

# Summary of the Kane County 2040 Recommended Roadway Plan



The **2040 Transportation Plan** is the long-term vision for Kane County that guides transportation development through the year 2040. Mandated by Illinois State Statute, a long-range transportation plan is imperative for the safety of Kane County residents and visitors, and an essential planning and implementation tool to support viable economic development. The plan is based on projections of growth and travel demand and seeks solutions on how to accommodate an additional 290,000 new residents and 144,000 new jobs by the year 2040. It consists of 3 elements that were updated concurrently; the 2040 Recommended Roadway Plan, the Bicycle and Pedestrian Plan and the Long Range Transit Plan.



The **2040 Recommended Roadway Plan** includes a list of highway improvements identified from transportation modeling efforts and focuses on expanding the County highway system with improvements to the Tollways, Strategic Regional Arterials (SRAs), other arterials, new bridge and road corridors, and new roadway alignments. Many of the projects were previously identified through planning efforts and by multiple sources. The resulting roadway improvement list incorporates the recommendations from CMAP's GOTO 2040 Plan, Kane County's Impact Fee Comprehensive Road Improvement Plan (CRIP) and previous recommendations from the 2030 Transportation Plan.

The initial set of improvements in the 2040 Recommended Roadway Plan includes the **committed projects** that consist of:

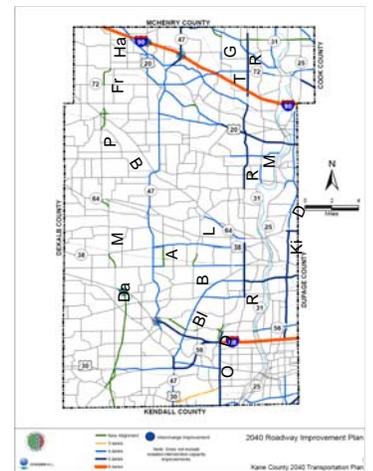
- Anderson Road extension and grade separation project
- Widening of Orchard Road (now complete)
- Full interchange improvement at IL 47 and I-90 (under construction)
- Elements of the Stearns Road Bridge Corridor project

These projects are underway and/or programmed in the County's 5-year Transportation Improvement Plan. Although the Impact Fee CRIP is vastly underfunded, many of the projects are intersection improvements, and are also considered to be near term needs.

## 2040 Roadway Capital Improvement Priorities:

- Improvements that address public safety
- Capacity enhancements on Randall Road and Orchard Road
- Anderson Road Overpass
- Longmeadow Parkway Bridge Corridor
- IL 47/I-90 Interchange
- Various Intersection Improvements

