | 31.9 | 0.14 | A |
| 46 Walker Rd. | IL 72 to Allen Rd. (CH 45) | 3.0 | 1.5 | 3.0 | 1,389 | 40 | 0.0 | 34.9 | 0.05 | A |
| 47 Highland Rd. | Damisch Rd. (CH 7) to Randall Rd. (CH 34) | 8.0 | 4.0 | 8.0 | 6,167 | 176 | 0.0 | 35.0 | 0.19 | A |
| 48 Scott Rd. | Davis Rd. (CH 44) to Dauberman Rd. (CH 62) | 2.7 | 1.4 | 2.7 | 461 | 13 | 0.0 | 35.0 | 0.02 | A |
| 48 Scott Rd. | Dauberman Rd. (CH 62) to Harter Rd. (CH 4) | 5.7 | 2.9 | 5.7 | 1,818 | 52 | 0.0 | 35.0 | 0.04 | A |
| 49 Ellithorpe | McGough Rd. (CH 28) to Peplow Rd. (CH 11) | 3.4 | 1.7 | 3.4 | 917 | 26 | 0.0 | 35.0 | 0.03 | A |
| 49 Ellithorpe | Peplow Rd. (CH 11) to Burlington Rd. (CH 2) | 6.0 | 3.0 | 6.0 | 2,064 | 59 | 0.0 | 35.0 | 0.04 | A |
| 51 Dittman Rd. | Burlington Rd. (CH 2) to Plato Rd. (CH 32) | 6.8 | 3.4 | 6.8 | 1,722 | 57 | 0.0 | 30.0 | 0.04 | A |
| 52 Manning Rd. | Big Timber Rd. (CH 21) to IL 47 | 1.3 | 0.6 | 1.3 | 431 | 12 | 0.0 | 34.9 | 0.06 | A |
| 56 Ramm Rd. | McGough Rd. (CH 28) to Peplow Rd. (CH 11) | 4.5 | 2.3 | 4.5 | 585 | 17 | 0.0 | 35.0 | 0.09 | A |
| 56 Ramm Rd. | Peplow Rd. (CH 11) to IL 47 | 7.1 | 3.5 | 7.1 | 1,494 | 43 | 0.0 | 35.0 | 0.09 | A |
| 59 Tyrrell Rd. | Big Timber Rd. (CH 21) to IL 72 | 4.3 | 2.1 | 4.3 | 3,225 | 92 | 0.0 | 35.1 | 0.37 | B |
| 61 West Bartlett Rd. | IL 25 to County Line | 2.2 | 1.1 | 2.2 | 7,791 | 261 | 1.2 | 29.9 | 0.36 | B |
| 62 Dauberman Rd. | US 30 to Scott Rd. (CH 48) | 4.0 | 2.0 | 4.0 | 1,450 | 41 | 0.0 | 35.0 | 0.06 | A |
| 62 Dauberman Rd. | Scott Rd. (CH 48) to Harter Rd. (CH 4) | 6.4 | 3.2 | 6.4 | 1,827 | 52 | 0.0 | 35.0 | 0.07 | A |
| 62 Dauberman Rd. | Harter Rd. (CH 4) to Keslinger Rd. (CH 41) | 5.6 | 2.8 | 5.6 | 991 | 28 | 0.0 | 35.0 | 0.11 | A |
| 69 Empire Rd. | IL 47 to Burlington Rd. (CH 2) | 6.7 | 3.4 | 6.7 | 3,230 | 108 | 0.0 | 30.0 | 0.13 | A |
| 71 Mooseheart Rd. | Randall Rd. (CH 34) to IL 31 | 2.0 | 1.0 | 2.0 | 6,081 | 203 | 0.6 | 29.9 | 0.28 | A |
| 77 Kirk Rd. | IL 56 to Fabyan Pkwy. (CH 8) | 7.7 | 3.8 | 15.4 | 107,614 | 3,294 | 32.8 | 32.7 | 0.65 | C |
| 77 Kirk Rd. | Fabyan Pkwy. (CH 8) to IL 38 | 2.4 | 1.2 | 4.8 | 26,730 | 813 | 0.0 | 32.9 | 0.63 | C |
| 77 Kirk Rd. | IL 38 to IL 64 | 4.9 | 2.4 | 9.8 | 52,147 | 1,496 | 7.4 | 34.9 | 0.66 | D |
| 77 Kirk Rd. | IL 64 to Army Trail Rd. (CH 20) | 4.3 | 2.2 | 4.3 | 38,850 | 1,220 | 41.7 | 31.8 | 0.87 | E |
| 78 Bliss Rd | IL 47 to Healy Rd. (CH 15) | 4.7 | 2.4 | 4.7 | 3,863 | 97 | 0.0 | 39.8 | 0.32 | B |
| 78 Bliss Rd | Healy Rd. (CH 15) to Main St. (CH 10) | 5.5 | 2.7 | 5.5 | 5,327 | 133 | 0.0 | 39.9 | 0.33 | B |
| 80 Corron Rd. | Burlington Rd. (CH 10) to Silver Glen Rd. (CH 5) | 2.6 | 1.3 | 2.6 | 897 | 30 | 0.0 | 30.0 | 0.19 | A |
| 80 Corron Rd. | Silver Glen Rd. (CH 5) to Bowes Rd. (CH 17) | 5.4 | 2.7 | 5.4 | 3,261 | 100 | 0.0 | 32.7 | 0.03 | A |
| 81 LaFox Rd. | Keslinger Rd. (CH 41) to IL 38 | 3.4 | 1.7 | 3.4 | 522 | 15 | 0.0 | 35.0 | 0.14 | A |
| 81 LaFox Rd. | IL 38 to IL 64 | 4.4 | 2.2 | 4.4 | 3,113 | 99 | 0.0 | 31.3 | 0.22 | A |
| 81 LaFox Rd. | IL 64 to Burlington Rd. (CH 2) | 2.1 | 1.0 | 2.1 | 563 | 19 | 0.0 | 30.0 | 0.13 | A |
| 83 Orchard Rd. | US 30 to Jericho Rd. (CH 24) | 2.9 | 1.5 | 2.9 | 10,772 | 316 | 0.0 | 34.0 | 0.70 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 83 Orchard Rd. | Jericho Rd. (CH 24) to I 88 | 7.2 | 3.6 | 7.2 | 43,336 | 1,284 | 5.1 | 33.7 | 0.71 | D |
| 83 Orchard Rd. | I 88 to Randall Rd. | 4.8 | 2.4 | 9.7 | 24,315 | 608 | 0.0 | 40.0 | 0.15 | A |
| 84 Kaneville Rd/Peck Rd. | Fabyan Pkwy. (CH 8) to Keslinger Rd. (CH 41) | 2.9 | 1.5 | 2.9 | 4,332 | 134 | 0.0 | 32.4 | 0.10 | A |
| 84 Peck Rd. | Keslinger Rd. (CH 41) to IL 38 | 2.7 | 1.4 | 2.7 | 1,776 | 54 | 0.0 | 33.1 | 0.23 | A |
| 101 Galena Rd. | Granart Rd. (CH 35) to Jones Rd. | 3.5 | 1.8 | 3.5 | 7,713 | 221 | 0.6 | 35.0 | 0.19 | A |
| 102 Lake Cook Rd. | IL 62 to County Line | 4.2 | 2.1 | 4.2 | 5,270 | 176 | 0.0 | 30.0 | 0.57 | C |
| 103 Haegers Bend Rd. | IL 25/IL 62 to County Line | 0.4 | 0.2 | 0.4 | 1,651 | 48 | 0.0 | 34.1 | 0.23 | A |
| 188 Interstate 88 | County Line to IL 47 | 29.4 | 14.7 | 58.9 | 271,999 | 4,213 | 0.0 | 64.6 | 0.27 | A |
| 188 Interstate 88 | IL 47 to IL 56 | 8.3 | 4.2 | 16.6 | 71,274 | 1,151 | 0.0 | 61.9 | 0.22 | A |
| 188 Interstate 88 | IL 56 to Orchard Rd. | 2.5 | 1.3 | 5.0 | 43,734 | 793 | 0.0 | 55.1 | 0.39 | B |
| 188 Interstate 88 | Orchard Rd. to IL 31 | 4.4 | 2.2 | 8.8 | 79,447 | 1,448 | 3.1 | 54.9 | 0.49 | C |
| 188 Interstate 88 | IL 31 to Farnsworth Ave. | 4.6 | 2.3 | 9.2 | 114,148 | 2,094 | 17.8 | 54.5 | 0.66 | C |
| 188 Interstate 88 | Farnsworth Ave. to County Line | 8.1 | 4.0 | 16.1 | 355,100 | 6,815 | 482.7 | 52.1 | 0.66 | D |
| 190 Interstate 90 | County Line to US 20 | 4.1 | 2.0 | 8.1 | 65,023 | 1,001 | 0.0 | 65.0 | 0.51 | C |
| 190 Interstate 90 | US 20 to IL 47 | 9.0 | 4.5 | 18.1 | 174,616 | 2,688 | 3.2 | 65.0 | 0.51 | C |
| 190 Interstate 90 | IL 47 to Randall Rd. | 10.4 | 5.2 | 20.7 | 282,786 | 4,600 | 41.0 | 61.5 | 0.65 | C |
| 190 Interstate 90 | Randall Rd. to IL 31 | 5.3 | 2.6 | 10.5 | 131,360 | 2,382 | 12.7 | 55.2 | 0.80 | E |
| 190 Interstate 90 | IL 31 to IL 25 | 3.5 | 1.8 | 7.1 | 130,361 | 2,424 | 91.8 | 53.8 | 1.04 | F |
| 190 Interstate 90 | IL 25 to County Line | 4.2 | 2.1 | 8.4 | 181,751 | 3,514 | 221.8 | 51.7 | 1.04 | F |
| 220 US 20 | County Line to Interstate 90 | 0.9 | 0.4 | 0.9 | 3,949 | 87 | 0.0 | 45.3 | 0.37 | B |
| 220 US 20 | Interstate 90 to Big Timber Rd. | 4.7 | 2.4 | 4.7 | 7,588 | 169 | 0.0 | 45.0 | 0.23 | A |
| 220 US 20 | Big Timber Rd to IL 47 | 6.3 | 3.1 | 6.3 | 11,921 | 265 | 0.0 | 45.0 | 0.29 | B |
| 220 US 20 | IL 47 to to IL 72 | 0.9 | 0.4 | 1.8 | 4,030 | 90 | 0.0 | 44.7 | 0.29 | B |
| 220 US 20 | IL 72 to Reinking Rd. | 5.5 | 2.8 | 5.5 | 5,405 | 132 | 0.0 | 41.1 | 0.39 | B |
| 220 US 20 | Reinking Rd. to Plank Rd. | 5.0 | 2.5 | 5.0 | 6,095 | 149 | 0.0 | 40.8 | 0.42 | B |
| 220 US 20 | Plank Rd. to Randall Rd. | 4.2 | 2.1 | 4.4 | 18,243 | 541 | 0.7 | 33.7 | 0.91 | E |
| 220 US 20 | Randall Rd. to McLean Blvd. | 2.8 | 1.4 | 5.6 | 21,664 | 412 | 0.0 | 52.5 | 0.47 | B |
| 220 US 20 | McLean Blvd. to IL 31 | 2.7 | 1.4 | 5.5 | 37,601 | 710 | 0.0 | 53.0 | 0.47 | C |
| 220 US 20 | IL 31 to IL 25 | 1.6 | 0.8 | 3.3 | 26,510 | 501 | 0.0 | 52.9 | 0.56 | C |
| 220 US 20 | IL 25 to County Line | 1.7 | 0.8 | 3.4 | 29,102 | 551 | 0.0 | 52.8 | 0.49 | C |
| 230 US 30 | County Line to Davis Rd. | 5.2 | 2.6 | 5.2 | 4,790 | 106 | 0.0 | 45.0 | 0.25 | A |
| 230 US 30 | Davis Rd. to Dauberman Rd. | 2.5 | 1.3 | 2.5 | 5,060 | 112 | 0.0 | 45.1 | 0.29 | B |
| 230 US 30 | Dauberman Rd. to IL 56 | 8.6 | 4.3 | 8.6 | 35,333 | 786 | 1.1 | 44.9 | 0.47 | C |
| 230 US 30 | IL 56 to Base Line Rd. | 5.6 | 2.8 | 6.9 | 18,538 | 537 | 0.0 | 34.5 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 230 US 30 | Base Line Rd. to Orchard Rd. | 7.1 | 3.6 | 7.1 | 32,116 | 714 | 0.0 | 45.0 | 0.62 | C |
| 230 US 30 | Orchard Rd. to IL 31 | 2.7 | 1.4 | 2.7 | 18,704 | 554 | 3.6 | 33.8 | 0.69 | D |
| 234 US 34 | County Line to County Line | 2.1 | 1.1 | 2.1 | 19,101 | 634 | 36.5 | 30.1 | 1.42 | F |
