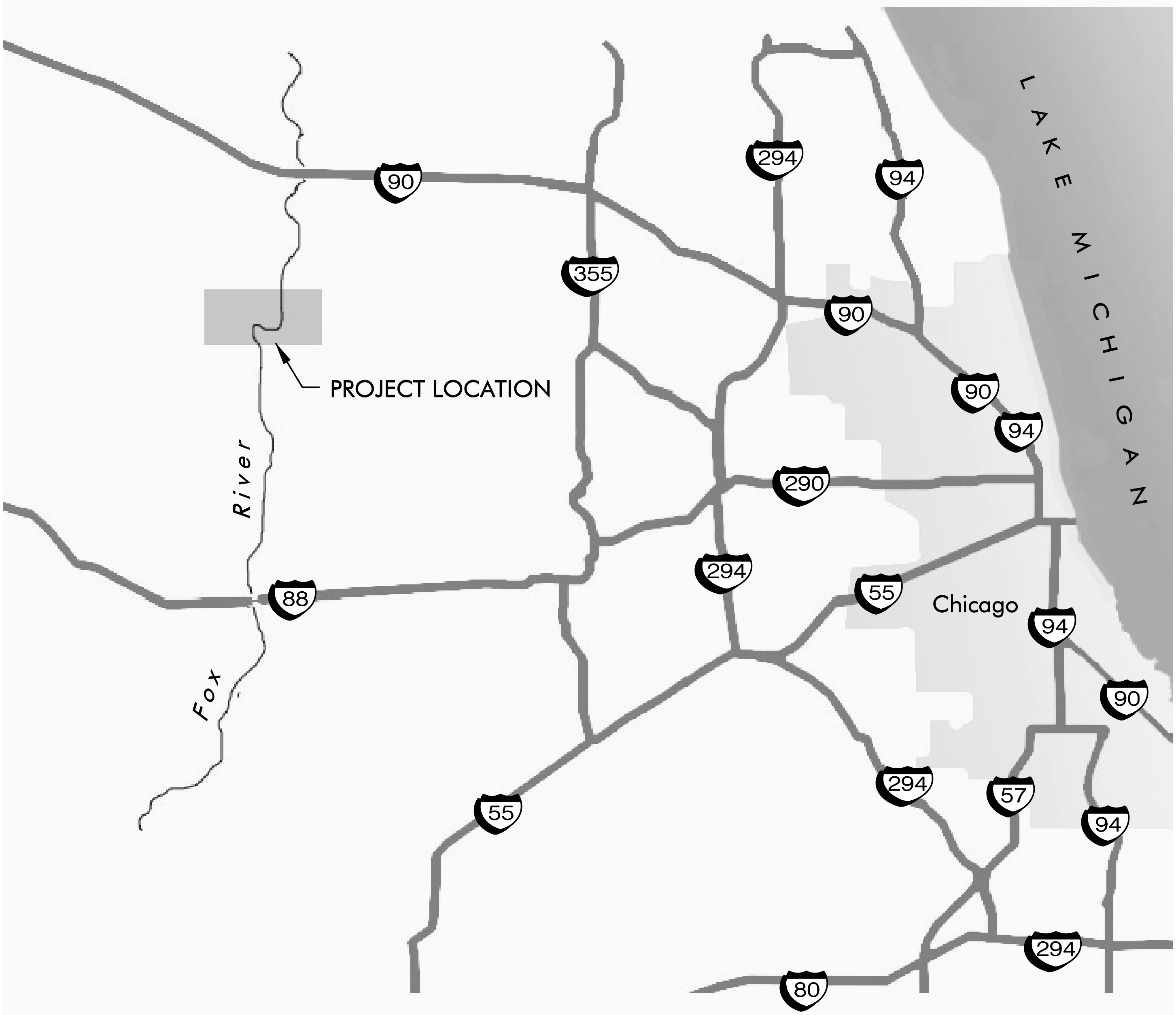
EXHIBITS

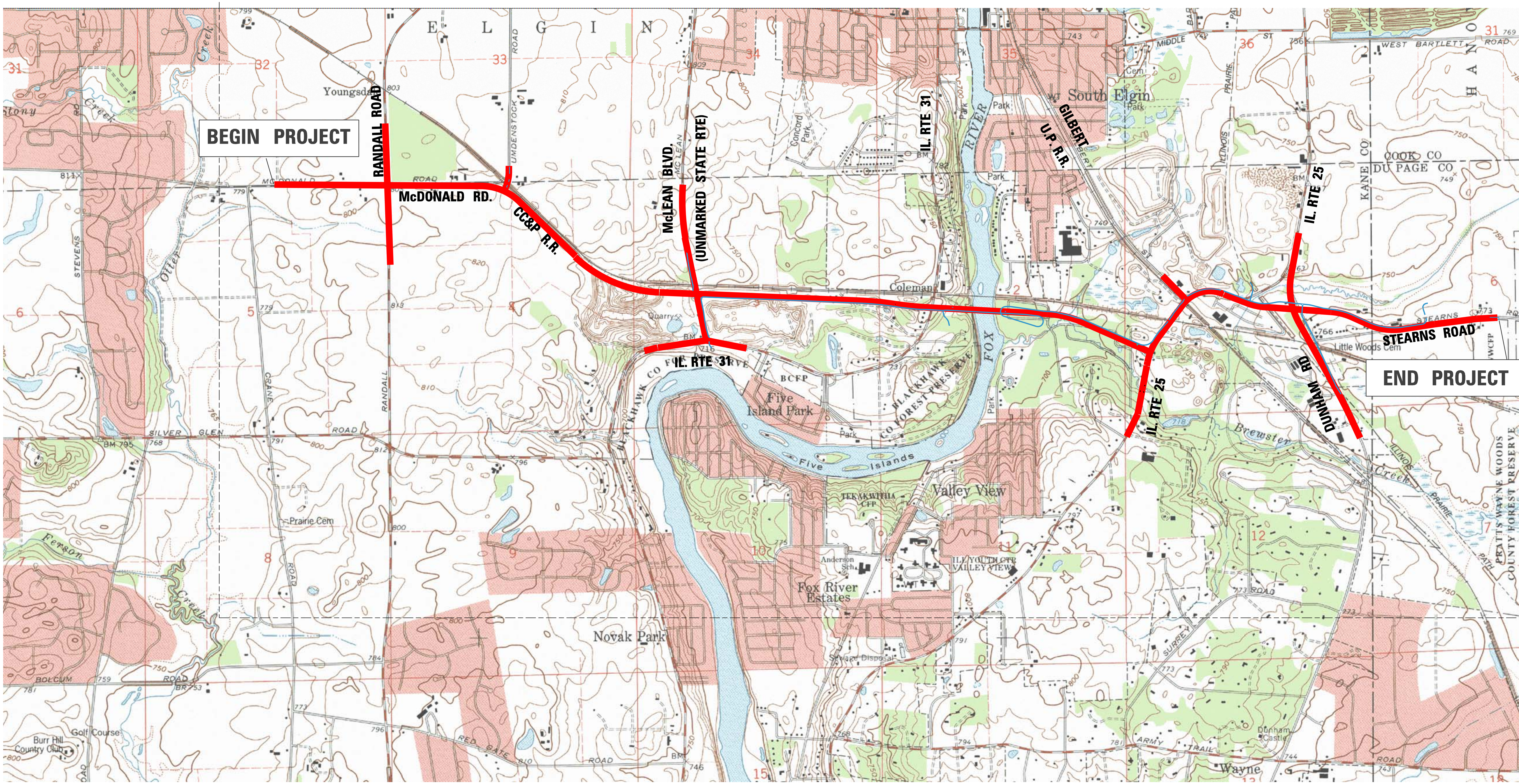


CC&P/ STEARNS ROAD CORRIDOR

Area Map

Exhibit 1

Area Map.dgn



m:...ExhibitsDesignReport\ProjectLocationMap.dgn

LEGEND

PROPOSED ROADWAY IMPROVEMENT

PROPOSED MULTI-USE PATH

SOURCES:

BASE MAP – USGS QUADS, GENEVA QUADRANGLE

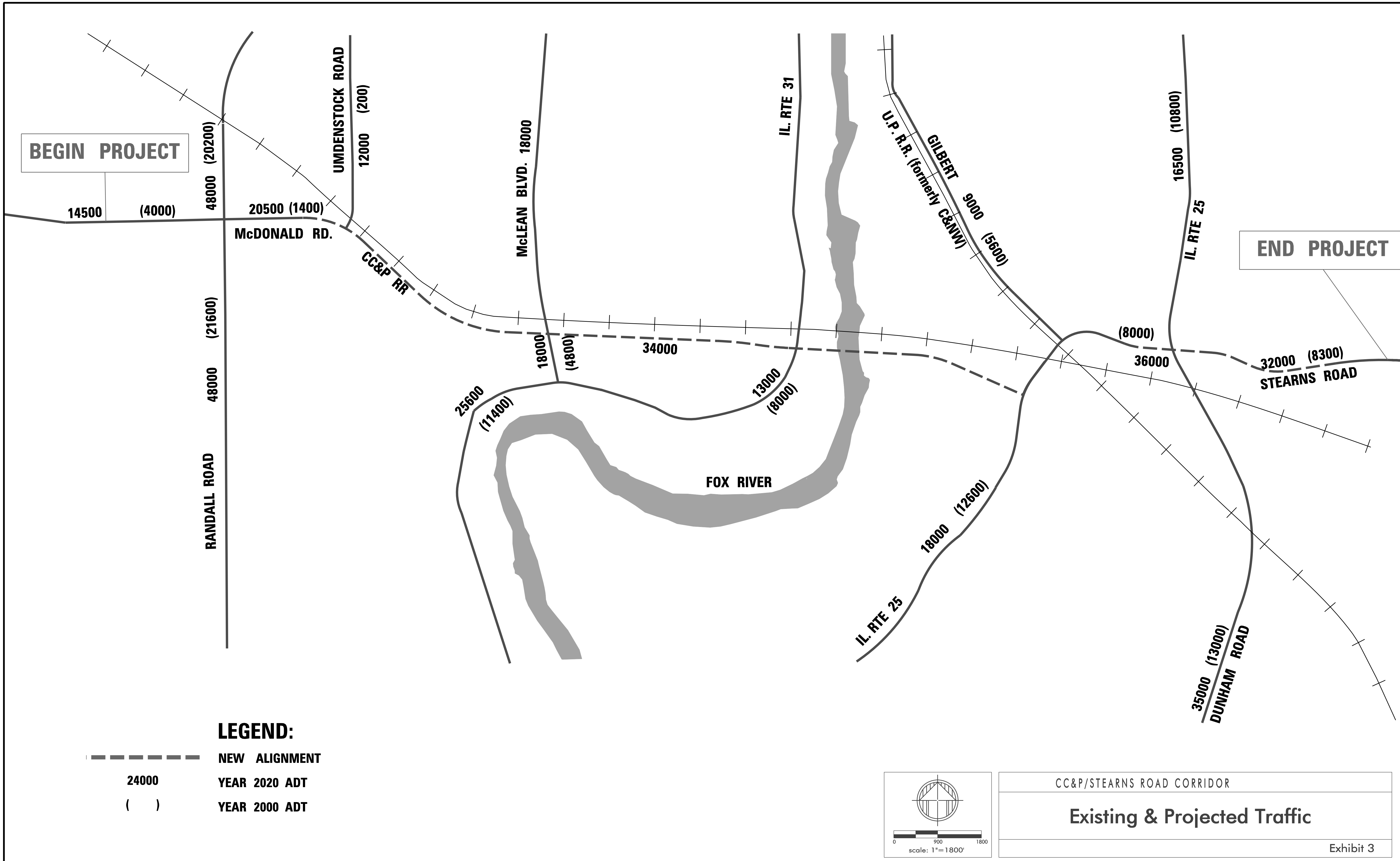
0 1000' 2000'
scale: 1"=2000'