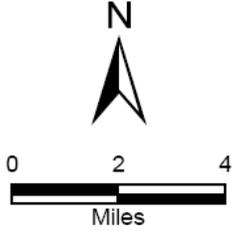
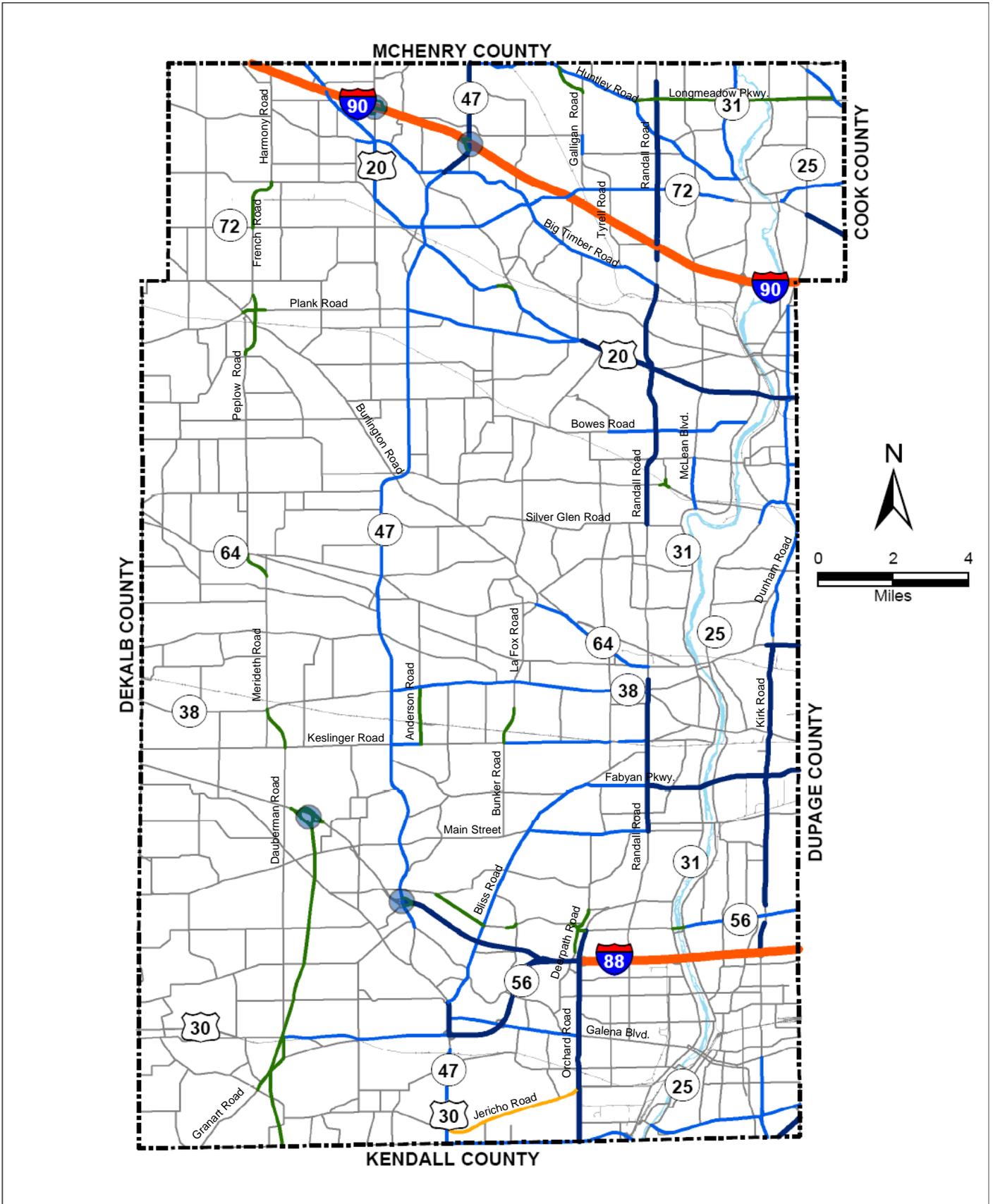
Additional improvements on the local system are not specifically identified on the Recommended Roadway Improvement Map but are included in the full plan document and strongly supported by the County.



## Additional Improvement Strategies

Aside from the *arterial-based* roadway improvements identified in the 2040 Recommended Roadway Plan, the County is a strong proponent of these additional strategies:

- Connectivity - Collector Roadway Network
- Access Management
- Complete Streets
- Traffic Calming
- Transportation System Management



- New Alignment
  - 3-lanes
  - 4-lanes
  - 6-lanes
  - 8-lanes
  - Interchange Improvement
- Note: Does not include isolated intersection capacity improvements.

2040 Roadway Improvement Plan

Kane County 2040 Transportation Plan



# 2040 Recommended Roadway Plan

## Project Descriptions

### PRIMARY COUNTY ROADWAY IMPROVEMENTS:

**Orchard Road** - Includes widening to 6-lanes from U.S. 30 to Oak Street.

**Randall Road** - Includes capacity improvements from Orchard Road to McHenry County to accommodate 6-lanes.

**Anderson Road** - Includes extending Anderson Road from IL 38 to Keslinger Road with a grade separation at the Union Pacific Railroad. This extension will also serve the Elburn Metra Station.

**Bunker Road** - Includes extending Bunker Road to align with LaFox Road to provide a continuous north/south connection.