| 319 IL 19 | IL 25 to County Line | 1.2 | 0.6 | 2.4 | 9,407 | 285 | 0.0 | 33.0 | 0.38 | B |
| 325 IL 25 | County Line to Galena Blvd | 5.7 | 2.8 | 6.0 | 45,144 | 1,436 | 38.7 | 31.4 | 0.41 | B |
| 325 IL 25 | Galena Blvd to IL 56 | 7.5 | 3.8 | 9.6 | 59,785 | 1,852 | 60.3 | 32.3 | 0.50 | C |
| 325 IL 25 | IL 56 to Fabyan Pkwy. | 8.4 | 4.2 | 8.4 | 47,926 | 1,500 | 10.8 | 32.0 | 0.57 | C |
| 325 IL 25 | Fabyan Pkwy to IL 38 | 2.9 | 1.5 | 2.9 | 25,539 | 834 | 38.5 | 30.6 | 0.75 | D |
| 325 IL 25 | IL 38 to IL 64 | 4.0 | 2.0 | 4.0 | 32,710 | 1,047 | 34.1 | 31.2 | 1.36 | F |
| 325 IL 25 | Il 64 to Dunham Rd. | 10.8 | 5.4 | 10.8 | 87,354 | 2,634 | 44.2 | 33.2 | 0.45 | B |
| 325 IL 25 | Dunham Rd. to US 20 | 5.4 | 2.7 | 5.4 | 58,701 | 1,977 | 170.3 | 29.7 | 0.62 | C |
| 325 IL 25 | US 20 to IL 58 | 3.9 | 1.9 | 3.9 | 41,388 | 1,333 | 78.5 | 31.0 | 0.66 | D |
| 325 IL 25 | IL 58 to Interstate 90 | 3.0 | 1.5 | 4.8 | 45,219 | 1,481 | 80.7 | 30.5 | 0.91 | E |
| 325 IL 25 | Interstate 90 to IL 72 | 4.1 | 2.1 | 8.3 | 52,734 | 1,535 | 15.3 | 34.4 | 0.58 | C |
| 325 IL 25 | IL 72 to IL 68 | 1.5 | 0.8 | 3.0 | 30,294 | 771 | 13.3 | 39.3 | 0.65 | C |
| 325 IL 25 | IL 68 to IL 62 | 6.5 | 3.2 | 12.9 | 109,752 | 3,002 | 70.4 | 36.6 | 0.36 | B |
| 331 IL 31 | County line to Galena Blvd. | 5.5 | 2.8 | 10.4 | 33,590 | 1,057 | 1.8 | 31.8 | 0.44 | B |
| 331 IL 31 | Galena Blvd. to Interstate 88 | 5.3 | 2.7 | 10.6 | 77,497 | 2,349 | 60.5 | 33.0 | 0.64 | C |
| 331 IL 31 | Interstate 88 to Fabyan Pkwy. | 9.8 | 4.9 | 19.3 | 90,019 | 2,837 | 64.0 | 31.7 | 0.61 | C |
| 331 IL 31 | Fabyan Pkwy. to IL 38 | 3.5 | 1.7 | 5.8 | 15,358 | 480 | 0.8 | 32.0 | 0.57 | C |
| 331 IL 31 | IL 38 to IL 64 | 3.7 | 1.9 | 3.7 | 28,290 | 953 | 47.0 | 29.7 | 0.66 | C |
| 331 IL 31 | IL 64 to Silver Glen Rd. | 7.9 | 3.9 | 13.2 | 68,347 | 2,103 | 10.5 | 32.5 | 0.27 | A |
| 331 IL 31 | Silver Glen Rd. to US 20 | 9.3 | 4.7 | 9.3 | 88,220 | 2,713 | 112.3 | 32.5 | 0.58 | C |
| 331 IL 31 | US 20 to Kimball St. | 2.7 | 1.4 | 2.7 | 29,606 | 1,028 | 113.0 | 28.8 | 0.91 | E |
| 331 IL 31 | Kimball St. to Interstate 90 | 3.7 | 1.9 | 7.4 | 63,999 | 2,044 | 105.8 | 31.3 | 0.84 | E |
| 331 IL 31 | Interstate 90 to IL 72 | 4.7 | 2.3 | 9.3 | 82,085 | 2,402 | 59.3 | 34.2 | 0.71 | D |
| 331 IL 31 | IL 72 to County Line | 8.5 | 4.3 | 10.0 | 99,228 | 2,915 | 100.2 | 34.0 | 1.18 | F |
| 338 IL 38 | Countly Line Rd. to Meredith Rd. | 6.8 | 3.4 | 6.8 | 11,724 | 261 | 0.0 | 45.0 | 0.23 | A |
| 338 IL 38 | Meredith Rd. to IL 47 | 6.8 | 3.4 | 6.8 | 14,533 | 323 | 0.0 | 45.0 | 0.28 | B |
| 338 IL 38 | IL 47 to La Fox Rd. | 6.5 | 3.3 | 6.5 | 17,990 | 424 | 0.0 | 42.4 | 0.38 | B |
| 338 IL 38 | La Fox Rd. to Peck Rd. | 5.2 | 2.6 | 5.2 | 24,242 | 539 | 0.0 | 45.0 | 0.48 | C |
| 338 IL 38 | Peck Rd. to Randall Rd. | 1.9 | 1.0 | 1.9 | 12,678 | 283 | 2.2 | 44.8 | 0.48 | C |
| 338 IL 38 | Randall Rd. to IL 31 | 4.3 | 2.1 | 8.5 | 29,415 | 953 | 0.0 | 30.9 | 0.68 | D |
| 338 IL 38 | IL 31 to Kirk Rd. | 2.9 | 1.5 | 5.8 | 40,034 | 1,305 | 30.1 | 30.7 | 0.89 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 338 IL 38 | Kirk Rd. to County Line | 2.5 | 1.3 | 5.0 | 29,346 | 903 | 11.7 | 32.5 | 0.71 | D |
| 347 IL 47 | US 30 to Bliss Rd. | 2.1 | 1.1 | 4.2 | 5,174 | 150 | 0.0 | 34.5 | 0.40 | B |
| 347 IL 47 | Bliss Rd. to Harter Rd. | 2.7 | 1.4 | 5.4 | 6,896 | 153 | 0.0 | 45.0 | 0.38 | B |
| 347 IL 47 | Harter Rd. to Interstate 88 | 3.8 | 1.9 | 6.1 | 8,516 | 189 | 0.0 | 45.1 | 0.27 | A |
| 347 IL 47 | Interstate 88 to Main St. | 3.3 | 1.6 | 3.3 | 10,502 | 263 | 0.0 | 40.0 | 0.34 | B |
| 347 IL 47 | Main St. to Keslinger Rd. | 5.8 | 2.9 | 5.8 | 16,239 | 478 | 0.0 | 33.9 | 0.37 | B |
| 347 IL 47 | Keslinger Rd. to IL 38 | 3.0 | 1.5 | 3.0 | 10,602 | 332 | 0.0 | 31.9 | 0.53 | C |
| 347 IL 47 | IL 38 to Beith Rd. | 3.2 | 1.6 | 3.2 | 11,182 | 249 | 0.0 | 44.9 | 0.33 | B |
| 347 IL 47 | Beith Rd. to IL 64 | 2.0 | 1.0 | 2.0 | 9,256 | 226 | 0.0 | 41.0 | 0.29 | B |
| 347 IL 47 | IL 64 to Burlington Rd. | 7.0 | 3.5 | 7.0 | 28,053 | 653 | 0.0 | 43.0 | 0.28 | A |
| 347 IL 47 | Burlington Rd. to Plato Rd. | 4.7 | 2.4 | 4.7 | 22,498 | 500 | 0.0 | 45.0 | 0.31 | B |
| 347 IL 47 | Plato Rd. to Plank Rd. | 4.9 | 2.5 | 4.9 | 21,306 | 474 | 0.0 | 45.0 | 0.30 | B |
| 347 IL 47 | Plank Rd. to US 20 | 3.9 | 2.0 | 3.9 | 17,438 | 388 | 0.0 | 44.9 | 0.28 | B |
| 347 IL 47 | US 20 to Interstate 90 | 5.4 | 2.7 | 5.4 | 18,453 | 411 | 0.0 | 44.9 | 0.33 | B |
| 347 IL 47 | Interstate 90 to County Line | 4.6 | 2.3 | 9.1 | 36,708 | 815 | 0.0 | 45.0 | 0.31 | B |
| 356 IL 56 | US 30 to Galena Blvd. | 3.4 | 1.7 | 6.9 | 35,430 | 546 | 0.0 | 64.9 | 0.17 | A |
| 356 IL 56 | Galena Blvd. to Interstate 88 | 4.3 | 2.1 | 8.6 | 38,237 | 588 | 0.0 | 65.0 | 0.15 | A |
| 356 IL 56 | IL 31 to IL 25 | 0.6 | 0.3 | 0.6 | 3,080 | 90 | 0.0 | 34.3 | 0.71 | D |
| 356 IL 56 | IL 25 to Kirk Rd. | 4.3 | 2.2 | 4.3 | 13,812 | 407 | 0.0 | 33.9 | 0.64 | C |
| 356 IL 56 | Kirk Rd. to County Line | 1.9 | 0.9 | 1.9 | 7,776 | 228 | 0.0 | 34.0 | 0.61 | C |
| 358 IL 58 | IL 25 to County Line | 1.1 | 0.5 | 2.1 | 7,017 | 212 | 0.0 | 33.1 | 0.45 | B |
| 362 IL 62 | County Line to IL 25 | 0.8 | 0.4 | 1.6 | 12,729 | 377 | 10.6 | 33.8 | 0.87 | E |
| 362 IL 62 | IL 25 to County Line | 4.6 | 2.3 | 4.6 | 37,691 | 1,211 | 40.9 | 31.1 | 0.88 | E |
| 364 IL 64 | Countly Line Rd. to Peplow Rd. | 6.0 | 3.0 | 6.0 | 7,557 | 168 | 0.0 | 44.9 | 0.22 | A |
| 364 IL 64 | Peplow Rd. to IL 47 | 7.4 | 3.7 | 7.4 | 11,141 | 248 | 0.0 | 45.0 | 0.21 | A |
| 364 IL 64 | IL 47 to La Fox Rd. | 8.2 | 4.1 | 8.2 | 9,482 | 273 | 0.0 | 34.7 | 0.29 | B |
| 364 IL 64 | La Fox Rd. to Randall Rd. | 7.5 | 3.7 | 7.5 | 30,383 | 883 | 2.1 | 34.4 | 0.76 | D |
| 364 IL 64 | Randall Rd. to IL 31 | 2.5 | 1.3 | 5.1 | 15,748 | 508 | 0.0 | 31.0 | 0.84 | E |
| 364 IL 64 | IL 31 to Kirk Rd. | 4.3 | 2.2 | 8.6 | 63,055 | 1,941 | 42.2 | 32.5 | 0.47 | B |
| 364 IL 64 | Kirk Rd. to County Line | 3.9 | 2.0 | 7.8 | 53,896 | 1,572 | 32.0 | 34.3 | 0.41 | B |
| 368 IL 68 | IL 72 to IL 25 | 1.6 | 0.8 | 1.6 | 8,680 | 260 | 0.0 | 33.3 | 0.60 | C |
| 368 IL 68 | IL 25 to County Line | 4.7 | 2.3 | 4.7 | 29,866 | 883 | 5.8 | 33.8 | 0.62 | C |
| 372 IL 72 | County Line to Walker Rd. | 3.4 | 1.7 | 3.4 | 3,992 | 89 | 0.0 | 45.0 | 0.22 | A |
| 372 IL 72 | Walker Rd. to State St. | 4.0 | 2.0 | 4.0 | 7,042 | 156 | 0.0 | 45.0 | 0.21 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 372 IL 72 | State St. to US 20 | 7.8 | 3.9 | 7.8 | 20,422 | 454 | 0.0 | 45.0 | 0.36 | B |
| 372 IL 72 | US 20 to Big Timber Rd. | 5.9 | 3.0 | 5.9 | 14,380 | 319 | 0.0 | 45.1 | 0.22 | A |
| 372 IL 72 | Big Timber Rd. to Tyrrell Rd. | 4.4 | 2.2 | 4.4 | 14,744 | 327 | 0.0 | 45.0 | 0.32 | B |
| 372 IL 72 | Tyrrell Rd. to Randall Rd. | 2.5 | 1.3 | 2.5 | 9,476 | 211 | 0.0 | 44.9 | 0.53 | C |
| 372 IL 72 | Randall Rd. to IL 31 | 5.0 | 2.5 | 5.0 | 14,662 | 431 | 0.0 | 34.0 | 0.70 | D |
| 372 IL 72 | IL 31 to IL 68 | 1.6 | 0.8 | 3.2 | 19,322 | 680 | 12.1 | 28.4 | 0.74 | D |
| 372 IL 72 | IL 68 to IL 25 | 1.5 | 0.8 | 1.5 | 9,896 | 293 | 2.1 | 33.7 | 0.95 | E |
| 372 IL 72 | IL 25 to County Line | 4.0 | 2.0 | 7.7 | 63,215 | 1,700 | 33.6 | 37.2 | 0.59 | C |