CC&P / STEARNS ROAD CORRIDOR

Project Location Map

Exhibit 2

ProjectLocationMap.dgn


BEGIN PROJECT
END PROJECT
14500
(4000)
48000 (20200)
20500 (1400)
McDONALD RD.
UMDENSTOCK ROAD
12000 (200)
CC&P RR
McLEAN BLVD. 18000
IL. RTE 31
U.P. R.R. (formerly C&NW)
GILBERT
9000 (5600)
16500 (10800)
IL. RTE 25
(21600)
48000
RANDALL ROAD
18000 (4800)
34000
25600 (11400)
13000 (8000)
FOX RIVER
(8000)
36000
32000 (8300)
STEARNS ROAD
18000 (12600)
IL. RTE 25
35000 (13000)
DUNHAM ROAD
LEGEND:
NEW ALIGNMENT
24000
YEAR 2020 ADT
( )
YEAR 2000 ADT
0 900 1800
scale: 1"=1800'
CC&P/STEARNS ROAD CORRIDOR
Existing & Projected Traffic
Exhibit 3

traffic .dgn

CC&P/ STEARNS ROAD CORRIDOR

Existing Conditions Aerial

Exhibit 4

ExConditionsAerial.dgn

EXHIBIT 5
ACCIDENT ANALYSIS

ACCIDENT ANALYSIS

INTERSECTION LOCATION: Randall Road And McDonald Road

ACCIDENT TYPE	YEAR 2001			YEAR 2002			YEAR 2003			YEAR 2004			YEAR 2005			TOTAL		
	NO.	INJ.	FAT.	NO.	INJ.	FAT.	NO.	INJ.	FAT.	NO.	INJ.	FAT.	NO.	INJ.	FAT.	NO.	INJ.	FAT.
HEAD ON																		
TURNING							1	1								1	1	
ANGLE	1															1	0	
REAR END	3												1			4	0	
SIDESWIPE-SAME DIR.																		
SIDESWIPE-OPP. DIR.																		
FIXED OBJECT																		
PEDESTRIAN																		
CYCLIST																		
OTHER	1															1	0	
TOTAL	5	0	0	0	0	0	1	1	0	0	0	0	1	0	0	7	1	0

Critical Accident Rate For Signalized Intersection: 1.3 ACC/MEV

Accident Summary: Yrs. 2001 to 2002 Entering Vehicle 22500

			Entering Volumes
Accident Rate:	2001	0.61 ACC/MEV	
	2002	0.00 ACC/MEV	
	2003	0.07 ACC/MEV	39710
	2004	0.00 ACC/MEV	36100
	2005	0.07 ACC/MEV	41515

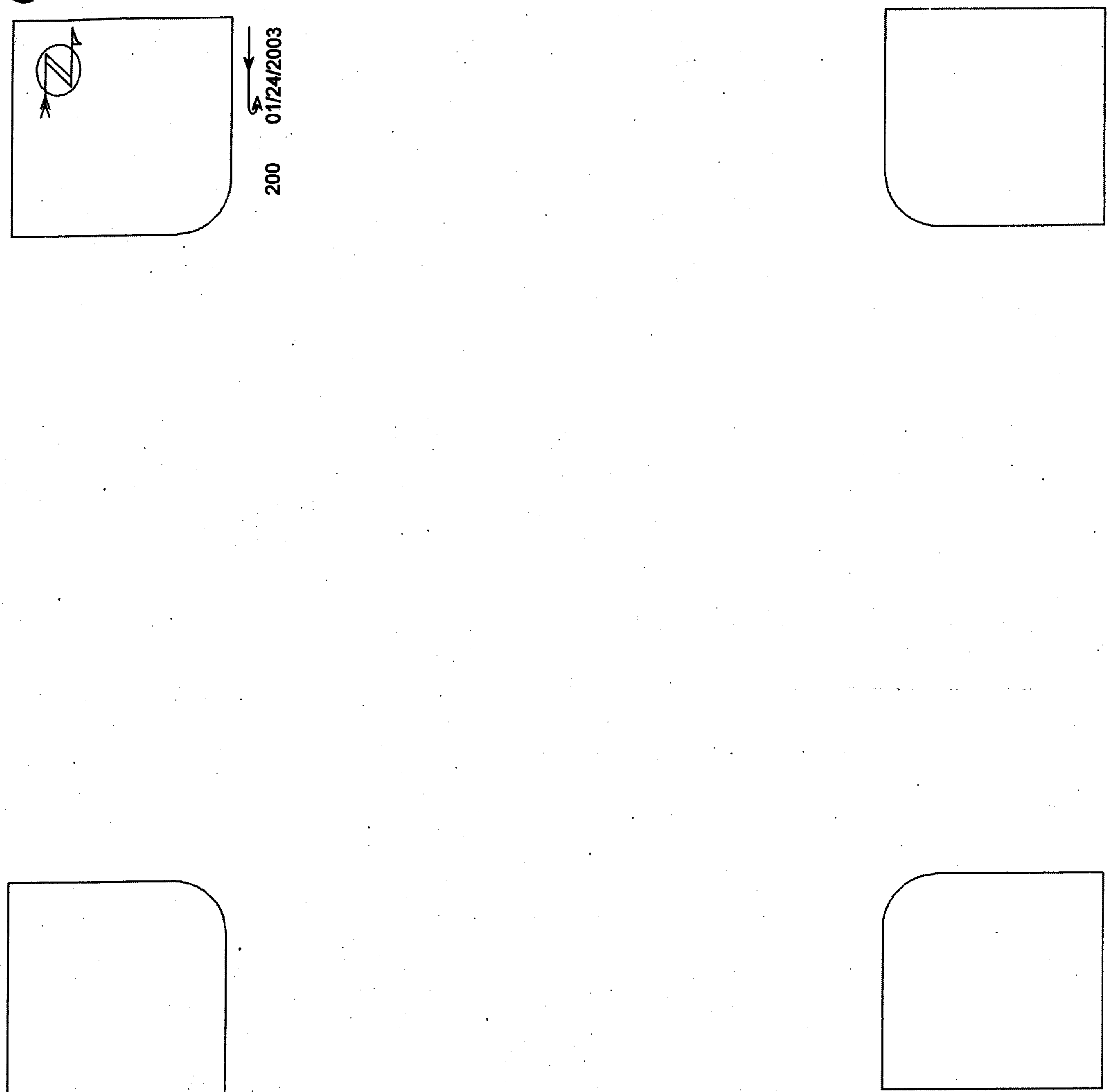
Average Accident Rate: 0.15 ACC/MEV

LEGEND

NO.-NUMBER OF ACCIDENTS
INJ.-INJURIES
FAT.-FATALITIES
ACC.-ACCIDENTS
MEV.-MILLION ENTERING VEHICLES

Mcdonald Rd & Randall Rd

1 Accidents (rate:0.09) 01/01/03 - 12/31/03



(clear filter), (0) accidents with insufficient data for display

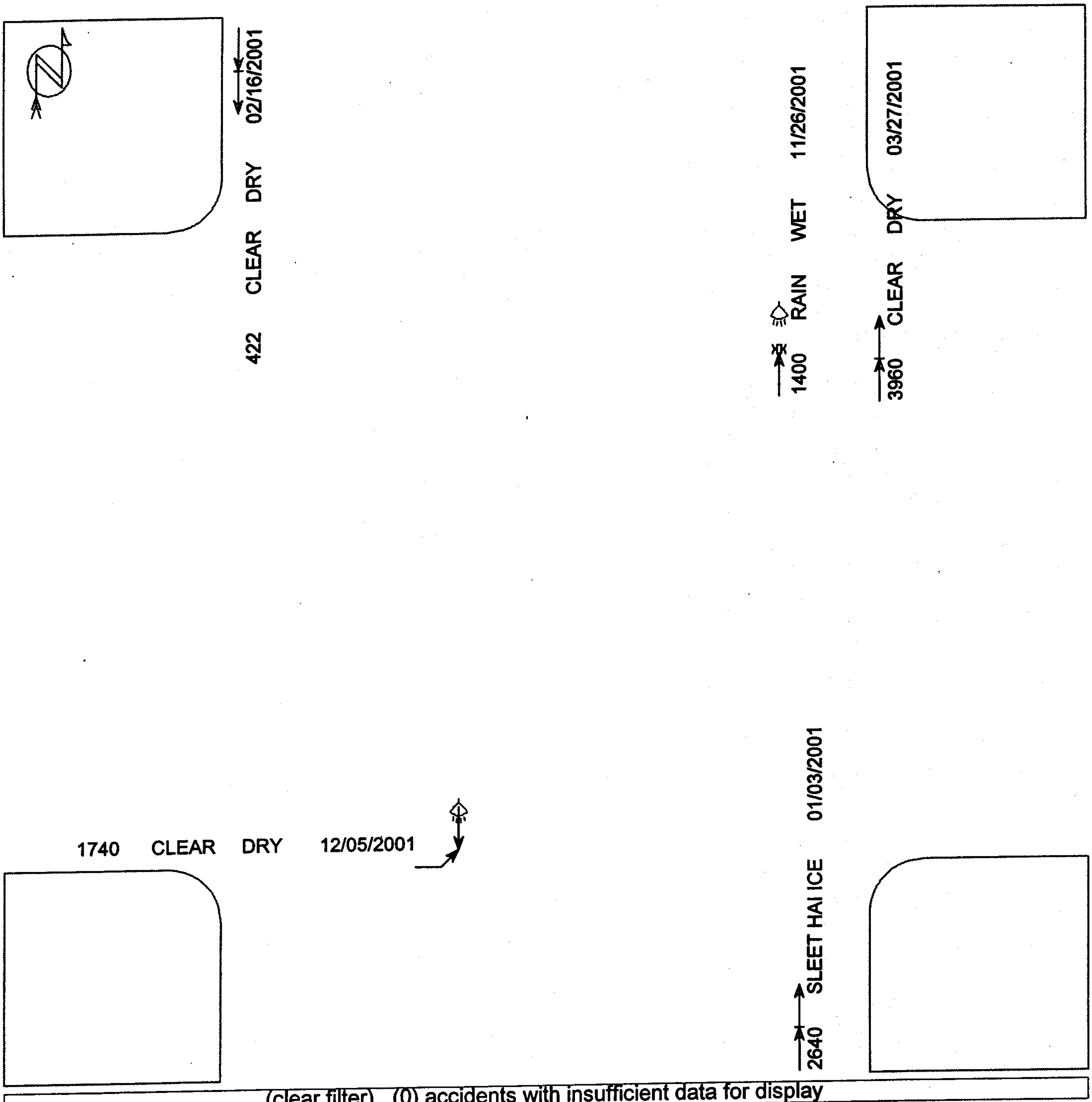
- Straight
- Stopped
- Unknown
- Backing
- Overtaking
- Sideswipe
- Parked
- Erratic
- Out of control
- Right turn
- Left turn
- U-turn
- Pedestrian
- Bicycle
- Injury
- Fatality
- Nighttime
- DUI

Fixed objects:

- General
- Signal
- Tree
- Pole
- Curb
- Animal
- 3rd vehicle
- Extra data

Mcdonald Rd & Randall Rd

5 Accidents (rate:0.47) 01/01/01 - 12/31/01



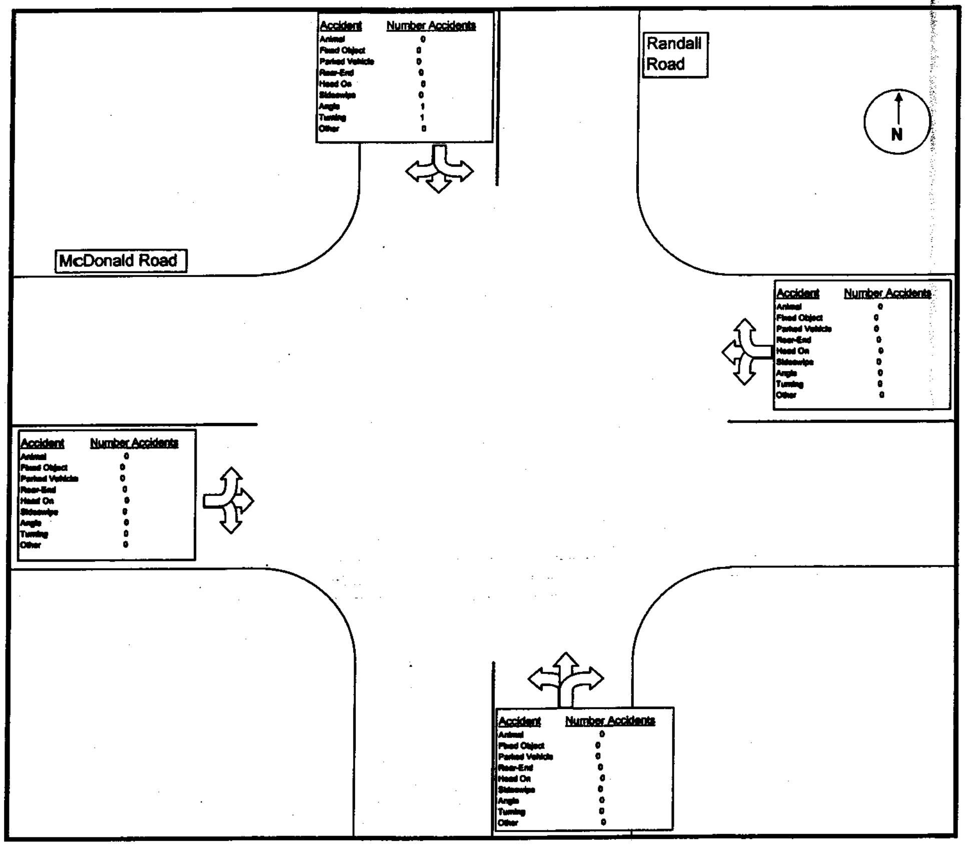
(clear filter), (0) accidents with insufficient data for display

Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe

Parked
Erratic
Out of control
Right turn
Left turn
U-turn

Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI

Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data



Randall Road/McDonald Road

Accident Type	2003			2004			2005			Total	%
	#_acc.	#_inj.	#_fat.	#_acc.	#_inj.	#_fat.	#_acc.	#_inj.	#_fat.		
Animal	0	0	0	0	0	0	0	0	0	0	0.00%
Fixed Object	0	0	0	0	0	0	0	0	0	0	0.00%
Parked Motor Vehicle	0	0	0	0	0	0	0	0	0	0	0.00%
Rear-End	0	0	0	0	0	0	1	0	0	1	50.00%
Head-On	0	0	0	0	0	0	0	0	0	0	0.00%
Sideswipe	0	0	0	0	0	0	0	0	0	0	0.00%
Angle	0	0	0	0	0	0	0	0	0	0	0.00%
Turning	1	1	0	0	0	0	0	0	0	1	50.00%
Other	0	0	0	0	0	0	0	0	0	0	0.00%
Total	1			0			1			2	
Injuries		1			0			0		1	
Fatalities			0			0			0	0	

Crash Rates (MEV)									
2003			2004			2005			Ave.
Volume	#_acc.		Volume	#_acc.		Volume	#_acc.		
39,710	1		36,100	0		41,515	1		
0.07			0.00			0.07			0.04

	Total	%
# Accidents with Injuries	1	50.00%
# Accidents with Fatalities	0	0.00%
# Accidents on Wet/Icy Pavement	1	50.00%
# Accidents on Non day-light	0	0.00%

Rear-End Direction Breakdown												
	2003				2004				2005			
Road Traveling on	North	South	East	West	North	South	East	West	North	South	East	West
Randall Road	0	0	0	0	0	0	0	0	0	1	0	0
McDonald Road	0	0	0	0	0	0	0	0	0	0	0	0

Turning Direction Breakdown												
	2003				2004				2005			
Road Traveling on	North	South	East	West	North	South	East	West	North	South	East	West
Randall Road	0	1	0	0	0	0	0	0	0	0	0	0
McDonald Road	0	0	0	0	0	0	0	0	0	0	0	0

ACCIDENT ANALYSIS

INTERSECTION LOCATION: Illinois Route 31 and McLean Blvd.

ACCIDENT TYPE	YEAR 2001			YEAR 2002			YEAR 2003			TOTAL		
	NO.	INJ.	FAT.	NO.	INJ.	FAT.	NO.	INJ.	FAT.	NO.	INJ.	FAT.
HEAD ON												
TURNING							2	2		2	2	
ANGLE												
REAR END							2			2		
SIDESWIPE-SAME DIR.												
SIDESWIPE-OPP. DIR.												
FIXED OBJECT												
PEDESTRIAN												
CYCLIST												
OTHER										0		
TOTAL	0	0	0	0	0	0	4	2	0	4	2	0

Critical Accident Rate For Non-Signalized Intersection: 0.9 ACC/MEV

Accident Summary: 2001 to 2003

Entering Vehicles: 12500

Accident Rate:

	2001	0.00 ACC/MEV
	2002	0.00
	2003	0.97

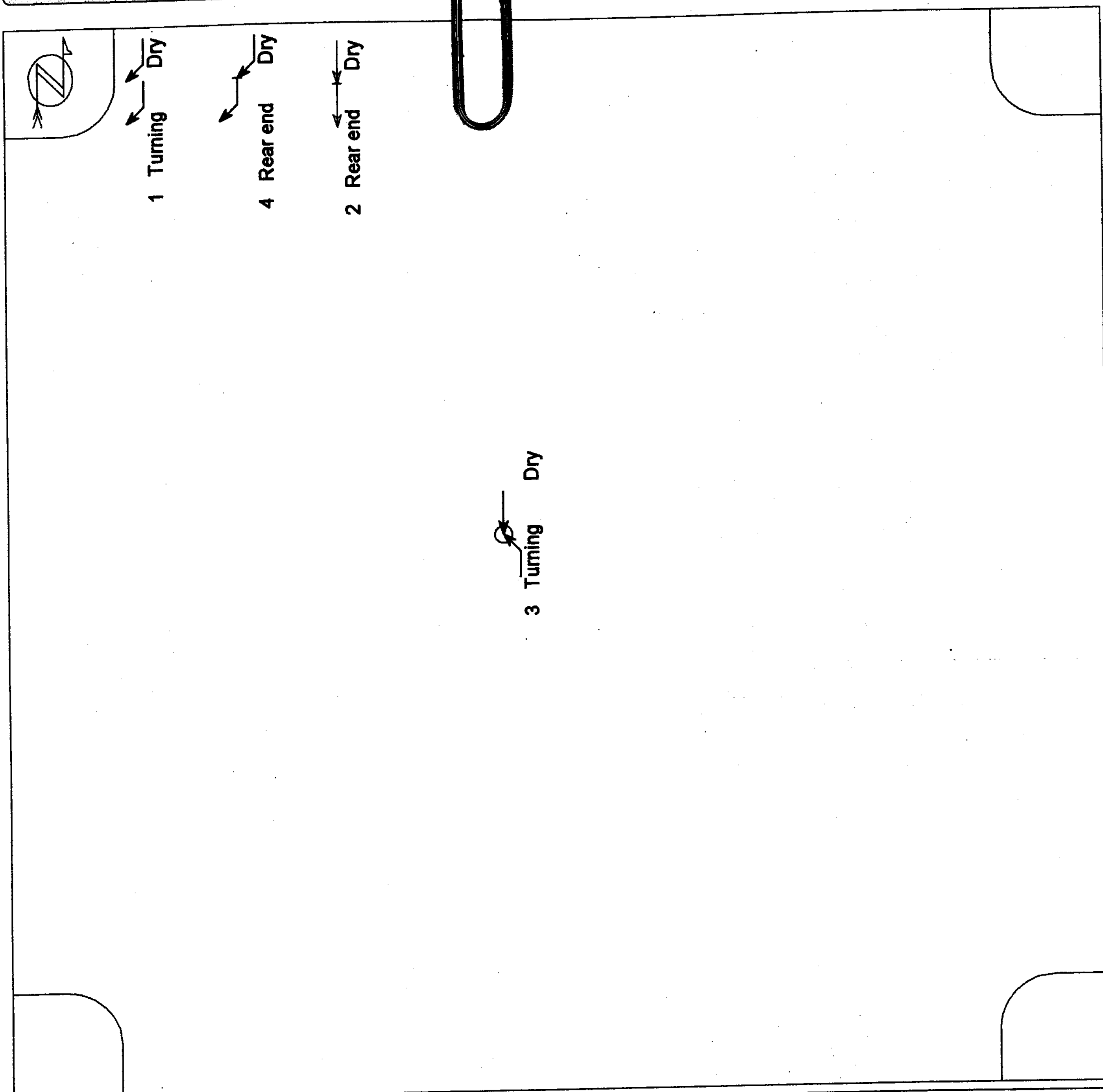
Average Accident Rate: 0.32 ACC/MEV

LEGEND

NO.-NUMBER OF ACCIDENTS
INJ.-INJURIES
FAT.-FATALITIES
ACC.-ACCIDENTS
MVM.-MILLION VEHICLE MILES

ILL 31 @ McLEAN BLVD
4 Accidents

All Data
2003



(clear filter), (0) accidents with insufficient data for display

Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe

Parked
Erratic
Out of control
Right turn
Left turn
U-turn

Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI

Fixed objects:
General
Signal
Tree
Pole
Curb
Animal

3rd vehicle
Extra data

ACCIDENT ANALYSIS
INTERSECTION LOCATION: Gilbert Street and Illinois Route 25

ACCIDENT TYPE	YEAR 2001			YEAR 2002			YEAR 2003			TOTAL		
	NO.	INJ.	FAT.	NO.	INJ.	FAT.	NO.	INJ.	FAT.	NO.	INJ.	FAT.
HEAD ON							1	1		1	1	
TURNING				3			4	3		7	3	
ANGLE							1			1	0	
REAR END	2			1			1	1		4	1	
SIDESWIPE-SAME DIR.												
SIDESWIPE-OPP. DIR.												
FIXED OBJECT	2			4	1		1	1		7	2	
PEDESTRIAN												
CYCLIST												
OTHER	1			2	1					3	1	
TOTAL	5	0	0	10	2	0	8	6	0	23	8	0