**Longmeadow Parkway Bridge Corridor** - Includes a new regional bridge corridor over the Fox River in the northern portion of the County from Huntley Road to IL 62.

**Galligan Road Realignment** - Includes realigning Galligan Road to the west and extending the road north past Huntley Road to intersect with Lakewood Road in McHenry County.

**Huntley Road / Kreutzer Road Corridor** - Includes widening Huntley Road to 4-lanes from Kreutzer Road to IL 31.

**Fabyan Parkway** - This project consists of widening to 4-lanes from Main Street to west of Randall Road (includes realigning Bliss Road with Fabyan Parkway at Main Street) and widening to 6-lanes from Randall Road to East County Line (includes an intersection improvement and bridge rehabilitation).

**Western Kane County North-South Corridor** - Five realignments in the western third of the county are planned. Together, these five alignments provide for a continuous north / south corridor and improve connectivity. The five alignments are:

- Granart Road with Dauberman Road
- Dauberman Road with Meredith Road
- Meredith Road with Peplow Road
- Peplow Road with French Road (Burlington Bypass)
- French Road with Harmony Road

The Granart / Dauberman Road alignment would assist in relieving the traffic congestion and improve safety at Dugan Road and U.S. 30. The Burlington Bypass and the French / Harmony alignment would both have a grade separation with the Chicago Central & Pacific Railroad and the Soo Line Railroad, respectively.

### PRIMARY STATE / U.S. SYSTEM IMPROVEMENTS:

**IL 25** - Includes widening to 4-lanes from Congdon Avenue to Dunham Road.

**IL 31** - Consists of widening to 4-lanes from Huntley Road to the north county line.

**IL 72** - Includes widening to 4-lanes from IL 47 to Locust Drive and widening to 6-lanes from IL 25 to East County Line.

**IL 64** - Includes widening to 4-lanes from Burlington Road to Randall Road and to 6-lanes west of Kirk Road to east county line.

**U.S. 20** - Includes widening to 4-lanes from north county line to Coombs Road and widen to 6-lanes through Elgin from Coombs Road to Randall Road. The interchange at U.S. 20 and Randall Road would be reconfigured to accommodate the increase in traffic volume.

**U.S. 30** - Includes widening to 4-lanes from Dauberman to IL 47 and IL 47 to IL 31.

**IL 47** - Includes widening from the south county line to the north county line.

### PRIMARY EXPRESSWAY / TOLLWAY IMPROVEMENTS:

**Prairie Parkway** - At the time of the 2040 Transportation Plan adoption, the Prairie Parkway was a proposed new transportation corridor connecting I-80 and I-88. The record of decision has since been rescinded and development of the proposed corridor is currently on hold.

**I-90** - Includes widening to 8-lanes from the west county line to the east county line.

**I-88** - Includes widening to 8-lanes from Orchard Road to the east county line and to 6-lanes from IL 47 through the merge with IL 56 to Orchard Road.

**IL 47 Tollway Interchanges** - Includes completing full tollway interchanges at IL 47 with I-90 and I-88 to accommodate both eastbound and westbound traffic.

**IL 56** - Includes widening to 6-lanes from IL 47 to I-88.

# Kane County 2040 Transportation Plan - Objectives and Strategies

## Safety Objective

Provide a multi-modal transportation system that is safe for all users.

## Personal Mobility Objective

Develop a balanced multi-modal transportation system that adds to the available travel options, increases personal mobility and offers alternatives to the Single Occupancy Vehicle (SOV).

## Cooperative Planning Objective

Coordinate local and regional transportation planning to provide a transportation system that accommodates both existing and future travel demands and supports County and regional land use plans and policies.

## Quality of the Environment Objective

Maintain and improve the quality of the environment while providing transportation services and facilities.

## System Efficiency Objective

Reduce the growth in congestion and vehicle miles traveled, while preserving the County's transportation system and its carrying efficiency.

*Find more information at [www.co.kane.il.us/dot](http://www.co.kane.il.us/dot)*