# 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 | 115.5 | 57.7 | 152 | 996,845 | 24,818 | 482 | 40.17 | 0.68 | D |
| Greater Elgin | 95.5 | 47.8 | 147 | 1,188,927 | 30,139 | 1,058 | 39.45 | 0.77 | D |
| Tri-Cities | 192.9 | 96.5 | 272 | 1,348,824 | 40,582 | 603 | 33.24 | 0.61 | C |
| Aurora Area | 96.4 | 48.2 | 138 | 1,096,737 | 26,235 | 799 | 41.80 | 0.60 | C |
| Campton Hills | 83.8 | 41.9 | 84 | 116,762 | 3,146 | 0 | 37.12 | 0.30 | B |
| Northwest | 172.5 | 86.3 | 186 | 395,698 | 7,492 | 3 | 52.82 | 0.41 | B |
| West Central | 207.6 | 103.8 | 245 | 521,138 | 9,863 | 0 | 52.84 | 0.27 | A |
| Southwest | 143.2 | 71.6 | 159 | 233,583 | 5,236 | 2 | 44.61 | 0.28 | B |

**APPENDIX B**

# Locations Where Actual Crash Frequency Exceed Expected Crash Frequency

The following is a list of fifteen intersections with the percent difference between actual and expected frequency of crashes greater than two standard deviations above the mean.

Boyer Rd. and Huntley Rd.
Burlington Rd. and Railroad St.
Corron Rd. and Silver Glen Rd.
E. Fabyan Pky and Kingsland Dr.
E. Fabyan Pky. and Surrey Rd.
Harter Rd. and Seavey Rd.
Jericho Rd. and Jetter Rd.
Lafox Rd. and Bridal Creek Dr.
Main St. and Green St.
Marshall Rd. and Plank Rd.
Mill St. and N. Randall Rd.
Perry Rd. and W. County Line Rd.
Plank Rd. and Lawrence Rd.
Russell Rd. and Verona Dr.
S. Randall Rd. and US 20 ramp/Weld Rd.

The following is a list of thirty-two intersections with the percent difference between actual and expected frequency of crashes greater than one standard deviation above the mean.

Bowes Rd. and Corron Rd.
Bowes Rd. and Hogan Hill.
Coombs Rd. and Highland Ave.
Corron Rd. and Sturbridge Rd.
E. Main St. and Kirk Rd.
E. Plank Rd. and Main St.
Empire Rd. and Kings Wood Dr.
Fargo Blvd. and Randall Rd.
Gleneagle Dr. and S. Randall Rd.
Harmony Rd. and Melms Rd.
Huntley Rd. and Galligan Rd.
Illinois Route 25 and Dunham Rd.
Illinois Route 47 and Big Timber Rd.
Jericho Rd. and Nelson Rd.
Keslinger Rd. and Dauberman Rd.
Keslinger Rd. and Meredith Rd.
Keslinger Rd. and Randall Rd.
Main St. and W. Plank Rd.
Main St. and S. Randall Rd.
McDonald Rd. and Dittman Rd.
Meredith Rd. and Winters Rd.
Middleton Rd. and Peplow Rd.
Montgomery Rd. and Douglans Ave.
Montgomery Rd. and Hill Ave.
Plato Rd. and Tower Rd.
Randall Rd. and Illinois Route 72
Romke Rd. and Burlington Rd.
S. Randall Rd. and Illinois Route 38
S. Randall Rd and W. Fabyan Pky
US 20 and Plank Rd.
W. County Line Rd. and Illinois Route 38
W. Main St. and Randall Rd.

The following is a list of sixteen segments representing 15 out of 307miles of the county highway system with the percent difference between actual and expected frequency of crashes greater than two standard deviations above the mean.

| Name of Roadway Segment | From | To |
|---|---|---|
| Bartlett Rd | Illinois Route 25 | County Line |
| Bowes Rd | Heatherington Pl | Corron Rd |
| Bowes Rd | Plato Rd | Crawford Rd |
| Corron Rd | Whispering Springs Rd | Oak Tree Ln |
| Corron Rd | Sturbridge Rd | McDonald Rd |
| Corron Rd | McDonald Rd | Silver Glen Rd |
| Dittman Rd | McDonald Rd | Burlington Rd |
| E Fabyan Pky | Surrey Rd | Crissey Ave |
| E Fabyan Pky | N Raddant Rd | Surrey Rd |
| E Fabyan Pky | S Kirk Rd | Kingsland Dr |
| Jericho Rd | Raymond Rd | Jetter Rd |
| Jericho Rd | Dugan Rd | Raymond Rd |
| Keslinger Rd | Dauberman Rd | Meredith Rd |
| Lafox Rd | Bridle Creek Dr | Campton Hills Dr |
| Lees Rd | N Main St | I.C. Trl |
| Main Street Rd | Swan Rd | W County Line Rd |
| Montgomery Rd | Hill Ave | S Union St |
| Montgomery Rd | S Union St | 5th St |
| Plato Rd | N Main St | Pease Rd |
| Plato Rd | Tower Rd | Burlington Rd |
| Plato Rd | Plato Rd & Pease Rd | Tower Rd |
| Silver Glen Rd | Randall Rd | IL 31 |
| Silver Glen Rd | Weybridge Dr | Briarwood Dr |

The following is a list of 32 segments representing 28 out of 307 miles of the county highway system with the percent difference between actual and expected frequency of crashes greater than one standard deviation above the mean.

| Name of Roadway Segment | From | To |
|---|---|---|
| Allen Rd | Walker Rd | Harmony Rd |
| Allen Rd | Ketchum Rd | Widmayer Rd |
| Big Timber Rd | Widmayer Rd | Gast Rd |
| Big Timber Rd | Ketchum Rd | United States Highway 20 |
| Big Timber Rd | Manning Rd | Powers Rd |
| Big Timber Rd | Powers Rd | Illinois Route 72 |
| Bliss Rd | Ke-de-Ka Rd | Illinois Route 47 |
| Bowes Rd | Koshare Trl | Hogan Hill |
| Bowes Rd | S Water Rd | Arrowmaker Pass |
| Burlington Rd | Corron Rd | Brown Rd |
| Corron Rd | Silver Glen Rd | Burlington Rd |
| E Fabyan Pky | Kingsland Dr | N Raddant Rd |
| E Fabyan Pky | Paramount Pky | County Line |
| E Plank Rd | North St | Main St |
| Harmony Rd | Stoxen Rd | Higgins Rd |
| Harmony Rd | Stoxen Rd | Stoxen Rd |
| Highland Ave | McCornack Rd | Coombs Rd |
| Hughes Rd | Fabyan Pky | Herrington Dr |
| Huntley Rd | Huntley Rd | County Line |
| Jericho Rd | Mighell Rd | Illinois Route 47 |
| Jericho Rd | Clark Rd | Jones Rd |
| Jericho Rd | Granart Rd | Jones Rd |
| Jericho Rd | Nelson Rd | Price Rd |
| Main Street Rd | Harter Rd | Dauberman Rd |
| McGough Rd | Middleton Rd | Ramm Rd |
| Montgomery Rd | 5th St | Douglas Ave |
| N Kirk Rd | Hubbard Ave | N Kirk Rd |
| Peplow Rd | Ellithorpe Rd | Middleton Rd |
| Peplow Rd | Middleton Rd | Ramm Rd |
| Plank Rd | Switzer Rd | Russell Rd |
| Plank Rd | Engel Rd | Lawrence Rd |
| Plank Rd | Engel Rd | County Line |
| Plank Rd | Waughon Rd | Lawrence Rd |
| Randall Rd | Illinois Route 72 | Joy Ln |
| Randall Rd | Dean St | W Main St |
| S Randall Rd | W Fabyan Pky | Mill St |
| Swan Rd | Lasher Rd | Scott Rd |
| W Highland Ave | Coombs Rd | Stonehaven Dr |
| W Highland Ave | Tina Ter | Hilltop Rd |
| W Plank Rd | Main St | Waughon Rd |

## Appendix C
# Future Transportation Summary

# 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 | 1,084.0 | 47.9% | 542.0 | 47.9% | 1,087 | 40.9% | 1,896,045 | 12.7% | 68,564 | 16.0% | 6,050 | 16.0% |
| Expressways and Principal Arterials | 535.2 | 23.6% | 267.6 | 23.6% | 751 | 28.3% | 7,028,974 | 47.0% | 217,842 | 50.7% | 19,878 | 52.7% |
| Freeways and Ramps | 121.9 | 5.4% | 61.0 | 5.4% | 256 | 9.7% | 4,046,554 | 27.1% | 75,761 | 17.6% | 5,755 | 15.2% |
| Minor Arterials | 522.0 | 23.1% | 261.0 | 23.1% | 561 | 21.1% | 1,970,676 | 13.2% | 67,289 | 15.7% | 6,064 | 16.1% |
| | 2,263.2 | | 1,131.6 | | 2,654.7 | | 14,942,249.0 | | 429,455.9 | | 37,747.1 | |

# 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 | 145.6 | 23.7% | 72.8 | 23.7% | 146 | 20.8% | 132,586 | 4.3% | 3,878 | 4.0% | 55 | 0.7% |
| Expressways and Principal Arterials | 103.4 | 16.8% | 51.7 | 16.8% | 190 | 27.2% | 2,041,373 | 66.3% | 65,985 | 67.7% | 6,680 | 86.6% |
| Minor Arterials | 364.5 | 59.4% | 182.3 | 59.4% | 365 | 52.0% | 905,977 | 29.4% | 27,631 | 28.3% | 978 | 12.7% |
| | 613.5 | | 306.7 | | 700.5 | | 3,079,936.5 | | 97,494.0 | | 7,713.3 | |

# 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 | 228.5 | 37.2% | 114.2 | 37.2% | 228 | 32.6% | 125,437 | 4.1% | 3,662 | 3.8% | 5 | 0.1% |
| B | 98.5 | 16.0% | 49.2 | 16.0% | 105 | 14.9% | 285,310 | 9.3% | 7,999 | 8.2% | 80 | 1.0% |
| C | 37.9 | 6.2% | 18.9 | 6.2% | 38 | 5.4% | 57,396 | 1.9% | 1,725 | 1.8% | 37 | 0.5% |
| D | 27.4 | 4.5% | 13.7 | 4.5% | 40 | 5.8% | 289,382 | 9.4% | 8,953 | 9.2% | 673 | 8.7% |
| E | 50.8 | 8.3% | 25.4 | 8.3% | 65 | 9.3% | 387,944 | 12.6% | 11,413 | 11.7% | 465 | 6.0% |
| F | 170.5 | 27.8% | 85.2 | 27.8% | 224 | 32.0% | 1,934,466 | 62.8% | 63,743 | 65.4% | 6,452 | 83.7% |
| | 613.5 | | 306.7 | | 700.5 | | 3,079,936.5 | | 97,494.0 | | 7,713.3 | |