Critical Accident Rate For Non-Signalized Intersection: 0.9 ACC/MEV

Accident Summary: 2001 TO 2003

Entering Vehicles: 13000

Accident Rate:
2001 1.17 ACC/MEV
2002 2.34 ACC/MEV
2003 1.87 ACC/MEV

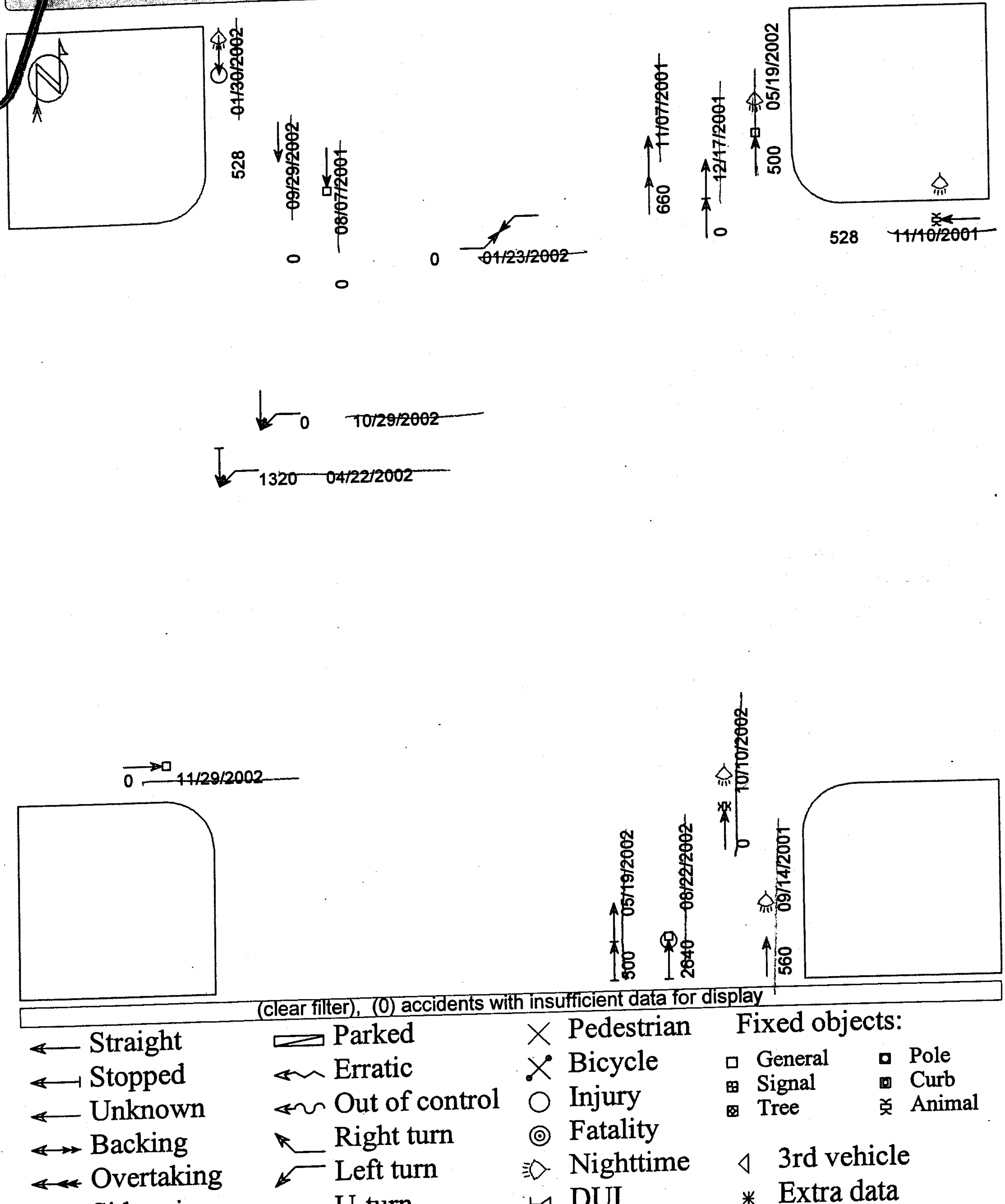
Average Accident Rate: 1.80 ACC/MEV

LEGEND

NO.-NUMBER OF ACCIDENTS
INJ.-INJURIES
FAT.-FATALITIES
ACC.-ACCIDENTS
MVM.-MILLION VEHICLE MILES

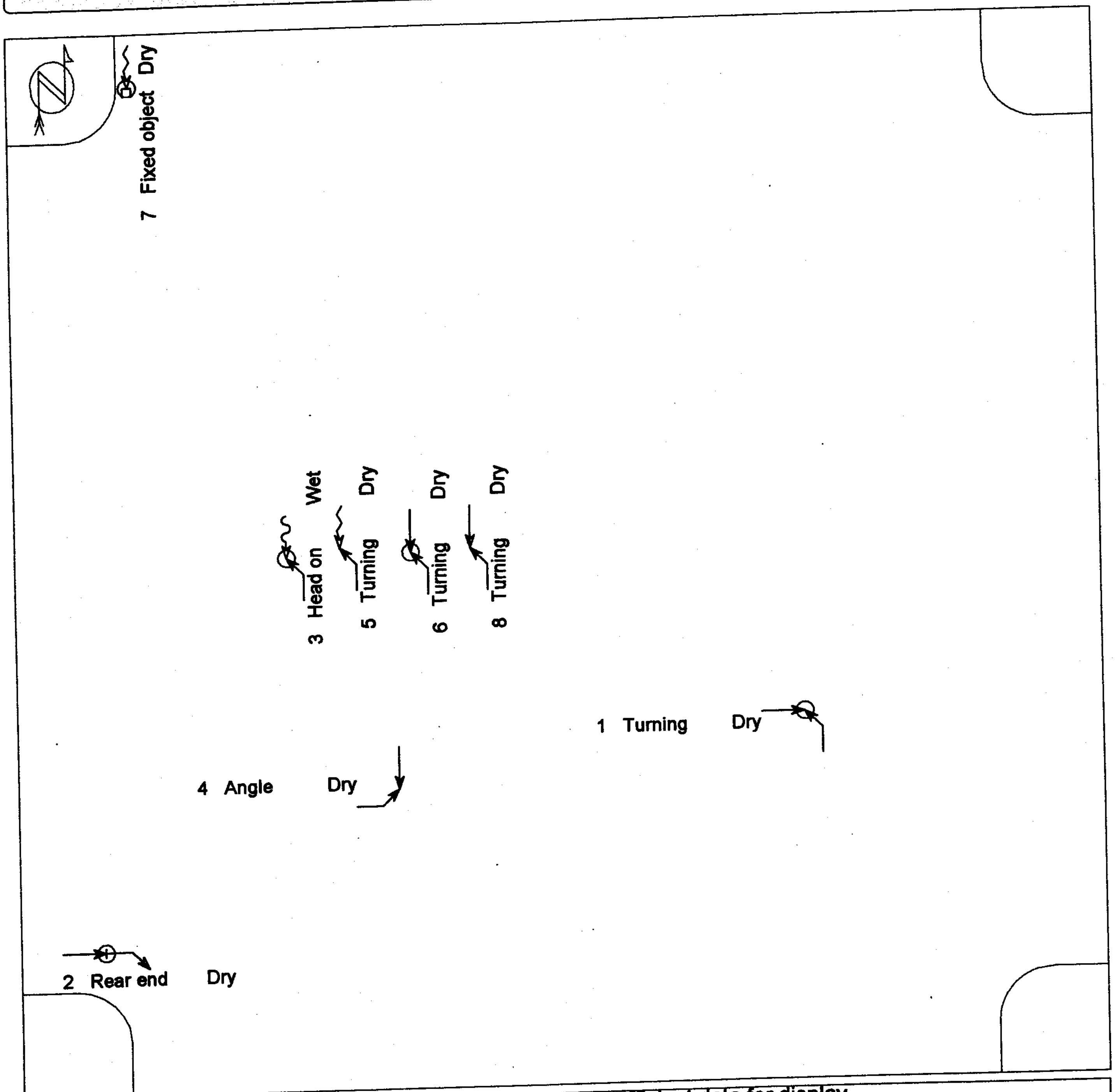
Illinois Route 25 - & S Gilbert St

15 Accidents (rate:1.23) 01/01/00 - 12/31/02



ILL 25 @ GILBERTS ST.
8 Accidents

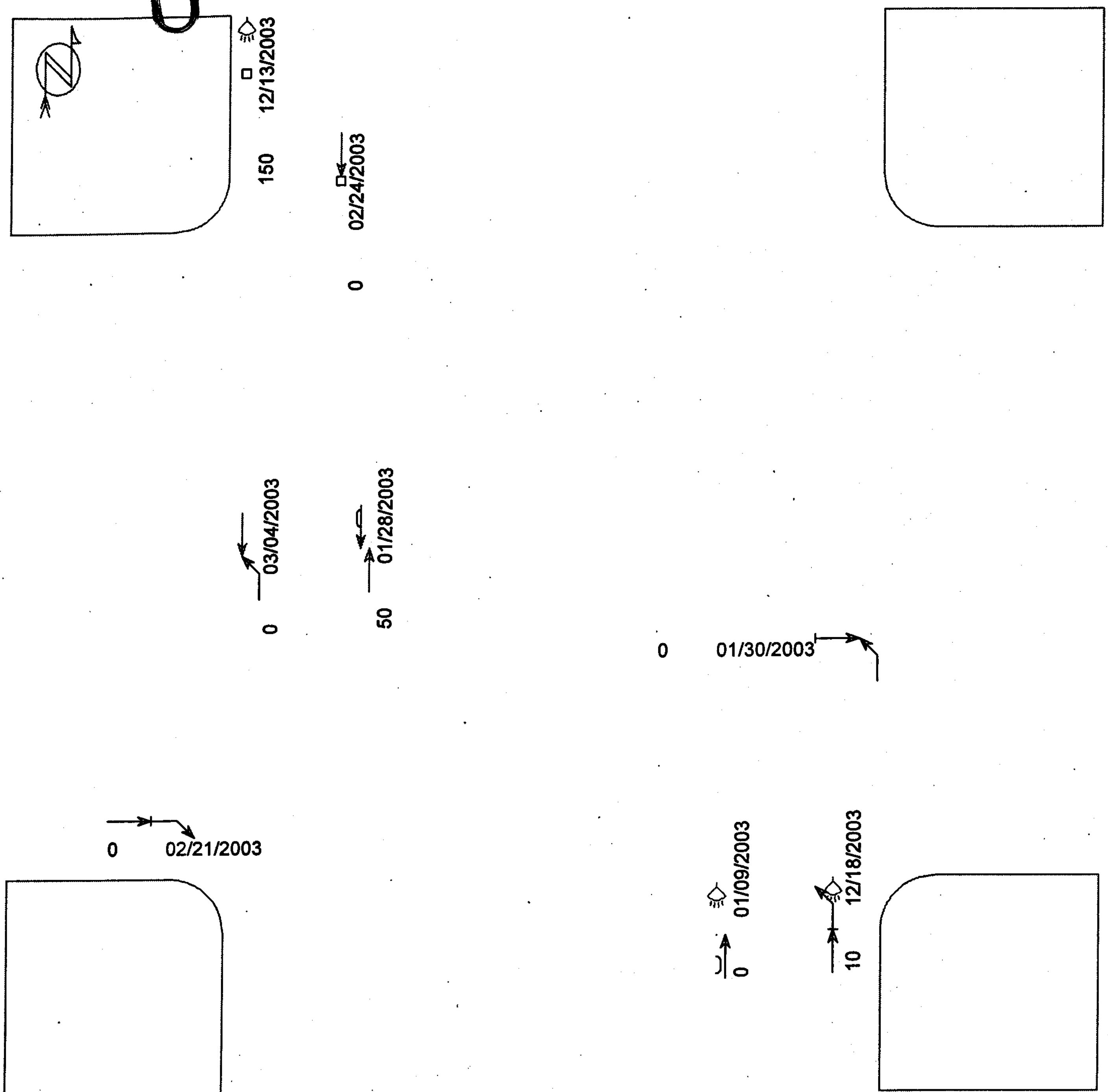
All Data
2003



(clear filter), (0) accidents with insufficient data for display

Straight	Parked	Pedestrian	Fixed objects:
Stopped	Erratic	Bicycle	General, Pole
Unknown	Out of control	Injury	Signal, Curb
Backing	Right turn	Fatality	Tree, Animal
Overtaking	Left turn	Nighttime	3rd vehicle
Sideswipe	U-turn	DUI	Extra data

Illinois Route 25 - & S Gilbert St
8 Accidents (rate:1.97) 01/01/03 - 12/31/03



(clear filter), (0) accidents with insufficient data for display

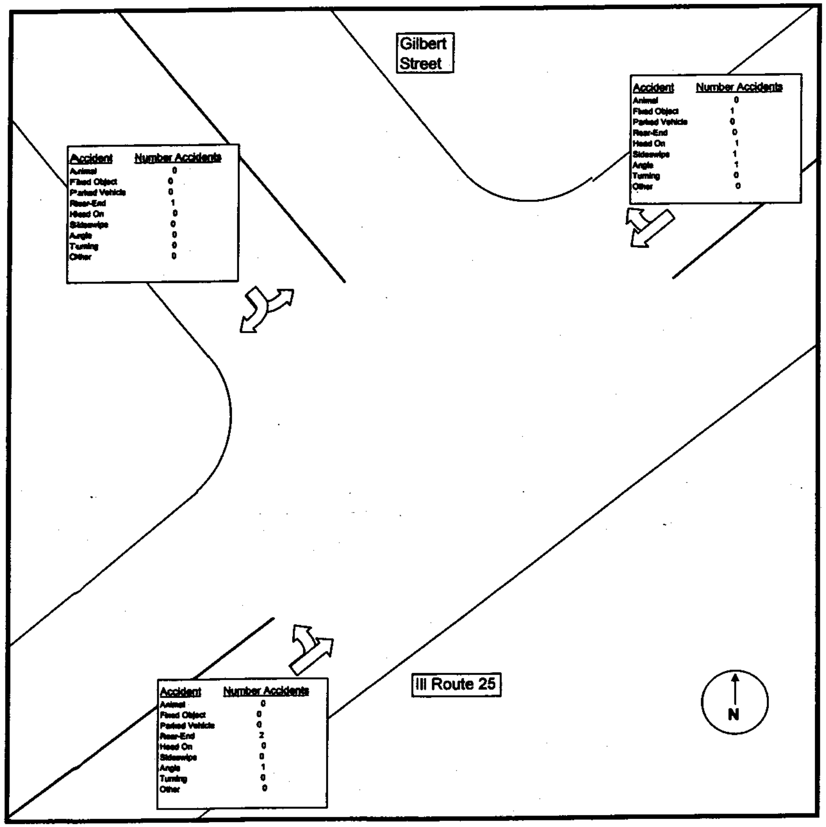
Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe

Parked
Erratic
Out of control
Right turn
Left turn
U-turn

Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI

Fixed objects:
General
Signal
Tree
Pole
Curb
Animal

3rd vehicle
Extra data



Ill Route 25/Gilbert Street

Accident Type	2003			2004			2005			Total	%
	#_acc.	#_inj.	#_fat.	#_acc.	#_inj.	#_fat.	#_acc.	#_inj.	#_fat.		
Animal	0	0	0	0	0	0	0	0	0	0	0.00%
Fixed Object	1	0	0	0	0	0	0	0	0	1	12.50%
Parked Motor Vehicle	0	0	0	0	0	0	0	0	0	0	0.00%
Rear-End	2	0	0	0	0	0	1	0	0	3	37.50%
Head-On	1	0	0	0	0	0	0	0	0	1	12.50%
Sideswipe	1	1	0	0	0	0	0	0	0	1	12.50%
Angle	1	0	0	0	0	0	1	1	0	2	25.00%
Turning	0	0	0	0	0	0	0	0	0	0	0.00%
Other	0	0	0	0	0	0	0	0	0	0	0.00%
Total	6			0			2			8	
Injuries		1			0			1		2	
Fatalities			0			0			0	0	

Crash Rates (MEV)									
2003			2004			2005			Ave.
Volume	#_acc.		Volume	#_acc.		Volume	#_acc.		
8,200	6		8,550	0		8,900	2		
2.00			0.00			0.62			0.87

	Total	%
# Accidents with Injuries	2	25.00%
# Accidents with Fatalities	0	0.00%
# Accidents on Wet/Icy Pavement	5	62.50%
# Accidents on Non day-light	2	25.00%

Rear-End Direction Breakdown												
	2003				2004				2005			
Road Traveling on	North	South	East	West	North	South	East	West	North	South	East	West
Ill Route 25	1	0	0	0	0	0	0	0	1	0	0	0
Gilbert Street	0	0	1	0	0	0	0	0	0	0	0	0