# 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% | 3,545,869 | 31.4% | 64,646 | 21.6% | 4,550 | 18.9% |
| US Highway | 67.4 | 6.1% | 33.7 | 6.1% | 76 | 5.4% | 593,161 | 5.3% | 14,653 | 4.9% | 690 | 2.9% |
| State Highway | 330.1 | 29.9% | 165.0 | 29.9% | 432 | 30.4% | 4,074,954 | 36.1% | 122,368 | 40.9% | 11,170 | 46.3% |
| County | 613.5 | 55.5% | 306.7 | 55.5% | 700 | 49.4% | 3,079,936 | 27.3% | 97,494 | 32.6% | 7,713 | 32.0% |
| | 1,104.7 | | 552.4 | | 1,419.3 | | 11,293,919.9 | | 299,161.0 | | 24,123.7 | |

# 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 | 228.5 | 114.2 | 228 | 125,437 | 3,662 | 5 |
| B | 143.1 | 71.6 | 171 | 754,951 | 17,680 | 292 |
| C | 107.9 | 53.9 | 151 | 935,782 | 19,587 | 483 |
| D | 97.1 | 48.5 | 143 | 1,515,367 | 40,502 | 2,960 |
| E | 178.5 | 89.3 | 247 | 2,410,912 | 64,125 | 4,649 |
| F | 352.4 | 176.2 | 485 | 5,624,053 | 154,991 | 15,749 |
| | 1,107.4 | 553.7 | 1,424.8 | 11,366,503.2 | 300,546.9 | 24,138.2 |

# Route 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 | Sum of VHD | Average Speed (mph) |
|---|---|---|---|---|---|---|---|---|
| 1 | W. County Line Rd. | 19.3 | 9.6 | 19.3 | 3,658 | 104 | 0.0 | 35.0 |
| 2 | Burlington Rd. | 23.4 | 11.7 | 23.4 | 82,400 | 2,549 | 76.2 | 32.3 |
| 3 | Allen Rd. | 5.4 | 2.7 | 5.4 | 10,528 | 301 | 0.0 | 34.9 |
| 4 | Perry Rd. | 17.7 | 8.8 | 17.7 | 19,023 | 543 | 0.0 | 35.0 |
| 5 | Silver Glen R. | 16.0 | 8.0 | 16.0 | 34,227 | 1,175 | 41.0 | 29.1 |
| 6 | Galligan Rd. | 6.2 | 3.1 | 6.2 | 23,222 | 665 | 2.0 | 34.9 |
| 7 | Damisch | 4.0 | 2.0 | 4.0 | 2,908 | 85 | 0.0 | 34.4 |
| 8 | Fabyan Pkwy. | 15.1 | 7.6 | 22.9 | 171,801 | 4,968 | 91.3 | 34.6 |
| 10 | Main St. | 26.8 | 13.4 | 26.8 | 49,813 | 1,268 | 6.3 | 39.3 |
| 11 | Peplow Rd. | 17.7 | 8.8 | 17.7 | 11,765 | 351 | 0.0 | 33.5 |
| 14 | Meredith Rd. | 10.6 | 5.3 | 10.6 | 6,521 | 186 | 0.0 | 35.0 |
| 15 | Healy Rd./Tanner Rd. | 8.5 | 4.2 | 8.5 | 15,449 | 463 | 0.9 | 33.4 |
| 16 | Bunker Rd. | 5.1 | 2.6 | 5.1 | 10,840 | 309 | 0.0 | 35.0 |
| 17 | Bowes Rd. | 10.8 | 5.4 | 10.8 | 28,105 | 948 | 11.5 | 29.6 |
| 18 | McLean Rd. | 1.5 | 0.7 | 1.5 | 13,099 | 490 | 53.4 | 26.7 |
| 19 | Durham | 4.2 | 2.1 | 4.2 | 58,999 | 2,211 | 423.4 | 26.7 |
| 20 | Army Trail Rd. | 2.9 | 1.4 | 2.9 | 18,330 | 631 | 20.2 | 29.0 |
| 21 | Big Timber Rd. | 23.6 | 11.8 | 23.6 | 105,051 | 3,094 | 90.4 | 34.0 |
| 22 | Plank Rd. | 17.9 | 9.0 | 17.9 | 14,061 | 408 | 0.0 | 34.5 |
| 23 | Thatcher Rd | 13.2 | 6.6 | 13.2 | 7,795 | 223 | 0.0 | 35.0 |
| 24 | Jericho Rd. | 26.3 | 13.1 | 26.3 | 61,291 | 1,758 | 6.4 | 34.9 |
| 26 | Hughes Rd. | 9.9 | 5.0 | 9.9 | 11,762 | 347 | 0.0 | 33.9 |
| 27 | Sauber Rd./Lees Rd. | 3.7 | 1.8 | 3.7 | 929 | 27 | 0.0 | 35.0 |
| 28 | McGough Rd. | 11.6 | 5.8 | 11.6 | 5,839 | 168 | 0.0 | 34.8 |
| 29 | Montgomery Rd. | 5.5 | 2.8 | 5.5 | 28,226 | 966 | 25.2 | 29.2 |
| 30 | Huntley Rd. | 9.6 | 4.8 | 9.6 | 97,386 | 3,267 | 485.3 | 29.8 |
| 32 | Plato Rd. | 8.6 | 4.3 | 8.6 | 7,844 | 234 | 0.0 | 33.5 |
| 33 | Russell Rd. | 7.2 | 3.6 | 7.2 | 17,123 | 506 | 0.0 | 33.9 |
| 34 | Randall Rd. | 50.7 | 25.3 | 100.0 | 1,284,729 | 42,657 | 5,411.1 | 30.1 |
| 35 | Granart Rd. | 7.9 | 4.0 | 7.9 | 24,302 | 696 | 2.0 | 34.9 |
| 36 | State St. | 9.0 | 4.5 | 9.0 | 5,854 | 182 | 0.0 | 32.2 |

| Route | | Distance (miles) | Approximate Route Miles (miles) | Lane Miles (miles) | Sum of VMT | Sum of VHT | Sum of VHD | Average Speed (mph) |
|---|---|---|---|---|---|---|---|---|
| 37 | Stearns Rd. | 2.9 | 1.5 | 2.9 | 30,315 | 930 | 37.3 | 32.6 |
| 38 | Plank Rd. | 5.7 | 2.9 | 5.7 | 2,589 | 74 | 0.0 | 34.9 |
| 40 | Penny Rd. | 1.0 | 0.5 | 1.0 | 2,649 | 88 | 0.0 | 30.0 |
| 41 | Keslinger Rd. | 27.0 | 13.5 | 27.0 | 41,179 | 1,047 | 2.8 | 39.3 |
| 44 | Davis Rd. | 9.4 | 4.7 | 9.4 | 2,152 | 61 | 0.0 | 35.0 |
| 45 | Allen Rd. | 6.0 | 3.0 | 6.0 | 1,195 | 34 | 0.0 | 35.1 |
| 46 | Burlington Rd./Walker Rd. | 8.8 | 4.4 | 8.8 | 5,297 | 161 | 0.0 | 32.9 |
| 47 | Highland Rd. | 8.0 | 4.0 | 8.0 | 31,075 | 931 | 42.0 | 33.4 |
| 48 | Scott Rd. | 8.5 | 4.2 | 8.5 | 4,848 | 138 | 0.0 | 35.0 |
| 49 | Ellithorpe | 9.4 | 4.7 | 9.4 | 3,007 | 86 | 0.0 | 35.0 |
| 51 | Dittman Rd. | 6.8 | 3.4 | 6.8 | 2,386 | 80 | 0.0 | 30.0 |
| 52 | Manning Rd. | 1.3 | 0.6 | 1.3 | 2,605 | 75 | 0.0 | 34.9 |
| 56 | Ramm Rd. | 11.6 | 5.8 | 11.6 | 3,763 | 107 | 0.0 | 35.0 |
| 59 | Tyrrell Rd. | 4.3 | 2.1 | 4.3 | 18,306 | 530 | 7.9 | 34.6 |
| 61 | West Bartlett Rd. | 2.2 | 1.1 | 2.2 | 18,585 | 697 | 77.8 | 26.7 |
| 62 | Dauberman Rd. | 16.0 | 8.0 | 16.0 | 8,179 | 234 | 0.0 | 35.0 |
| 69 | Empire Rd. | 6.7 | 3.3 | 6.7 | 3,995 | 133 | 0.0 | 30.0 |
| 71 | Mooseheart Rd. | 2.0 | 1.0 | 2.0 | 15,199 | 545 | 38.1 | 27.9 |
| 77 | Kirk Rd. | 19.3 | 9.7 | 34.3 | 354,499 | 11,325 | 716.2 | 31.3 |
| 78 | Bliss Rd | 10.2 | 5.1 | 10.2 | 44,572 | 1,122 | 5.3 | 39.7 |
| 80 | Corron Rd. | 8.0 | 4.0 | 8.0 | 14,086 | 434 | 0.0 | 32.5 |
| 81 | LaFox Rd. | 9.9 | 4.9 | 9.9 | 17,007 | 538 | 0.0 | 31.6 |
| 83 | Orchard Rd. | 14.9 | 7.5 | 29.9 | 165,118 | 4,642 | 22.1 | 35.6 |
| 84 | Kaneville Rd/Peck Rd. | 5.7 | 2.8 | 5.7 | 29,118 | 912 | 11.1 | 31.9 |
| 101 | Galena Rd. | 3.5 | 1.8 | 3.5 | 11,005 | 319 | 5.3 | 34.5 |
| 102 | Lake Cook Rd. | 4.2 | 2.1 | 4.2 | 11,918 | 398 | 1.0 | 29.9 |
| 103 | Haegers Bend Rd. | 0.4 | 0.2 | 0.4 | 2,408 | 71 | 0.0 | 34.1 |
| 188 | Interstate 88 | 57.3 | 28.6 | 125.3 | 1,680,553 | 29,807 | 1,122.0 | 56.4 |
| 190 | Interstate 90 | 36.5 | 18.2 | 85.9 | 1,865,316 | 34,839 | 3,428.1 | 53.5 |
| 220 | US 20 | 36.3 | 18.2 | 46.3 | 433,420 | 9,744 | 313.8 | 44.5 |
| 230 | US 30 | 31.8 | 15.9 | 33.1 | 203,239 | 5,094 | 99.6 | 39.9 |
| 234 | US 34 | 2.1 | 1.1 | 2.1 | 29,085 | 1,200 | 291.0 | 24.2 |
| 319 | IL 19 | 1.2 | 0.6 | 2.4 | 16,890 | 517 | 4.6 | 32.7 |
| 325 | IL 25 | 63.7 | 31.8 | 79.9 | 898,039 | 30,170 | 3,732.2 | 29.8 |

| Route | | Distance (miles) | Approximate Route Miles (miles) | Lane Miles (miles) | Sum of VMT | Sum of VHT | Sum of VHD | Average Speed (mph) |
|---|---|---|---|---|---|---|---|---|
| 331 | IL 31 | 64.7 | 32.4 | 101.8 | 953,278 | 31,447 | 2,914.6 | 30.3 |
| 338 | IL 38 | 36.8 | 18.4 | 46.5 | 351,849 | 10,047 | 565.3 | 35.0 |
| 347 | IL 47 | 56.4 | 28.2 | 68.0 | 735,488 | 18,827 | 1,494.5 | 39.1 |
| 356 | IL 56 | 14.6 | 7.3 | 22.3 | 217,496 | 4,114 | 46.0 | 52.9 |
| 358 | IL 58 | 1.1 | 0.5 | 2.1 | 12,321 | 376 | 3.9 | 32.8 |
| 362 | IL 62 | 5.4 | 2.7 | 6.2 | 67,677 | 2,291 | 229.0 | 29.5 |
| 364 | IL 64 | 39.8 | 19.9 | 50.6 | 340,791 | 10,757 | 925.4 | 31.7 |
| 368 | IL 68 | 6.3 | 3.2 | 6.3 | 56,906 | 1,737 | 55.7 | 32.8 |
| 372 | IL 72 | 40.1 | 20.1 | 45.4 | 424,220 | 12,084 | 1,199.3 | 35.1 |

# 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 | 255 | 7 | 0.0 | 35.0 | 0.11 | A |
| 1 W. County Line Rd. | Perry Rd. (CH 4) to Keslinger Rd. (CH 41) | 4.0 | 2.0 | 4.0 | 329 | 9 | 0.0 | 35.0 | 0.09 | A |
| 1 W. County Line Rd. | Keslinger Rd. (CH 41) to IL 38 | 2.7 | 1.4 | 2.7 | 174 | 5 | 0.0 | 35.1 | 0.17 | A |
| 1 W. County Line Rd. | Thatcher Rd. (CH 23) to IL 64 | 8.5 | 4.3 | 8.5 | 2,900 | 83 | 0.0 | 35.0 | 0.21 | A |
| 2 Burlington Rd. | Peplow Rd. (CH 11) to Ellithorpe Rd. (CH 49) | 8.2 | 4.1 | 8.2 | 9,361 | 284 | 0.0 | 33.0 | 0.21 | A |
| 2 Burlington Rd. | Ellithorpe Rd. (CH 49) to IL 47 | 3.8 | 1.9 | 3.8 | 4,867 | 139 | 0.0 | 35.0 | 0.23 | A |
| 2 Burlington Rd. | IL 47 to Silver Glen Rd. (CH 5) | 4.6 | 2.3 | 4.6 | 24,207 | 701 | 8.1 | 34.6 | 0.69 | D |
| 2 Burlington Rd. | Silver Glen Rd. (CH 5) to LaFox Rd. (CH 81) | 4.0 | 2.0 | 4.0 | 25,938 | 872 | 29.4 | 29.7 | 1.02 | F |
| 2 Burlington Rd. | LaFox Rd. (CH 81) to IL 64 | 2.7 | 1.4 | 2.7 | 18,026 | 554 | 38.8 | 32.6 | 1.52 | F |
| 3 Allen Rd. | State St. (CH 36) to US 20 | 5.4 | 2.7 | 5.4 | 10,528 | 301 | 0.0 | 34.9 | 0.40 | B |
| 4 Perry Rd. | W. County Line Rd. (CH 1) to Main St. (CH 10) | 8.0 | 4.0 | 8.0 | 1,395 | 40 | 0.0 | 34.8 | 0.15 | A |
| 4 Harter Rd. | Main St. (CH 10) to Scott Rd. (CH 48) | 7.4 | 3.7 | 7.4 | 12,583 | 359 | 0.0 | 35.0 | 0.36 | B |
| 4 Harter Rd. | Scott Rd. (CH 48) to IL 47 | 2.3 | 1.1 | 2.3 | 5,045 | 144 | 0.0 | 35.0 | 0.42 | B |
| 5 Silver Glen R. | IL 47 to Burlington Rd. (CH 2) | 4.5 | 2.3 | 4.5 | 2,573 | 79 | 0.0 | 32.8 | 0.15 | A |
| 5 Silver Glen R. | Burlington Rd. (CH 2) to Corron Rd. (CH 80) | 3.0 | 1.5 | 3.0 | 2,243 | 75 | 0.0 | 30.0 | 0.15 | A |
| 5 Silver Glen R. | Corron Rd. (CH 80) to Randall Rd. (CH 34) | 6.7 | 3.4 | 6.7 | 16,237 | 548 | 6.4 | 29.6 | 1.12 | F |
| 5 Silver Glen R. | Randall Rd. (CH 34) to IL 31 | 1.8 | 0.9 | 1.8 | 13,174 | 474 | 34.5 | 27.8 | 0.39 | B |
| 6 Galligan Rd. | IL 72 to Huntly Rd. (CH 30) | 6.2 | 3.1 | 6.2 | 23,222 | 665 | 2.0 | 34.9 | 3.04 | F |
| 7 Damisch | US 20 to Highland Ave. ( CH 47) | 1.7 | 0.8 | 1.7 | 716 | 22 | 0.0 | 32.8 | 0.25 | A |
| 7 Damisch | Highland Ave. (CH 47) to Big Timber Rd. (CH 21 | 2.3 | 1.2 | 2.3 | 2,193 | 63 | 0.0 | 34.9 | 0.35 | B |
| 8 Fabyan Pkwy. | Main St. (CH 10) to Kaneville Rd. (CH 84) | 4.2 | 2.1 | 4.2 | 26,496 | 820 | 21.5 | 32.3 | 1.42 | F |
| 8 Fabyan Pkwy. | Kaneville Rd. (CH 84) to Randall Rd. (CH 34) | 3.2 | 1.6 | 3.2 | 15,908 | 470 | 0.0 | 33.9 | 1.95 | F |
| 8 Fabyan Pkwy. | Randall Rd. (CH 34) to IL 31 | 2.8 | 1.4 | 5.6 | 31,584 | 958 | 0.0 | 33.0 | 0.94 | E |
| 8 Fabyan Pkwy. | IL 31 to Kirk Rd. (CH 77) | 3.6 | 1.8 | 7.2 | 66,588 | 2,006 | 47.5 | 33.2 | 0.98 | E |
| 8 Fabyan Pkwy. | Kirk Rd. (CH 77) to County Line | 1.4 | 0.7 | 2.8 | 31,225 | 714 | 22.3 | 43.8 | 0.47 | B |
| 10 Main St. | W. County Line Rd. (CH 1) to Swan Rd. (CH 44) | 2.0 | 1.0 | 2.0 | 193 | 6 | 0.0 | 35.1 | 0.08 | A |
| 10 Main St. | Swan Rd. (CH 44) to Harter Rd. (CH 4) | 5.9 | 3.0 | 5.9 | 2,869 | 79 | 0.0 | 36.5 | 0.12 | A |
| 10 Main St. | Harter Rd. (CH 4) to IL 47 | 5.7 | 2.8 | 5.7 | 4,332 | 108 | 0.0 | 40.0 | 0.19 | A |
| 10 Main St. | IL 47 to Fabyan Pkwy (CH 8) | 6.9 | 3.4 | 6.9 | 19,260 | 492 | 2.5 | 39.1 | 0.88 | E |
| 10 Main St. | Fabyan Pkwy (CH 8) to Randall Rd (CH 34) | 6.3 | 3.2 | 6.3 | 23,159 | 583 | 3.7 | 39.7 | 1.44 | F |
| 11 Peplow Rd. | IL 64 to Ramm Rd. (CH 56) | 3.3 | 1.6 | 3.3 | 1,089 | 31 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 11 Peplow Rd. | Ramm Rd. (CH 56) to Ellithorpe Rd (CH 49) | 4.0 | 2.0 | 4.0 | 1,551 | 44 | 0.0 | 35.0 | 0.08 | A |
| 11 Peplow Rd. | Ellithorpe Rd. (CH 49) to McGough Rd. (CH 28) | 3.5 | 1.8 | 3.5 | 1,481 | 42 | 0.0 | 35.0 | 0.11 | A |
| 11 Peplow Rd. | McGough Rd. (Ch 28) to Burlington Rd. (CH 2) | 2.2 | 1.1 | 2.2 | 685 | 23 | 0.0 | 30.0 | 0.19 | A |
| 11 French Rd. | Burlington Rd. (CH 46) to IL 72 | 4.7 | 2.4 | 4.7 | 6,959 | 211 | 0.0 | 33.0 | 0.46 | B |
| 14 Meredith Rd. | Keslinger Rd. (CH 41) to IL 38 | 2.1 | 1.1 | 2.1 | 1,031 | 30 | 0.0 | 35.0 | 0.22 | A |
| 14 Meredith Rd. | IL 38 to Beith Rd. (CH 23) | 4.2 | 2.1 | 4.2 | 1,305 | 37 | 0.0 | 35.0 | 0.10 | A |
| 14 Meredith Rd. | Beith Rd. (CH 23) to I.C. Trail (CH 27) | 4.3 | 2.1 | 4.3 | 4,184 | 120 | 0.0 | 35.0 | 0.22 | A |
| 15 Healy Rd./Tanner Rd. | Bliss Rd. (CH 78) to Orchard Rd. (CH 83) | 6.2 | 3.1 | 6.2 | 11,313 | 325 | 0.9 | 34.8 | 0.82 | E |
| 15 Oak St. | Orchard Rd. (CH 83) to Randall Rd (CH 83) | 2.3 | 1.1 | 2.3 | 4,136 | 138 | 0.0 | 30.0 | 0.97 | E |
| 16 Bunker Rd. | Main St. (CH 10) to Hughes Rd. (CH 26) | 2.4 | 1.2 | 2.4 | 5,848 | 167 | 0.0 | 35.1 | 0.72 | D |
| 16 Bunker Rd. | Hughes Rd. (CH 26) to Keslinger (CH 41) | 2.7 | 1.4 | 2.7 | 4,993 | 143 | 0.0 | 35.0 | 1.14 | F |
| 17 Bowes Rd. | Muirhead Rd. (CH 32) to Corron Rd. (Ch 80) | 2.2 | 1.1 | 2.2 | 1,852 | 62 | 0.0 | 30.0 | 1.08 | F |
| 17 Bowes Rd. | Corron Rd. (CH 80) to Randall Rd. (CH 34) | 6.4 | 3.2 | 6.4 | 13,757 | 460 | 1.4 | 29.9 | 1.86 | F |
| 17 Bowes Rd. | Randall Rd. (CH 34) to McLean Rd. (CH 18) | 2.1 | 1.1 | 2.1 | 12,495 | 427 | 10.1 | 29.3 | 1.79 | F |
| 18 McLean Rd. | Hopps Rd./Spring St. to Bowes Rd. (CH 17) | 1.5 | 0.7 | 1.5 | 13,099 | 490 | 53.4 | 26.7 | 2.30 | F |
| 19 Durham | Army Trail Rd. (CH 20) to IL 25 | 4.2 | 2.1 | 4.2 | 58,999 | 2,211 | 423.4 | 26.7 | 0.76 | D |
| 20 Army Trail Rd. | Durham Rd. (CH 19) to County Line | 2.9 | 1.4 | 2.9 | 18,330 | 631 | 20.2 | 29.0 | 1.33 | F |
| 21 Big Timber Rd. | Harmony Rd. (CH 36) to US 20 | 5.9 | 3.0 | 5.9 | 3,859 | 110 | 0.0 | 35.0 | 0.19 | A |
| 21 Big Timber Rd. | US 20 to IL 47 | 5.6 | 2.8 | 5.6 | 25,083 | 748 | 32.2 | 33.5 | 2.90 | F |
| 21 Big Timber Rd. | IL 47 to IL 72 | 3.7 | 1.9 | 3.7 | 26,610 | 790 | 29.0 | 33.7 | 1.88 | F |
| 21 Big Timber Rd. | IL 72 to Tyrell Rd. (CH 59) | 6.2 | 3.1 | 6.2 | 37,075 | 1,087 | 25.3 | 34.1 | 1.75 | F |
| 21 Big Timber Rd. | Tyrell Rd. (CH 59) to Randall Rd. (CH 34) | 2.1 | 1.1 | 2.1 | 12,425 | 358 | 3.9 | 34.7 | 2.73 | F |
| 22 Plank Rd. | Burlington Rd. (CH 46) to IL 47 | 8.7 | 4.4 | 8.7 | 4,900 | 147 | 0.0 | 33.4 | 0.59 | C |
| 22 Plank Rd. | IL 47 to US 20 | 9.2 | 4.6 | 9.2 | 9,161 | 261 | 0.0 | 35.1 | 0.53 | C |
| 23 Thatcher Rd | County Line to Meredith Rd. (CH 14) | 7.0 | 3.5 | 7.0 | 4,608 | 132 | 0.0 | 35.0 | 0.08 | A |
| 23 Beith Rd. | Meredith Rd. (CH 14) to IL 47 | 6.1 | 3.1 | 6.1 | 3,187 | 91 | 0.0 | 35.0 | 0.06 | A |
| 24 Jericho Rd. | US 30 to Granart Rd. (CH 35) | 7.8 | 3.9 | 7.8 | 3,969 | 113 | 0.0 | 35.0 | 0.29 | B |
| 24 Jericho Rd. | Granart Rd. (CH 35) to US 30/IL 47 | 11.0 | 5.5 | 11.0 | 24,547 | 703 | 1.8 | 34.9 | 0.32 | B |
| 24 Jericho Rd. | US 30/IL 47 to Orchard Rd. (CH 83) | 7.5 | 3.7 | 7.5 | 32,775 | 942 | 4.6 | 34.8 | 0.33 | B |