Angle Direction Breakdown												
	2003				2004				2005			
Road Traveling on	North	South	East	West	North	South	East	West	North	South	East	West
Ill Route 25	1	0	0	0	0	0	0	0	0	1	0	0
Gilbert Street	0	0	0	0	0	0	0	0	0	0	0	0

County Data & Report
IL 25 & Gilbert
2003-2005

ACCIDENT ANALYSIS

INTERSECTION LOCATION: Dunham Road and Illinois Route 25

ACCIDENT TYPE	YEAR 2001			YEAR 2002			YEAR 2003			TOTAL		
	NO.	INJ.	FAT.	NO.	INJ.	FAT.	NO.	INJ.	FAT.	NO.	INJ.	FAT.
HEAD ON	2	2		1	1		1			4	3	
TURNING	4	3		4			8	8		16	11	
ANGLE	2	1		1						3	1	
REAR END	9	1		15	3		10	2		34	6	
SIDESWIPE-SAME DIR.							1			1	0	
SIDESWIPE-OPP. DIR.	4	3					1			5	3	
FIXED OBJECT	1	1		2	1					3	2	
PEDESTRIAN		2								0	2	
CYCLIST										0	0	
OTHER	6			3	1					9	1	
										0	0	
TOTAL	28	13	0	26	6	0	21	10	0	75	29	0

Critical Accident Rate For Signalized Intersection: 1.3 ACC/MEV

Accident Summary: 2001 TO 2003 Entering Vehicles: 12000

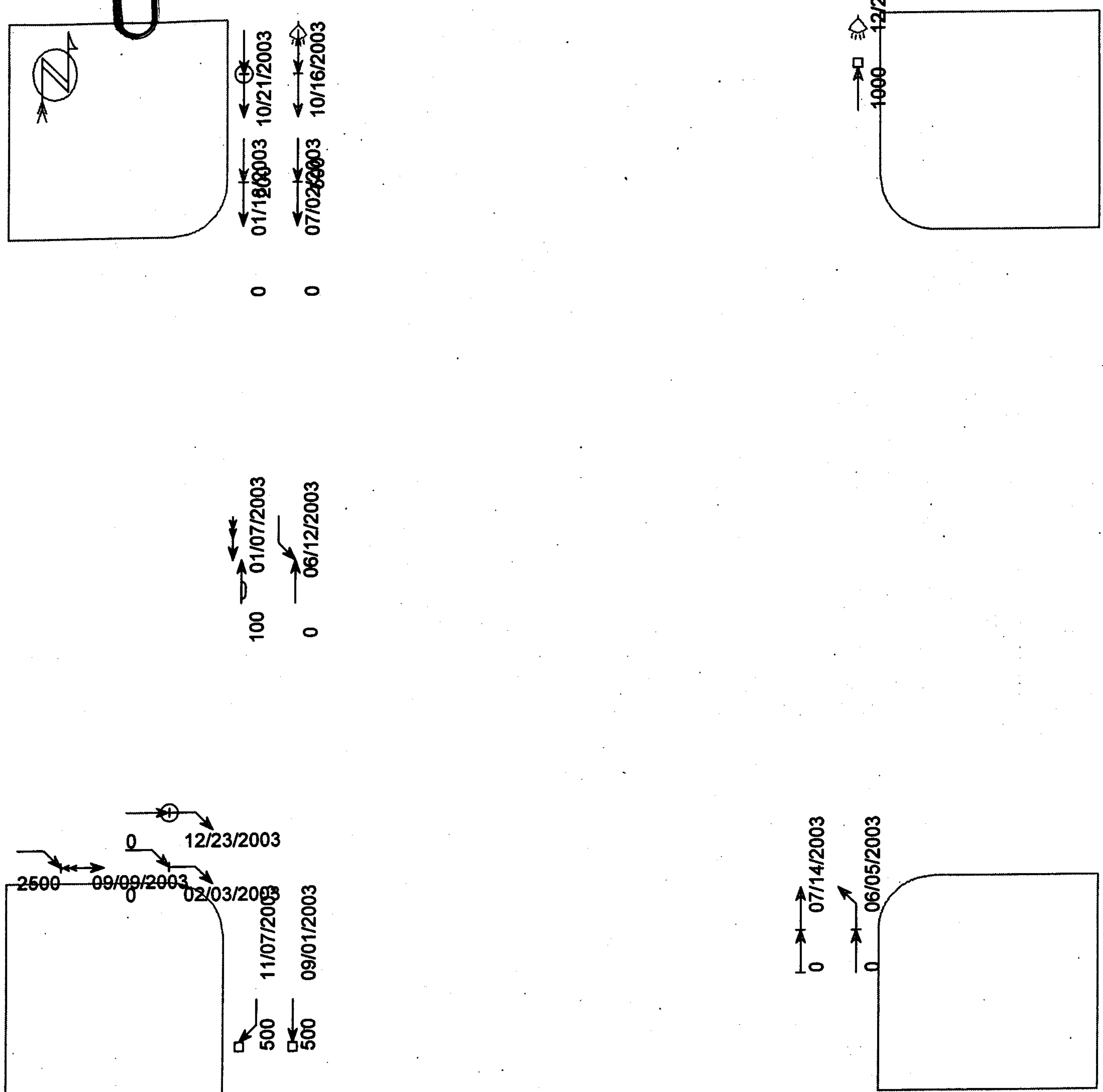
Accident Rate:

Accident Rate:	2001	4.92 ACC/MEV
	2002	4.57 ACC/MEV
	2003	3.69 ACC/MEV
Average Accident Rate:		3.29 ACC/MEV

LEGEND

NO.-NUMBER OF ACCIDENTS
INJ.-INJURIES
FAT.-FATALITIES
ACC.-ACCIDENTS
MEV.-MILLION ENTERING VEHICLES

Dunham Rd & Illinois Route 25 - 14 Accidents (rate:2.45) 01/01/03 - 12/31/03

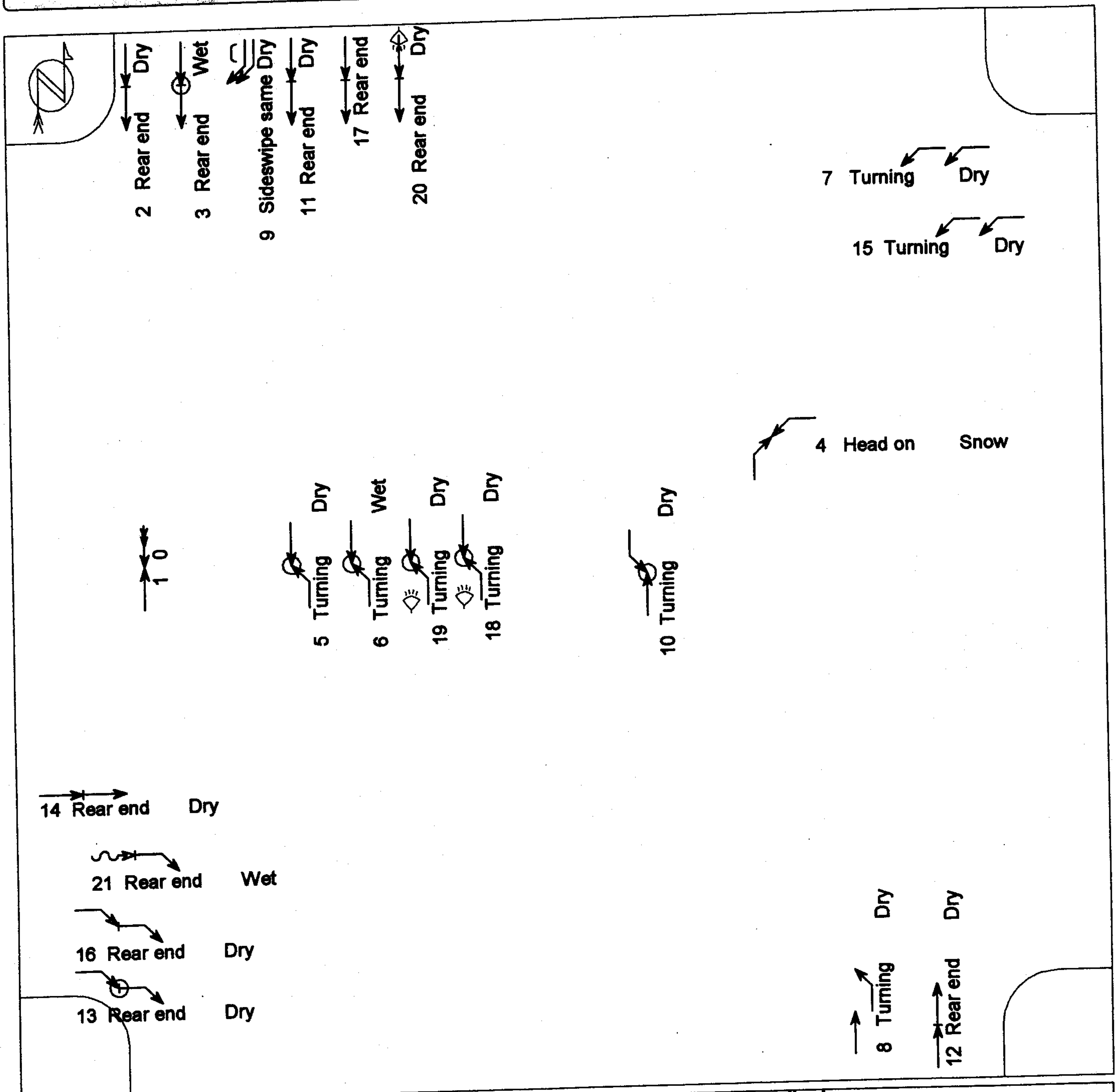


(clear filter), (0) accidents with insufficient data for display

Straight	Parked	Pedestrian	Fixed objects:
Stopped	Erratic	Bicycle	General / Pole
Unknown	Out of control	Injury	Signal / Curb
Backing	Right turn	Fatality	Tree / Animal
Overtaking	Left turn	Nighttime	3rd vehicle
Sideswipe	U-turn	DUI	Extra data

ILL 25 @ DUNHAM RD
21 Accidents

All Data
2003



(clear filter), (0) accidents with insufficient data for display

Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe

Parked
Erratic
Out of control
Right turn
Left turn
U-turn

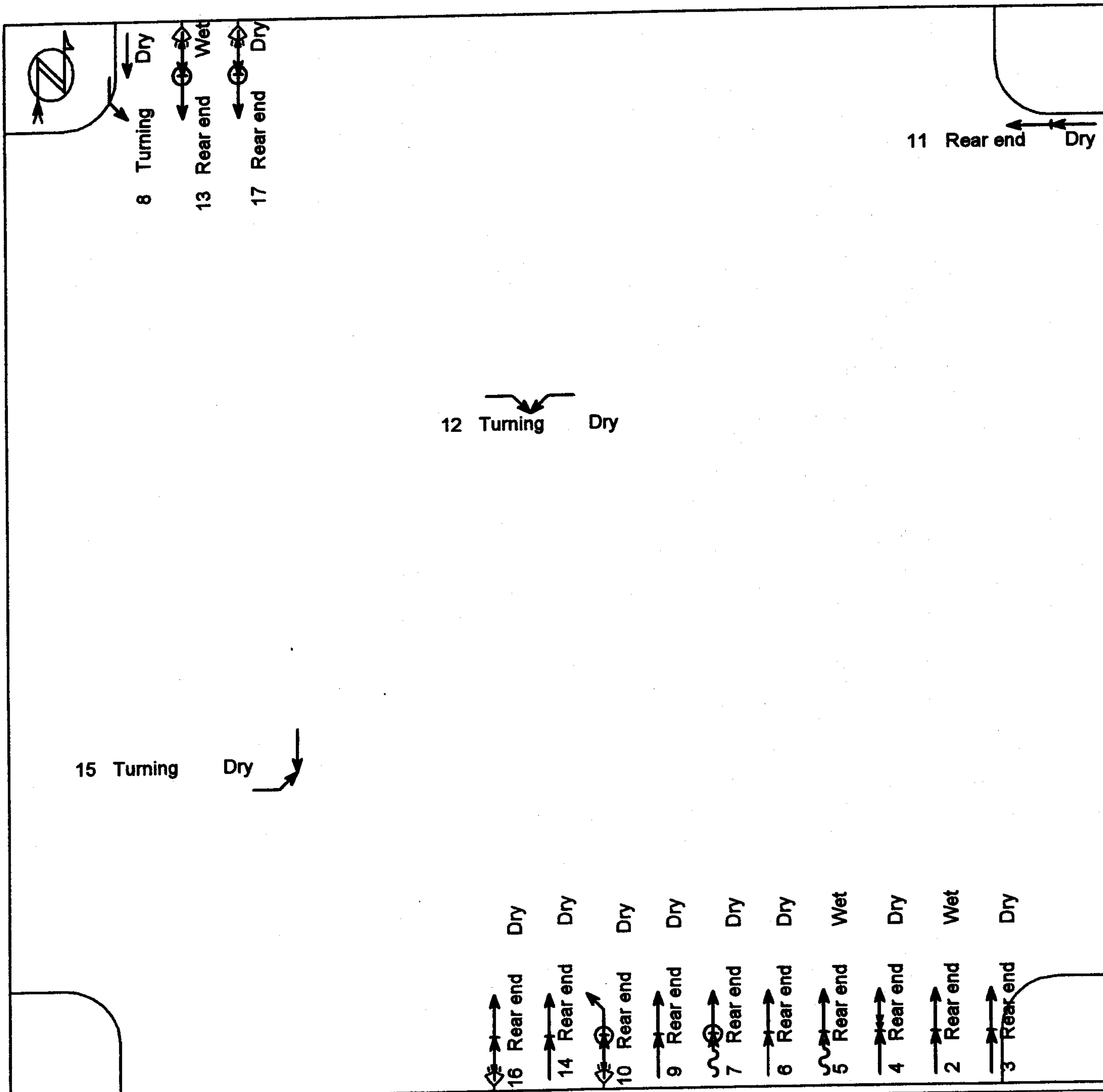
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI

Fixed objects:
General
Signal
Tree
Pole
Curb
Animal

3rd vehicle
Extra data

ILL 25 @ DUNHAM
17 Accidents

All Data
2002



(clear filter), (1) accidents with insufficient data for display

Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe

Parked
Erratic
Out of control
Right turn
Left turn
U-turn

Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI

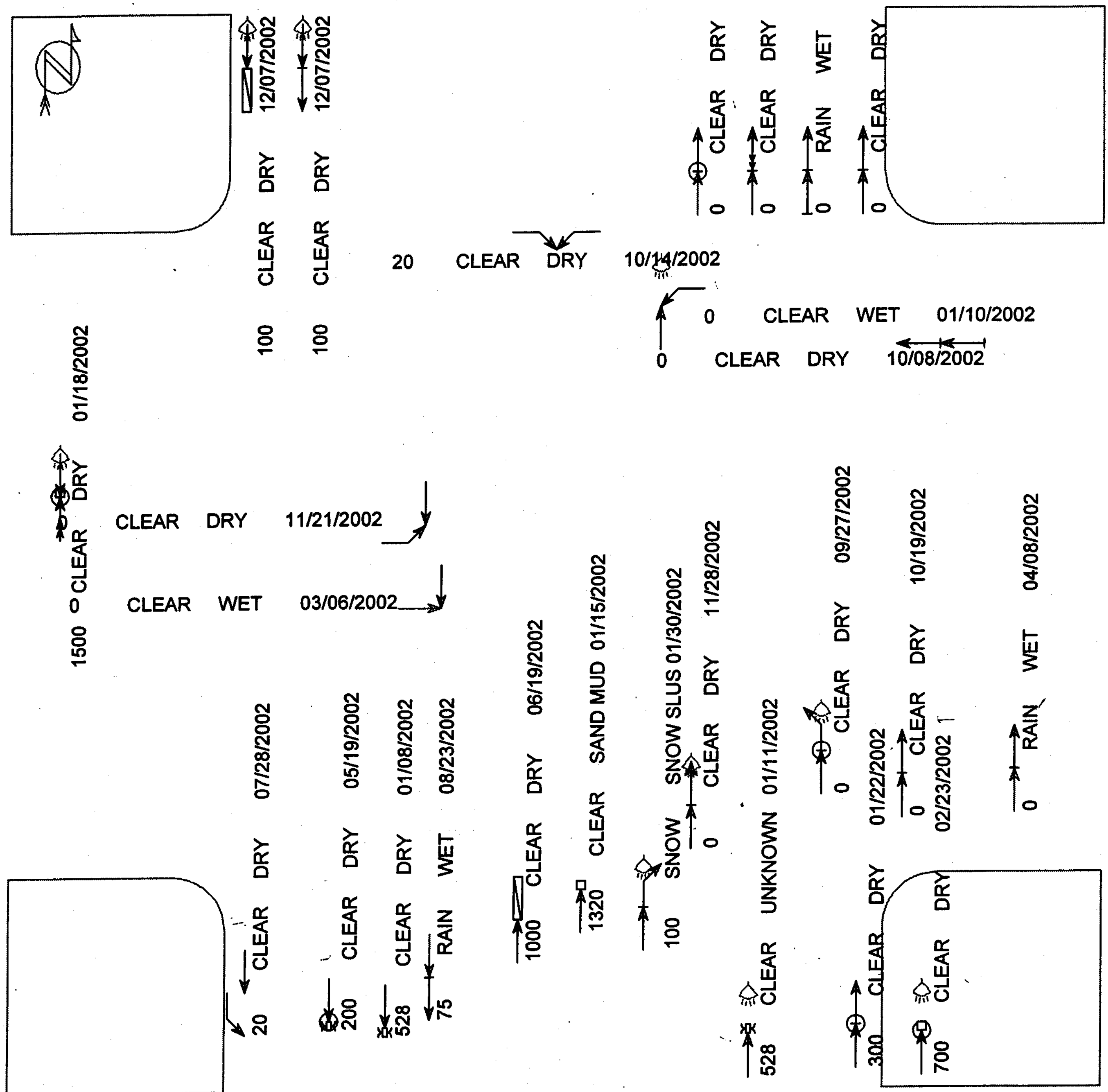
Fixed objects:

General
Signal
Tree

Pole
Curb
Animal

3rd vehicle
Extra data

Dunham Rd & Illinois Route 25 - 26 Accidents (rate:4.56) 01/01/02 - 12/31/02

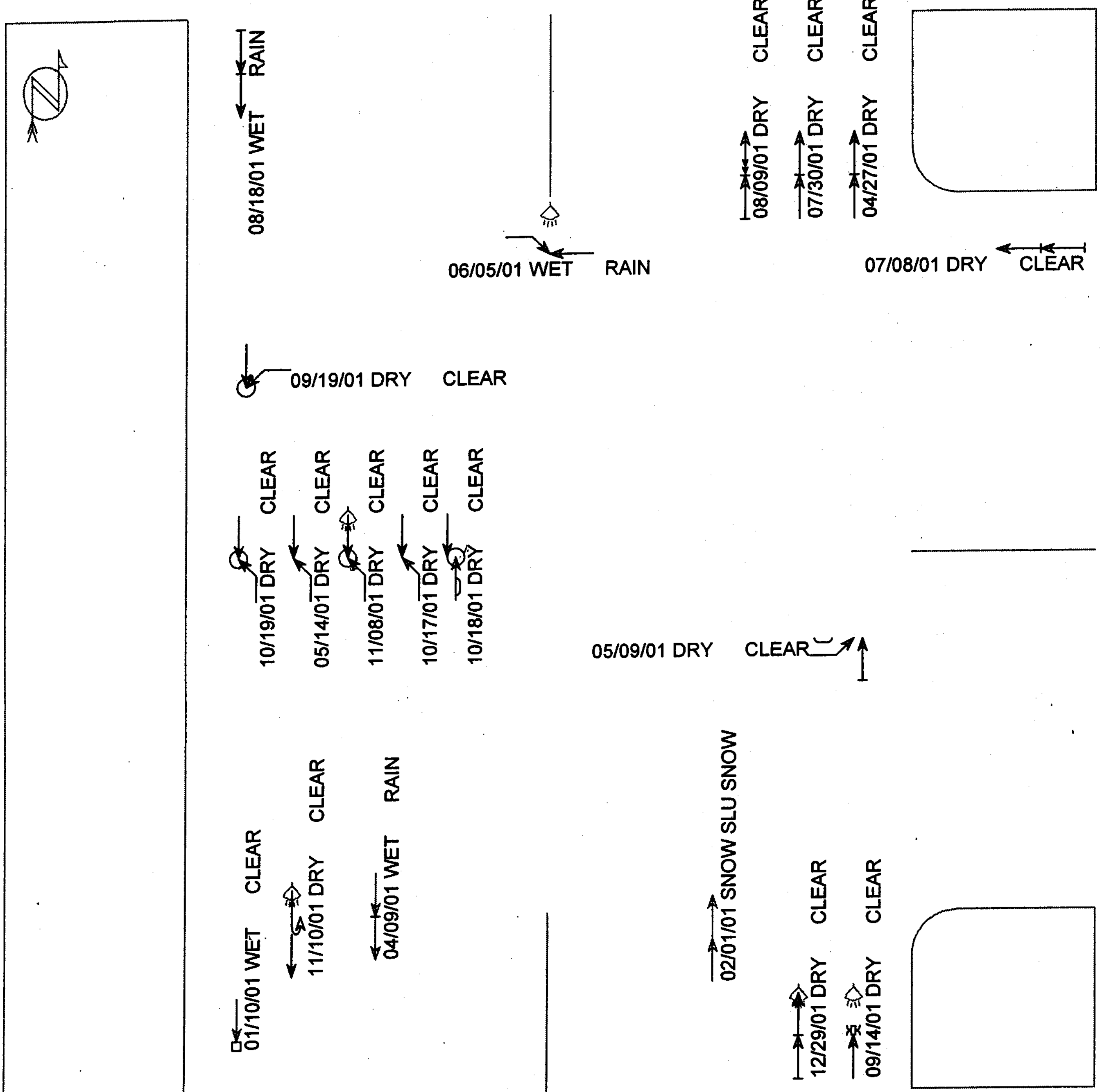


(clear filter), (0) accidents with insufficient data for display

Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe
Parked
Erratic
Out of control
Right turn
Left turn
U-turn
Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI

Fixed objects:
General
Signal
Tree
Pole
Curb
Animal
3rd vehicle
Extra data

Dunham Rd & Illinois Route 25 - 19 Accidents (rate:3.33) 01/01/01 - 12/31/01



((Distance < 250)), (0) accidents with insufficient data for display

Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe

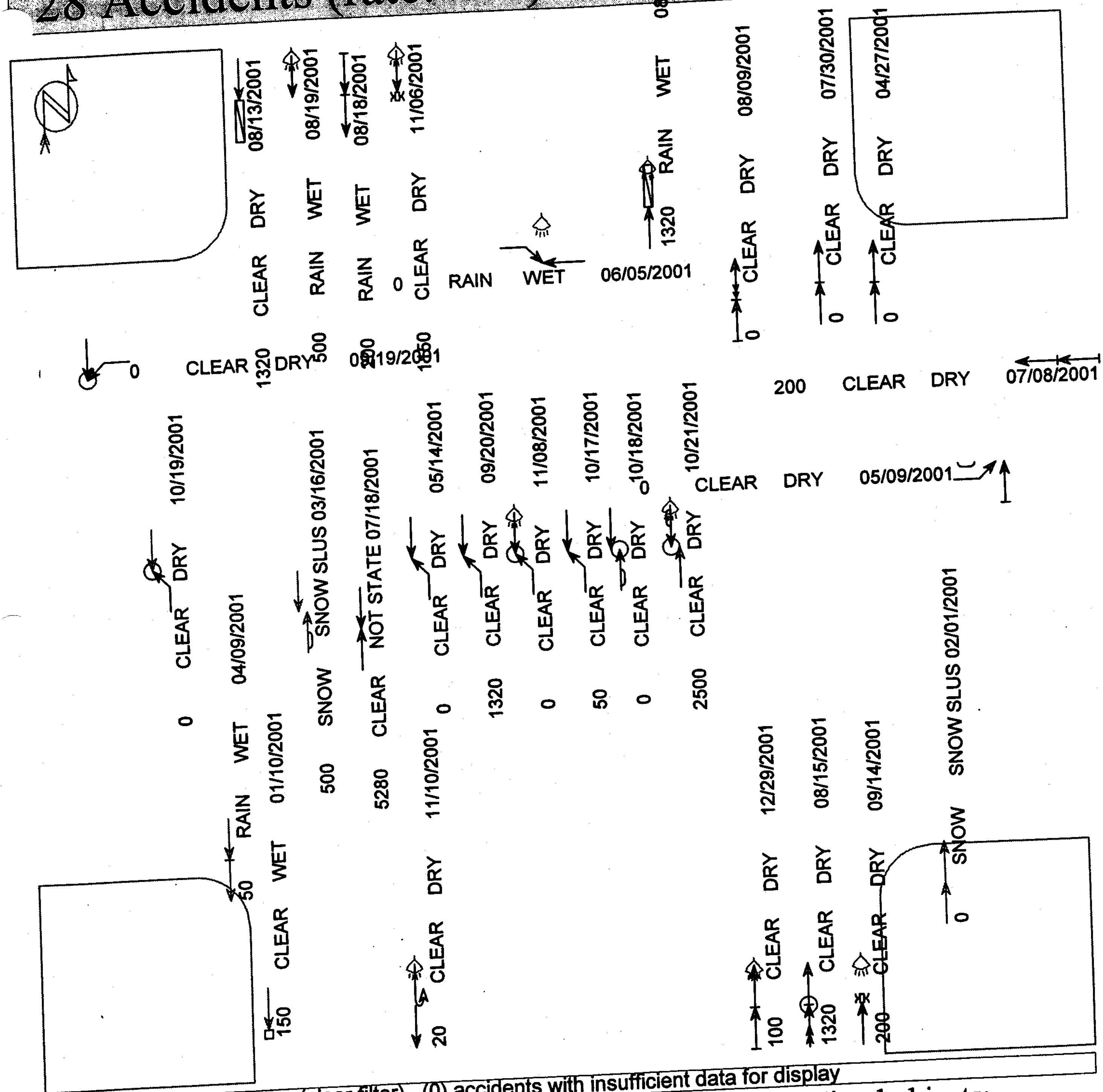
Parked
Erratic
Out of control
Right turn
Left turn
U-turn

Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI

Fixed objects:
General
Signal
Tree
Pole
Curb
Animal

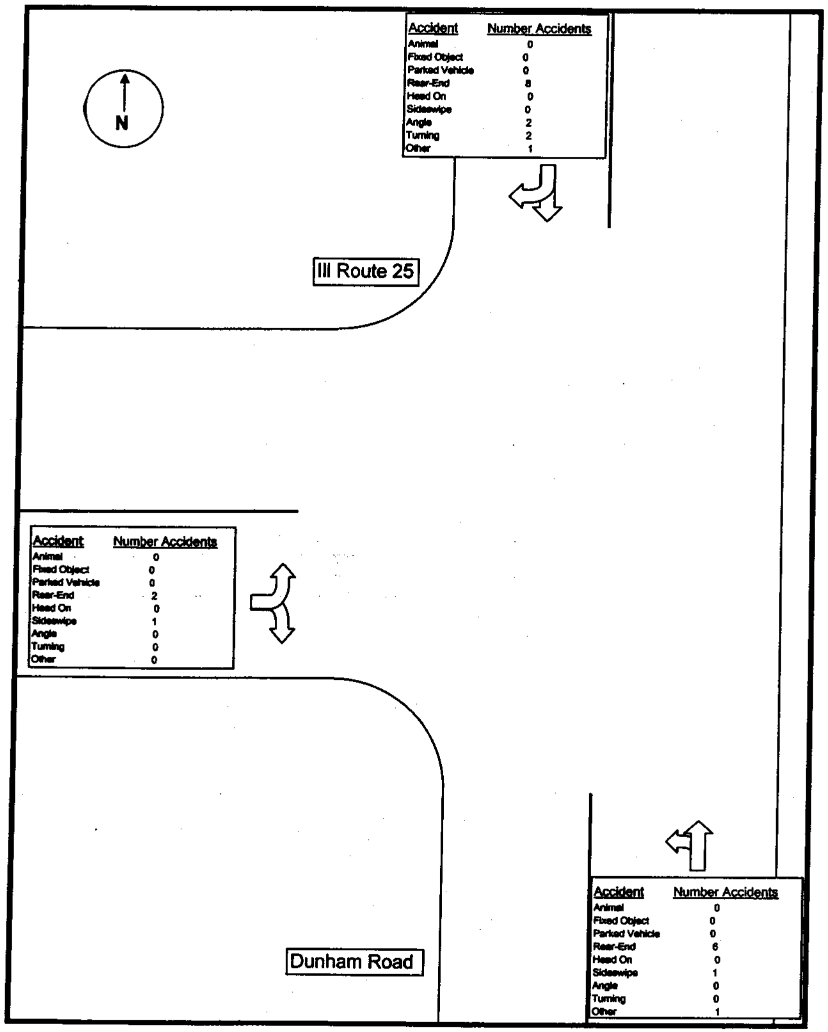
3rd vehicle
Extra data

Dunham Rd & Illinois Route 25 - 28 Accidents (rate:4.91) 01/01/01 - 12/31/01



(clear filter), (0) accidents with insufficient data for display

Straight	Parked	Pedestrian	**Fixed objects:**
Stopped	Erratic	Bicycle	General · Pole
Unknown	Out of control	Injury	Signal · Curb
Backing	Right turn	Fatality	Tree · Animal
Overtaking	Left turn	Nighttime	3rd vehicle
Sideswipe	U-turn	DUI	Extra data



Dunham/Ill Route 25

Accident Type	2003			2004			2005			Total	%
	#_acc.	#_inj.	#_fat.	#_acc.	#_inj.	#_fat.	#_acc.	#_inj.	#_fat.		
Animal	0	0	0	0	0	0	0	0	0	0	0.00%
Fixed Object	0	0	0	0	0	0	0	0	0	0	0.00%
Parked Motor Vehicle	0	0	0	0	0	0	0	0	0	0	0.00%
Rear-End	7	2	0	7	4	0	2	1	0	16	64.00%
Head-On	0	0	0	0	0	0	0	0	0	0	0.00%
Sideswipe	1	0	0	1	1	0	0	0	0	2	8.00%
Angle	1	0	0	1	0	0	0	0	0	2	8.00%
Turning	0	0	0	1	0	0	2	0	0	3	12.00%
Other	0	0	0	0	0	0	2	2	0	2	8.00%
Total	9			10			6			25	
Injuries		2			5			3		10	
Fatalities			0			0			0	0	

Crash Rates (MEV)									
2003			2004			2005			Ave.
Volume	#_acc.		Volume	#_acc.		Volume	#_acc.		
14,521	9		15,900	10		17,411	6		
1.70			1.72			0.94			1.46

	Total	%
# Accidents with Injuries	10	40.00%
# Accidents with Fatalities	0	0.00%
# Accidents on Wet/Icy Pavement	10	40.00%
# Accidents on Non day-light	8	32.00%

Rear-End Direction Breakdown												
	2003				2004				2005			
Road Traveling on	North	South	East	West	North	South	East	West	North	South	East	West
Dunham	1	0	0	0	2	0	0	0	0	0	0	0
Ill Route 25	1	3	2	0	2	3	0	0	0	2	0	0

Turning Direction Breakdown												
	2003				2004				2005			
Road Traveling on	North	South	East	West	North	South	East	West	North	South	East	West
Dunham	0	0	0	0	0	1	0	0	0	0	0	0
Ill Route 25	0	0	0	0	0	0	0	0	0	1	0	0

Angle Direction Breakdown												
	2003				2004				2005			
Road Traveling on	North	South	East	West	North	South	East	West	North	South	East	West
Dunham	0	0	0	0	0	0	0	0	0	0	0	0
Ill Route 25	0	1	0	0	0	1	0	0	0	0	0	0

County Data & Report
IL 25 & Dunham
2003-2005

ACCIDENT ANALYSIS

INTERSECTION LOCATION: Dunham Road and Stearns Road

ACCIDENT TYPE	YEAR 2001			YEAR 2002			YEAR 2003			TOTAL		
	NO.	INJ.	FAT.	NO.	INJ.	FAT.	NO.	INJ.	FAT.	NO.	INJ.	FAT.
HEAD ON							1			1	0	
TURNING				3	1		4	1		7	2	
ANGLE	3	2		1	1					4	3	
REAR END	7	2		11	2		12	7		30	11	
SIDESWIPE-SAME DIR.	1									1	0	
SIDESWIPE-OPP. DIR.	1			1	1					2	1	
FIXED OBJECT	2			1						3	0	
PEDESTRIAN										0	0	
CYCLIST										0	0	
OTHER	2	1		1						3	1	
TOTAL	16	5	0	18	5	0	17	8	0	51	18	0