| 26 Hughes Rd. | IL 47 to Bunker Rd. (CH 16) | 6.6 | 3.3 | 6.6 | 9,096 | 271 | 0.0 | 33.6 | 0.44 | B |
| 26 Hughes Rd. | Bunker Rd. (CH 16) to Fabyan Pkwy. (CH 8) | 3.3 | 1.7 | 3.3 | 2,665 | 76 | 0.0 | 35.0 | 0.42 | B |
| 27 Sauber Rd./Lees Rd. | IL 64 to IL 47 | 3.7 | 1.8 | 3.7 | 929 | 27 | 0.0 | 35.0 | 0.09 | A |
| 28 McGough Rd. | IL 64 to Ramm Rd. (CH 56) | 1.8 | 0.9 | 1.8 | 582 | 17 | 0.0 | 35.0 | 0.18 | A |
| 28 McGough Rd. | Ramm Rd. (CH 56) to Ellithorpe Rd (CH 49) | 4.2 | 2.1 | 4.2 | 2,453 | 70 | 0.0 | 35.0 | 0.05 | 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 | 2,804 | 81 | 0.0 | 34.6 | 0.06 | A |
| 29 Montgomery Rd. | IL 25 to Hill Ave. | 5.5 | 2.8 | 5.5 | 28,226 | 966 | 25.2 | 29.2 | 1.16 | F |
| 30 Huntley Rd. | County Line to Galligan Rd. (CH 6) | 1.7 | 0.9 | 1.7 | 12,290 | 363 | 11.8 | 33.9 | 1.43 | F |
| 30 Huntley Rd. | Galligan Rd. (CH 6) to Randall Rd. (CH 34) | 5.3 | 2.6 | 5.3 | 55,918 | 1,883 | 284.6 | 29.7 | 1.63 | F |
| 30 Huntley Rd. | Randall Rd. (CH 34) to Sleepy Hollow Rd. | 2.6 | 1.3 | 2.6 | 29,178 | 1,022 | 189.0 | 28.5 | 1.32 | F |
| 32 Plato Rd. | Burlington Rd. (CH 2) to IL 47 | 3.3 | 1.6 | 3.3 | 1,164 | 33 | 0.0 | 35.0 | 0.24 | A |
| 32 Plato Rd. | IL 47 to Rippburger Rd. (CH 33) | 3.5 | 1.7 | 3.5 | 5,427 | 159 | 0.0 | 34.2 | 0.30 | B |
| 32 Plato Rd. | Rippburger Rd. (CH 33) to Bowes Rd. (CH 17) | 1.9 | 0.9 | 1.9 | 1,253 | 42 | 0.0 | 30.0 | 0.47 | C |
| 33 Russell Rd. | Plato Rd. (Ch 32) to Plank Rd. (CH 22) | 7.2 | 3.6 | 7.2 | 17,123 | 506 | 0.0 | 33.9 | 0.40 | B |
| 34 Randall Rd. | Sullivan Rd. to Orchard Rd. (CH 83) | 4.2 | 2.1 | 7.0 | 75,578 | 2,085 | 189.3 | 36.3 | 0.68 | D |
| 34 Randall Rd. | Orchard Rd. (CH 83) to Main St. (CH 10) | 4.0 | 2.0 | 8.0 | 106,721 | 2,914 | 241.4 | 36.6 | 0.91 | E |
| 34 Randall Rd. | Main St. (CH 10) to Keslinger Rd. (CH 41) | 5.0 | 2.5 | 10.0 | 122,054 | 4,532 | 723.5 | 26.9 | 1.47 | F |
| 34 Randall Rd. | Keslinger Rd. (CH 41) to IL 64 | 4.1 | 2.0 | 8.2 | 100,959 | 3,942 | 783.1 | 25.6 | 1.55 | F |
| 34 Randall Rd. | IL 64 to Silver Glen Rd. (CH 5) | 7.9 | 3.9 | 15.7 | 204,779 | 6,628 | 601.3 | 30.9 | 1.33 | F |
| 34 Randall Rd. | Silver Glen Rd. (CH 5) to Bowes Rd. (CH 17) | 5.1 | 2.6 | 10.3 | 153,572 | 5,379 | 827.2 | 28.6 | 1.76 | F |
| 34 Randall Rd. | Bowes Rd. (CH 17) to US 20 | 3.1 | 1.5 | 6.2 | 99,045 | 3,805 | 825.9 | 26.0 | 2.83 | F |
| 34 Randall Rd. | US 20 to Big Timber Rd. (CH 21) | 5.0 | 2.5 | 10.1 | 148,478 | 4,978 | 745.2 | 29.8 | 2.09 | F |
| 34 Randall Rd. | Big Timber Rd. (CH 21) to I 90 | 2.5 | 1.3 | 5.0 | 60,113 | 1,853 | 137.4 | 32.4 | 1.22 | F |
| 34 Randall Rd. | I 90 to IL 72 | 2.8 | 1.4 | 5.7 | 71,583 | 2,211 | 169.5 | 32.4 | 1.01 | F |
| 34 Randall Rd. | IL 72 to Huntley Rd. (CH 30) | 3.0 | 1.5 | 6.0 | 67,886 | 2,104 | 114.5 | 32.3 | 1.18 | F |
| 34 Randall Rd. | Huntley Rd. (CH 30) to County Line | 4.0 | 2.0 | 8.0 | 73,962 | 2,227 | 52.7 | 33.2 | 0.92 | E |
| 35 Granart Rd. | Galena Rd. to Jericho Rd. (CH 24) | 4.7 | 2.3 | 4.7 | 18,713 | 537 | 2.0 | 34.9 | 0.41 | B |
| 35 Rhodes St. | Jericho Rd. (CH 24) to US 30 | 3.2 | 1.6 | 3.2 | 5,589 | 159 | 0.0 | 35.0 | 0.35 | B |
| 36 State St. | IL 72 to Allen Rd. (CH 45) | 2.6 | 1.3 | 2.6 | 1,286 | 51 | 0.0 | 25.0 | 0.66 | C |
| 36 Harmony Rd. | Allen Rd. (CH 45) to Big Timber Rd. (CH 21) | 4.0 | 2.0 | 4.0 | 2,734 | 78 | 0.0 | 35.1 | 0.21 | A |
| 36 Harmony Rd. | Big Timber Rd. (CH 21) to County Line | 2.4 | 1.2 | 2.4 | 1,835 | 52 | 0.0 | 35.0 | 0.15 | A |
| 37 Stearns Rd. | Durham Rd. (CH 19) to County Line | 2.9 | 1.5 | 2.9 | 30,315 | 930 | 37.3 | 32.6 | 0.61 | C |
| 38 Plank Rd. | County Line to Burlington Rd. (CH 46) | 5.7 | 2.9 | 5.7 | 2,589 | 74 | 0.0 | 34.9 | 0.43 | B |
| 40 Penny Rd. | IL 68 to County Line | 1.0 | 0.5 | 1.0 | 2,649 | 88 | 0.0 | 30.0 | 0.46 | B |
| 41 Keslinger Rd. | W. County Line Rd. (CH 1) to Meredith Rd. (CH | 6.7 | 3.4 | 6.7 | 710 | 18 | 0.0 | 39.9 | 0.19 | A |
| 41 Keslinger Rd. | Meredith Rd. (CH 14) to IL 47 | 6.6 | 3.3 | 6.6 | 5,592 | 140 | 0.0 | 39.9 | 0.54 | C |
| 41 Keslinger Rd. | IL 47 to LaFox Rd. (CH 81) | 6.5 | 3.3 | 6.5 | 11,356 | 298 | 0.0 | 38.2 | 0.91 | E |
| 41 Keslinger Rd. | LaFox Rd. (CH 81) to Kaneville Rd. (CH 84) | 5.1 | 2.6 | 5.1 | 13,104 | 328 | 0.0 | 39.9 | 1.12 | F |
| 41 Keslinger Rd. | Kaneville Rd. (CH 84) to Randall Rd. (CH 34) | 2.0 | 1.0 | 2.0 | 10,417 | 263 | 2.8 | 39.6 | 1.31 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 44 Davis Rd. | US 30 to Scott Rd. (CH 48) | 3.5 | 1.8 | 3.5 | 697 | 20 | 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 | 1,455 | 42 | 0.0 | 35.0 | 0.04 | A |
| 45 Allen Rd. | County Line to Walker Rd. (CH 46) | 1.9 | 1.0 | 1.9 | 56 | 2 | 0.0 | 34.9 | 0.11 | A |
| 45 Allen Rd. | Walker Rd. (CH 46) to State St. (CH 36) | 4.0 | 2.0 | 4.0 | 1,139 | 32 | 0.0 | 35.1 | 0.13 | A |
| 46 Burlington Rd./Walker | Plank Rd. (CH 38) to IL 72) | 5.7 | 2.9 | 5.7 | 3,390 | 106 | 0.0 | 31.9 | 0.27 | A |
| 46 Walker Rd. | IL 72 to Allen Rd. (CH 45) | 3.0 | 1.5 | 3.0 | 1,908 | 55 | 0.0 | 34.9 | 0.08 | A |
| 47 Highland Rd. | Damisch Rd. (CH 7) to Randall Rd. (CH 34) | 8.0 | 4.0 | 8.0 | 31,075 | 931 | 42.0 | 33.4 | 0.86 | E |
| 48 Scott Rd. | Davis Rd. (CH 44) to Dauberman Rd. (CH 62) | 2.7 | 1.4 | 2.7 | 1,114 | 32 | 0.0 | 35.0 | 0.05 | A |
| 48 Scott Rd. | Dauberman Rd. (CH 62) to Harter Rd. (CH 4) | 5.7 | 2.9 | 5.7 | 3,734 | 107 | 0.0 | 35.0 | 0.07 | A |
| 49 Ellithorpe | McGough Rd. (CH 28) to Peplow Rd. (CH 11) | 3.4 | 1.7 | 3.4 | 666 | 19 | 0.0 | 35.0 | 0.02 | A |
| 49 Ellithorpe | Peplow Rd. (CH 11) to Burlington Rd. (CH 2) | 6.0 | 3.0 | 6.0 | 2,341 | 67 | 0.0 | 35.0 | 0.04 | A |
| 51 Dittman Rd. | Burlington Rd. (CH 2) to Plato Rd. (CH 32) | 6.8 | 3.4 | 6.8 | 2,386 | 80 | 0.0 | 30.0 | 0.06 | A |
| 52 Manning Rd. | Big Timber Rd. (CH 21) to IL 47 | 1.3 | 0.6 | 1.3 | 2,605 | 75 | 0.0 | 34.9 | 0.38 | B |
| 56 Ramm Rd. | McGough Rd. (CH 28) to Peplow Rd. (CH 11) | 4.5 | 2.3 | 4.5 | 1,042 | 30 | 0.0 | 35.1 | 0.16 | A |
| 56 Ramm Rd. | Peplow Rd. (CH 11) to IL 47 | 7.1 | 3.5 | 7.1 | 2,721 | 78 | 0.0 | 35.0 | 0.15 | A |
| 59 Tyrrell Rd. | Big Timber Rd. (CH 21) to IL 72 | 4.3 | 2.1 | 4.3 | 18,306 | 530 | 7.9 | 34.6 | 2.10 | F |
| 61 West Bartlett Rd. | IL 25 to County Line | 2.2 | 1.1 | 2.2 | 18,585 | 697 | 77.8 | 26.7 | 0.87 | E |
| 62 Dauberman Rd. | US 30 to Scott Rd. (CH 48) | 4.0 | 2.0 | 4.0 | 2,833 | 81 | 0.0 | 35.0 | 0.12 | A |
| 62 Dauberman Rd. | Scott Rd. (CH 48) to Harter Rd. (CH 4) | 6.4 | 3.2 | 6.4 | 3,717 | 106 | 0.0 | 35.0 | 0.14 | A |
| 62 Dauberman Rd. | Harter Rd. (CH 4) to Keslinger Rd. (CH 41) | 5.6 | 2.8 | 5.6 | 1,630 | 47 | 0.0 | 35.0 | 0.19 | A |
| 69 Empire Rd. | IL 47 to Burlington Rd. (CH 2) | 6.7 | 3.4 | 6.7 | 3,995 | 133 | 0.0 | 30.0 | 0.17 | A |
| 71 Mooseheart Rd. | Randall Rd. (CH 34) to IL 31 | 2.0 | 1.0 | 2.0 | 15,199 | 545 | 38.1 | 27.9 | 0.72 | D |
| 77 Kirk Rd. | IL 56 to Fabyan Pkwy. (CH 8) | 7.7 | 3.8 | 15.4 | 172,206 | 5,567 | 348.0 | 30.9 | 1.03 | F |
| 77 Kirk Rd. | Fabyan Pkwy. (CH 8) to IL 38 | 2.4 | 1.2 | 4.8 | 47,296 | 1,495 | 55.9 | 31.6 | 1.11 | F |
| 77 Kirk Rd. | IL 38 to IL 64 | 4.9 | 2.4 | 9.8 | 80,342 | 2,371 | 77.0 | 33.9 | 1.01 | F |
| 77 Kirk Rd. | IL 64 to Army Trail Rd. (CH 20) | 4.3 | 2.2 | 4.3 | 54,655 | 1,893 | 235.3 | 28.9 | 1.22 | F |
| 78 Bliss Rd | IL 47 to Healy Rd. (CH 15) | 4.7 | 2.4 | 4.7 | 18,030 | 453 | 1.4 | 39.8 | 1.58 | F |
| 78 Bliss Rd | Healy Rd. (CH 15) to Main St. (CH 10) | 5.5 | 2.7 | 5.5 | 26,542 | 669 | 3.9 | 39.7 | 1.64 | F |
| 80 Corron Rd. | Burlington Rd. (CH 10) to Silver Glen Rd. (CH 5) | 2.6 | 1.3 | 2.6 | 2,875 | 96 | 0.0 | 30.0 | 0.60 | C |
| 80 Corron Rd. | Silver Glen Rd. (CH 5) to Bowes Rd. (CH 17) | 5.4 | 2.7 | 5.4 | 11,211 | 338 | 0.0 | 33.2 | 0.11 | A |
| 81 LaFox Rd. | Keslinger Rd. (CH 41) to IL 38 | 3.4 | 1.7 | 3.4 | 2,013 | 58 | 0.0 | 35.0 | 0.55 | C |
| 81 LaFox Rd. | IL 38 to IL 64 | 4.4 | 2.2 | 4.4 | 13,364 | 427 | 0.0 | 31.3 | 0.96 | E |
| 81 LaFox Rd. | IL 64 to Burlington Rd. (CH 2) | 2.1 | 1.0 | 2.1 | 1,630 | 54 | 0.0 | 30.0 | 0.38 | B |
| 83 Orchard Rd. | US 30 to Jericho Rd. (CH 24) | 0.9 | 0.5 | 1.8 | 6,901 | 202 | 0.0 | 34.2 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 83 Orchard Rd. | Jericho Rd. (CH 24) to I 88 | 9.2 | 4.6 | 18.4 | 102,650 | 3,043 | 14.3 | 33.7 | 0.72 | D |
| 83 Orchard Rd. | I 88 to Randall Rd. | 4.8 | 2.4 | 9.7 | 55,567 | 1,397 | 7.8 | 39.8 | 0.38 | B |
| 84 Kaneville Rd/Peck Rd. | Fabyan Pkwy. (CH 8) to Keslinger Rd. (CH 41) | 2.9 | 1.5 | 2.9 | 16,251 | 509 | 7.4 | 31.9 | 0.37 | B |
| 84 Peck Rd. | Keslinger Rd. (CH 41) to IL 38 | 2.7 | 1.4 | 2.7 | 12,867 | 403 | 3.8 | 31.9 | 4.65 | F |
| 101 Galena Rd. | Granart Rd. (CH 35) to Jones Rd. | 3.5 | 1.8 | 3.5 | 11,005 | 319 | 5.3 | 34.5 | 0.27 | A |
| 102 Lake Cook Rd. | IL 62 to County Line | 4.2 | 2.1 | 4.2 | 11,918 | 398 | 1.0 | 29.9 | 1.29 | F |
| 103 Haegers Bend Rd. | IL 25/IL 62 to County Line | 0.4 | 0.2 | 0.4 | 2,408 | 71 | 0.0 | 34.1 | 0.33 | B |
| 188 Interstate 88 | County Line to IL 47 | 29.4 | 14.7 | 58.9 | 521,987 | 8,100 | 14.8 | 64.4 | 0.51 | C |
| 188 Interstate 88 | IL 47 to IL 56 | 8.3 | 4.2 | 16.6 | 136,446 | 2,206 | 2.7 | 61.9 | 0.43 | B |
| 188 Interstate 88 | IL 56 to Orchard Rd. | 2.5 | 1.3 | 5.0 | 91,237 | 1,709 | 54.8 | 53.4 | 0.81 | E |
| 188 Interstate 88 | Orchard Rd. to IL 31 | 4.4 | 2.2 | 8.8 | 178,280 | 3,406 | 163.0 | 52.3 | 1.09 | F |
| 188 Interstate 88 | IL 31 to Farnsworth Ave. | 4.6 | 2.3 | 11.8 | 222,962 | 4,268 | 212.6 | 52.2 | 1.05 | F |
| 188 Interstate 88 | Farnsworth Ave. to County Line | 8.1 | 4.0 | 24.2 | 529,641 | 10,118 | 674.1 | 52.3 | 0.66 | D |
| 190 Interstate 90 | County Line to US 20 | 4.1 | 2.0 | 8.1 | 110,246 | 1,711 | 13.8 | 64.4 | 0.87 | E |
| 190 Interstate 90 | US 20 to IL 47 | 9.0 | 4.5 | 18.1 | 291,112 | 4,567 | 91.2 | 63.7 | 0.85 | E |
| 190 Interstate 90 | IL 47 to Randall Rd. | 10.4 | 5.2 | 20.7 | 601,731 | 11,685 | 1,984.5 | 51.5 | 1.38 | F |
| 190 Interstate 90 | Randall Rd. to IL 31 | 5.3 | 2.6 | 15.8 | 295,236 | 5,536 | 211.3 | 53.3 | 1.20 | F |
| 190 Interstate 90 | IL 31 to IL 25 | 3.5 | 1.8 | 10.6 | 250,274 | 4,918 | 441.5 | 50.9 | 1.33 | F |
| 190 Interstate 90 | IL 25 to County Line | 4.2 | 2.1 | 12.5 | 316,716 | 6,421 | 685.9 | 49.3 | 1.21 | F |
| 220 US 20 | County Line to Interstate 90 | 0.9 | 0.4 | 0.9 | 7,086 | 159 | 2.8 | 44.5 | 0.67 | D |
| 220 US 20 | Interstate 90 to Big Timber Rd. | 4.7 | 2.4 | 4.7 | 34,385 | 767 | 2.5 | 44.9 | 1.11 | F |
| 220 US 20 | Big Timber Rd to IL 47 | 6.3 | 3.1 | 6.3 | 49,588 | 1,116 | 14.5 | 44.5 | 1.22 | F |
| 220 US 20 | IL 47 to to IL 72 | 0.9 | 0.4 | 1.8 | 18,070 | 411 | 6.8 | 44.0 | 1.32 | F |
| 220 US 20 | IL 72 to Reinking Rd. | 5.5 | 2.8 | 5.5 | 28,538 | 694 | 0.0 | 41.1 | 2.06 | F |
| 220 US 20 | Reinking Rd. to Plank Rd. | 5.0 | 2.5 | 5.0 | 26,297 | 650 | 1.8 | 40.5 | 1.83 | F |
| 220 US 20 | Plank Rd. to Randall Rd. | 4.2 | 2.1 | 4.4 | 52,534 | 1,809 | 252.9 | 29.0 | 2.63 | F |
| 220 US 20 | Randall Rd. to McLean Blvd. | 2.8 | 1.4 | 5.6 | 61,915 | 1,182 | 7.1 | 52.4 | 1.33 | F |
| 220 US 20 | McLean Blvd. to IL 31 | 2.7 | 1.4 | 5.5 | 72,583 | 1,386 | 14.5 | 52.4 | 0.91 | E |
| 220 US 20 | IL 31 to IL 25 | 1.6 | 0.8 | 3.3 | 46,006 | 881 | 10.9 | 52.2 | 0.98 | E |
| 220 US 20 | IL 25 to County Line | 1.7 | 0.8 | 3.4 | 36,419 | 690 | 0.0 | 52.8 | 0.61 | C |
| 230 US 30 | County Line to Davis Rd. | 5.2 | 2.6 | 5.2 | 10,114 | 225 | 0.0 | 45.0 | 0.51 | C |
| 230 US 30 | Davis Rd. to Dauberman Rd. | 2.5 | 1.3 | 2.5 | 9,133 | 203 | 0.0 | 45.1 | 0.53 | C |
| 230 US 30 | Dauberman Rd. to IL 56 | 8.6 | 4.3 | 8.6 | 71,305 | 1,653 | 68.1 | 43.1 | 0.99 | E |
| 230 US 30 | IL 56 to Base Line Rd. | 5.6 | 2.8 | 6.9 | 42,563 | 1,256 | 12.4 | 33.9 | 1.30 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 230 US 30 | Base Line Rd. to Orchard Rd. | 7.1 | 3.6 | 7.1 | 45,140 | 1,006 | 2.2 | 44.9 | 0.88 | E |
| 230 US 30 | Orchard Rd. to IL 31 | 2.7 | 1.4 | 2.7 | 24,983 | 752 | 17.0 | 33.2 | 0.92 | E |
| 234 US 34 | County Line to County Line | 2.1 | 1.1 | 2.1 | 29,085 | 1,200 | 291.0 | 24.2 | 2.16 | F |
| 319 IL 19 | IL 25 to County Line | 1.2 | 0.6 | 2.4 | 16,890 | 517 | 4.6 | 32.7 | 0.69 | D |
| 325 IL 25 | County Line to Galena Blvd | 5.7 | 2.8 | 6.0 | 53,671 | 1,756 | 94.1 | 30.6 | 0.49 | C |
| 325 IL 25 | Galena Blvd to IL 56 | 7.5 | 3.8 | 9.6 | 83,033 | 2,686 | 198.0 | 30.9 | 0.73 | D |
| 325 IL 25 | IL 56 to Fabyan Pkwy. | 8.4 | 4.2 | 8.4 | 71,425 | 2,331 | 110.8 | 30.6 | 0.86 | E |
| 325 IL 25 | Fabyan Pkwy to IL 38 | 2.9 | 1.5 | 2.9 | 34,129 | 1,226 | 163.0 | 27.8 | 0.99 | E |
| 325 IL 25 | IL 38 to IL 64 | 4.0 | 2.0 | 4.0 | 47,930 | 1,758 | 274.7 | 27.3 | 2.02 | F |
| 325 IL 25 | Il 64 to Dunham Rd. | 10.8 | 5.4 | 10.8 | 133,446 | 4,319 | 363.4 | 30.9 | 0.68 | D |
| 325 IL 25 | Dunham Rd. to US 20 | 5.4 | 2.7 | 5.4 | 89,325 | 4,118 | 1,370.0 | 21.7 | 0.94 | E |
| 325 IL 25 | US 20 to IL 58 | 3.9 | 1.9 | 3.9 | 54,605 | 1,938 | 282.6 | 28.2 | 0.88 | E |
| 325 IL 25 | IL 58 to Interstate 90 | 3.0 | 1.5 | 4.8 | 60,012 | 2,189 | 330.4 | 27.4 | 1.22 | F |
| 325 IL 25 | Interstate 90 to IL 72 | 4.1 | 2.1 | 8.3 | 79,415 | 2,404 | 124.3 | 33.0 | 0.86 | E |
| 325 IL 25 | IL 72 to IL 68 | 1.5 | 0.8 | 3.0 | 42,184 | 1,147 | 92.5 | 36.8 | 0.91 | E |
| 325 IL 25 | IL 68 to IL 62 | 6.5 | 3.2 | 12.9 | 148,863 | 4,297 | 328.3 | 34.6 | 0.48 | C |
| 331 IL 31 | County line to Galena Blvd. | 5.5 | 2.8 | 10.4 | 43,589 | 1,377 | 8.5 | 31.7 | 0.57 | C |
| 331 IL 31 | Galena Blvd. to Interstate 88 | 5.3 | 2.7 | 10.6 | 90,516 | 2,781 | 124.7 | 32.5 | 0.74 | D |
| 331 IL 31 | Interstate 88 to Fabyan Pkwy. | 9.8 | 4.9 | 19.3 | 148,153 | 4,820 | 259.8 | 30.7 | 0.98 | E |
| 331 IL 31 | Fabyan Pkwy. to IL 38 | 3.5 | 1.7 | 5.8 | 29,923 | 942 | 7.7 | 31.8 | 1.04 | F |
| 331 IL 31 | IL 38 to IL 64 | 3.7 | 1.9 | 3.7 | 33,448 | 1,148 | 77.4 | 29.1 | 0.79 | D |
| 331 IL 31 | IL 64 to Silver Glen Rd. | 7.9 | 3.9 | 13.2 | 119,031 | 3,833 | 192.2 | 31.1 | 0.45 | B |
| 331 IL 31 | Silver Glen Rd. to US 20 | 9.3 | 4.7 | 9.3 | 129,392 | 4,428 | 614.1 | 29.2 | 0.80 | E |
| 331 IL 31 | US 20 to Kimball St. | 2.7 | 1.4 | 2.7 | 35,234 | 1,477 | 388.6 | 23.9 | 1.11 | F |
| 331 IL 31 | Kimball St. to Interstate 90 | 3.7 | 1.9 | 7.4 | 95,259 | 3,633 | 748.2 | 26.2 | 1.26 | F |
| 331 IL 31 | Interstate 90 to IL 72 | 4.7 | 2.3 | 9.3 | 107,287 | 3,299 | 236.0 | 32.5 | 0.94 | E |
| 331 IL 31 | IL 72 to County Line | 8.5 | 4.3 | 10.0 | 121,448 | 3,708 | 257.4 | 32.8 | 1.41 | F |
| 338 IL 38 | Countly Line Rd. to Meredith Rd. | 6.8 | 3.4 | 6.8 | 25,295 | 562 | 0.0 | 45.0 | 0.50 | C |
| 338 IL 38 | Meredith Rd. to IL 47 | 6.8 | 3.4 | 6.8 | 29,316 | 652 | 0.0 | 45.0 | 0.57 | C |
| 338 IL 38 | IL 47 to La Fox Rd. | 6.5 | 3.3 | 6.5 | 46,403 | 1,099 | 12.7 | 42.2 | 0.98 | E |
| 338 IL 38 | La Fox Rd. to Peck Rd. | 5.2 | 2.6 | 5.2 | 50,377 | 1,143 | 23.1 | 44.1 | 0.99 | E |
| 338 IL 38 | Peck Rd. to Randall Rd. | 1.9 | 1.0 | 1.9 | 29,479 | 734 | 80.3 | 40.2 | 1.14 | F |
| 338 IL 38 | Randall Rd. to IL 31 | 4.3 | 2.1 | 8.5 | 67,248 | 2,275 | 113.7 | 29.6 | 1.49 | F |
| 338 IL 38 | IL 31 to Kirk Rd. | 2.9 | 1.5 | 5.8 | 63,489 | 2,321 | 298.3 | 27.4 | 1.41 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 338 IL 38 | Kirk Rd. to County Line | 2.5 | 1.3 | 5.0 | 40,241 | 1,261 | 37.2 | 31.9 | 0.98 | E |
| 347 IL 47 | US 30 to Bliss Rd. | 2.1 | 1.1 | 4.2 | 20,197 | 590 | 7.2 | 34.2 | 1.57 | F |
| 347 IL 47 | Bliss Rd. to Harter Rd. | 2.7 | 1.4 | 5.4 | 25,655 | 570 | 0.0 | 45.0 | 1.41 | F |
| 347 IL 47 | Harter Rd. to Interstate 88 | 3.8 | 1.9 | 6.1 | 31,345 | 704 | 9.3 | 44.5 | 0.91 | E |
| 347 IL 47 | Interstate 88 to Main St. | 3.3 | 1.6 | 3.3 | 31,477 | 805 | 16.4 | 39.1 | 1.03 | F |
| 347 IL 47 | Main St. to Keslinger Rd. | 5.8 | 2.9 | 5.8 | 48,931 | 1,467 | 26.0 | 33.3 | 1.11 | F |
| 347 IL 47 | Keslinger Rd. to IL 38 | 3.0 | 1.5 | 3.0 | 29,732 | 1,008 | 75.6 | 29.5 | 1.49 | F |
| 347 IL 47 | IL 38 to Beith Rd. | 3.2 | 1.6 | 3.2 | 34,047 | 779 | 21.5 | 43.7 | 1.00 | F |
| 347 IL 47 | Beith Rd. to IL 64 | 2.0 | 1.0 | 2.0 | 23,876 | 627 | 44.2 | 38.1 | 0.76 | D |
| 347 IL 47 | IL 64 to Burlington Rd. | 7.0 | 3.5 | 7.0 | 93,109 | 2,328 | 177.2 | 40.0 | 0.90 | E |
| 347 IL 47 | Burlington Rd. to Plato Rd. | 4.7 | 2.4 | 4.7 | 82,723 | 2,220 | 381.6 | 37.3 | 1.11 | F |
| 347 IL 47 | Plato Rd. to Plank Rd. | 4.9 | 2.5 | 4.9 | 81,903 | 2,137 | 314.9 | 38.3 | 1.15 | F |
| 347 IL 47 | Plank Rd. to US 20 | 3.9 | 2.0 | 3.9 | 63,294 | 1,615 | 206.2 | 39.2 | 1.02 | F |
| 347 IL 47 | US 20 to Interstate 90 | 5.4 | 2.7 | 5.4 | 65,926 | 1,574 | 106.4 | 41.9 | 1.22 | F |
| 347 IL 47 | Interstate 90 to County Line | 4.6 | 2.3 | 9.1 | 103,273 | 2,403 | 107.9 | 43.0 | 0.88 | E |
| 356 IL 56 | US 30 to Galena Blvd. | 3.4 | 1.7 | 6.9 | 80,024 | 1,243 | 10.1 | 64.4 | 0.39 | B |
| 356 IL 56 | Galena Blvd. to Interstate 88 | 4.3 | 2.1 | 8.6 | 86,090 | 1,331 | 6.7 | 64.7 | 0.34 | B |
| 356 IL 56 | IL 31 to IL 25 | 0.6 | 0.3 | 0.6 | 6,156 | 186 | 6.9 | 33.0 | 1.45 | F |
| 356 IL 56 | IL 25 to Kirk Rd. | 4.3 | 2.2 | 4.3 | 28,449 | 848 | 9.7 | 33.5 | 1.33 | F |
| 356 IL 56 | Kirk Rd. to County Line | 1.9 | 0.9 | 1.9 | 16,777 | 506 | 12.7 | 33.2 | 1.32 | F |
| 358 IL 58 | IL 25 to County Line | 1.1 | 0.5 | 2.1 | 12,321 | 376 | 3.9 | 32.8 | 0.80 | E |
| 362 IL 62 | County Line to IL 25 | 0.8 | 0.4 | 1.6 | 16,627 | 516 | 38.1 | 32.2 | 1.14 | F |
| 362 IL 62 | IL 25 to County Line | 4.6 | 2.3 | 4.6 | 51,049 | 1,775 | 190.9 | 28.8 | 1.19 | F |
| 364 IL 64 | Countly Line Rd. to Peplow Rd. | 6.0 | 3.0 | 6.0 | 10,913 | 243 | 0.0 | 44.9 | 0.32 | B |
| 364 IL 64 | Peplow Rd. to IL 47 | 7.4 | 3.7 | 7.4 | 18,179 | 404 | 0.0 | 45.0 | 0.34 | B |
| 364 IL 64 | IL 47 to La Fox Rd. | 8.2 | 4.1 | 8.2 | 24,408 | 698 | 0.0 | 35.0 | 0.73 | D |
| 364 IL 64 | La Fox Rd. to Randall Rd. | 7.5 | 3.7 | 7.5 | 63,898 | 1,971 | 123.4 | 32.4 | 1.63 | F |
| 364 IL 64 | Randall Rd. to IL 31 | 2.5 | 1.3 | 5.1 | 27,975 | 912 | 12.3 | 30.7 | 1.50 | F |
| 364 IL 64 | IL 31 to Kirk Rd. | 4.3 | 2.2 | 8.6 | 101,806 | 3,519 | 453.8 | 28.9 | 0.75 | D |
| 364 IL 64 | Kirk Rd. to County Line | 3.9 | 2.0 | 7.8 | 93,611 | 3,010 | 335.9 | 31.1 | 0.73 | D |
| 368 IL 68 | IL 72 to IL 25 | 1.6 | 0.8 | 1.6 | 16,192 | 507 | 21.1 | 31.9 | 1.13 | F |
| 368 IL 68 | IL 25 to County Line | 4.7 | 2.3 | 4.7 | 40,713 | 1,230 | 34.6 | 33.1 | 0.85 | E |
| 372 IL 72 | County Line to Walker Rd. | 3.4 | 1.7 | 3.4 | 5,839 | 130 | 0.0 | 45.0 | 0.33 | B |
| 372 IL 72 | Walker Rd. to State St. | 4.0 | 2.0 | 4.0 | 13,120 | 292 | 0.0 | 45.0 | 0.40 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 372 IL 72 | State St. to US 20 | 7.8 | 3.9 | 7.8 | 42,233 | 939 | 0.0 | 45.0 | 0.75 | D |
| 372 IL 72 | US 20 to Big Timber Rd. | 5.9 | 3.0 | 5.9 | 45,990 | 1,028 | 8.1 | 44.7 | 0.71 | D |
| 372 IL 72 | Big Timber Rd. to Tyrrell Rd. | 4.4 | 2.2 | 4.4 | 63,327 | 1,553 | 147.2 | 40.8 | 1.33 | F |
| 372 IL 72 | Tyrrell Rd. to Randall Rd. | 2.5 | 1.3 | 2.5 | 37,505 | 930 | 95.1 | 40.3 | 2.09 | F |
| 372 IL 72 | Randall Rd. to IL 31 | 5.0 | 2.5 | 5.0 | 59,054 | 1,852 | 117.0 | 31.9 | 2.76 | F |
| 372 IL 72 | IL 31 to IL 68 | 1.6 | 0.8 | 3.2 | 40,441 | 1,921 | 522.8 | 21.1 | 1.55 | F |
| 372 IL 72 | IL 68 to IL 25 | 1.5 | 0.8 | 1.5 | 20,057 | 647 | 56.4 | 31.0 | 1.92 | F |
| 372 IL 72 | IL 25 to County Line | 4.0 | 2.0 | 7.7 | 96,654 | 2,793 | 252.8 | 34.6 | 0.90 | E |

# 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 | 115.5 | 57.7 | 159 | 1,995,407 | 53,209 | 5,277 | 37.50 | 1.29 | F |
| Greater Elgin | 95.5 | 47.8 | 160 | 2,321,053 | 65,280 | 8,534 | 35.56 | 1.34 | F |
| Tri-Cities | 192.9 | 96.5 | 272 | 2,411,169 | 77,388 | 6,280 | 31.16 | 1.09 | F |
| Aurora Area | 96.4 | 48.2 | 159 | 1,785,578 | 42,941 | 2,315 | 41.58 | 0.83 | E |
| Campton Hills | 83.8 | 41.9 | 84 | 355,760 | 10,151 | 793 | 35.05 | 0.99 | E |
| Northwest | 172.5 | 86.3 | 186 | 871,465 | 17,859 | 432 | 48.80 | 0.96 | E |
| West Central | 207.6 | 103.8 | 245 | 1,104,403 | 21,956 | 381 | 50.30 | 0.62 | C |
| Southwest | 143.2 | 71.6 | 159 | 521,669 | 11,763 | 126 | 44.35 | 0.71 | D |