Critical Accident Rate For Signalized Intersection: 1.3 ACC/MEV

Accident Summary: 2001 TO 2003

Entering Vehicles: 13000

Accident Rate:
2001 2.59 ACC/MEV
2002 2.92 ACC/MEV
2003 2.76 ACC/MEV

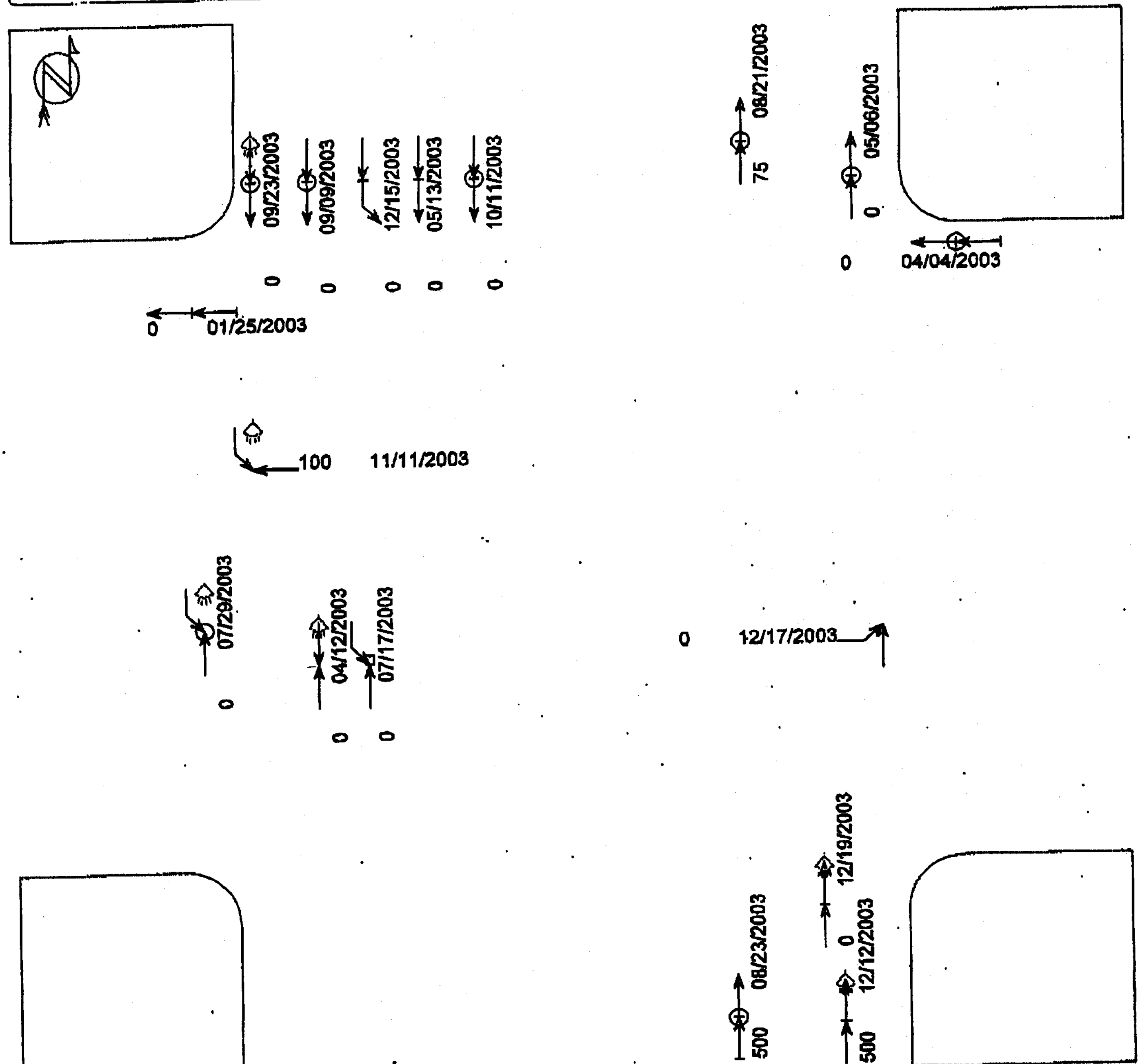
Average Accident Rate: 2.76 ACC/MEV

LEGEND

NO.-NUMBER OF ACCIDENTS
INJ.-INJURIES
FAT.-FATALITIES
ACC.-ACCIDENTS
MVM.-MILLION VEHICLE MILES

Dunham Rd & Stearns Rd

17 Accidents (rate:2.67) 01/01/03 - 12/31/03



(clear filter), (0) accidents with insufficient data for display

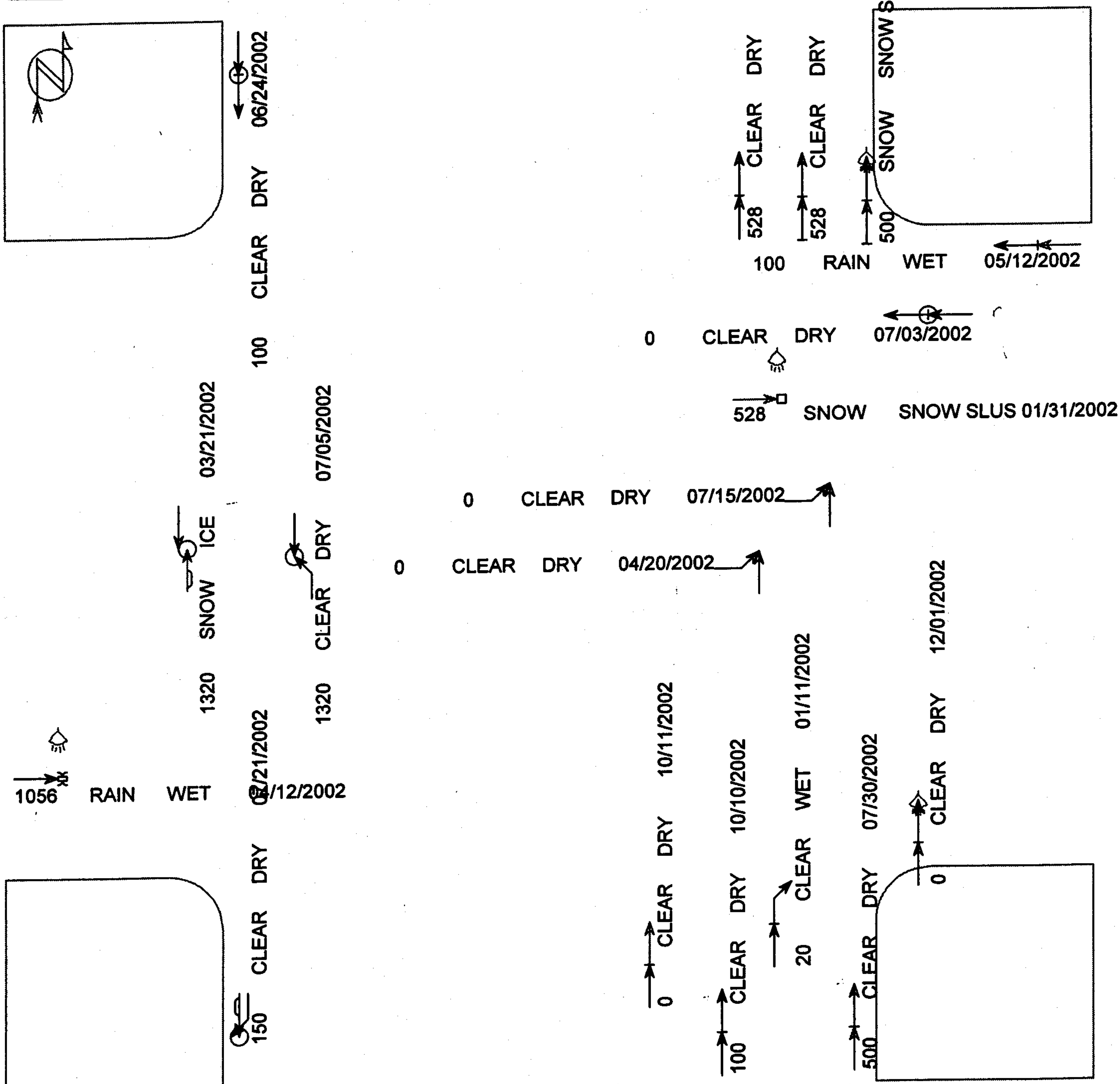
Straight	Parked	Pedestrian	Fixed objects:
Stopped	Erratic	Bicycle	General / Pole
Unknown	Out of control	Injury	Signal / Curb
Backing	Right turn	Fatality	Tree / Animal
Overtaking	Left turn	Nighttime	3rd vehicle
Sideswipe	U-turn	DUI	Extra data

Kane County, IL 11/01/2004 (modified)

Intersection Magic Pd Programming 1988-2000

Dunham Rd & Stearns Rd

18 Accidents (rate:2.83) 01/01/02 - 12/31/02

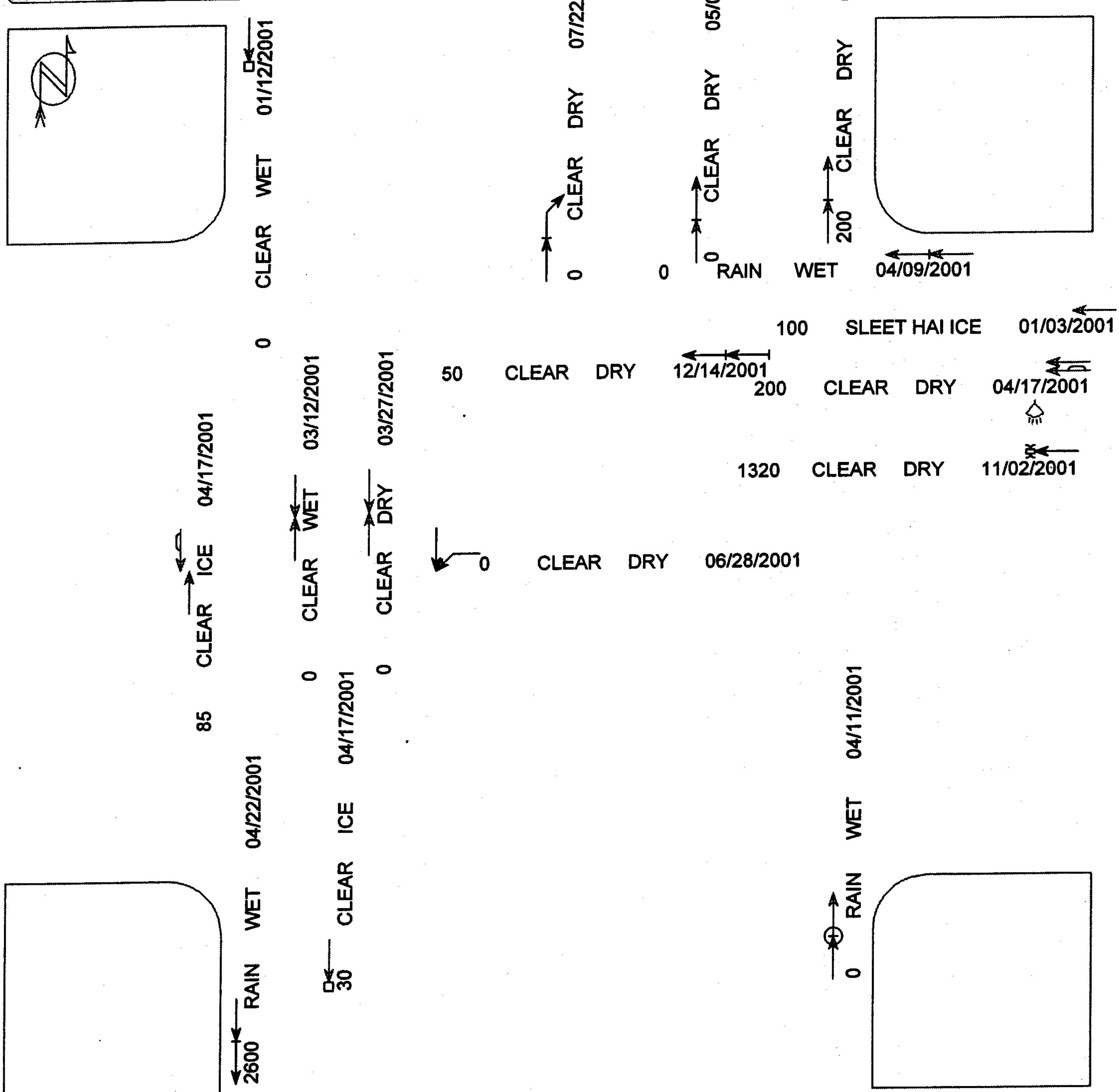


(clear filter), (0) accidents with insufficient data for display

Straight	Parked	Pedestrian	**Fixed objects:**
Stopped	Erratic	Bicycle	General, Pole
Unknown	Out of control	Injury	Signal, Curb
Backing	Right turn	Fatality	Tree, Animal
Overtaking	Left turn	Nighttime	3rd vehicle
Sideswipe	U-turn	DUI	Extra data

Dunham Rd & Stearns Rd

16 Accidents (rate:2.51) 01/01/01 - 12/31/01

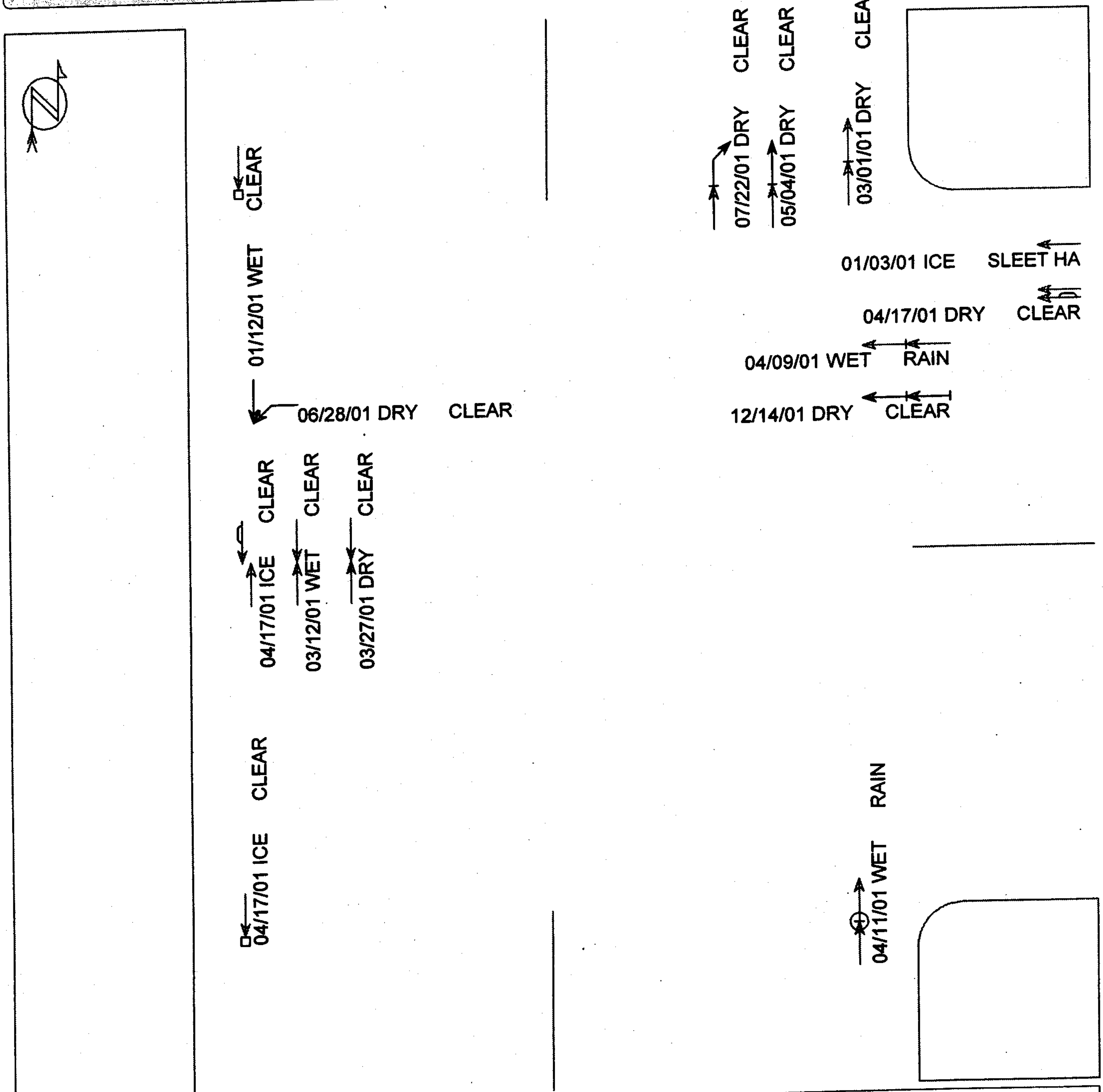


(clear filter), (0) accidents with insufficient data for display

Straight	Parked	Pedestrian	Fixed objects:		
Stopped	Erratic	Bicycle	General	Pole	
Unknown	Out of control	Injury	Signal	Curb	
Backing	Right turn	Fatality	Tree	Animal	
Overtaking	Left turn	Nighttime	3rd vehicle		
Sideswipe	U-turn	DUI	Extra data		

Dunham Rd & Stearns Rd

14 Accidents (rate:2.20) 01/01/01 - 12/31/01



((Distance < 250)), (0) accidents with insufficient data for display

Straight
Stopped
Unknown
Backing
Overtaking
Sideswipe

Parked
Erratic
Out of control
Right turn
Left turn
U-turn

Pedestrian
Bicycle
Injury
Fatality
Nighttime
DUI

Fixed objects:
General
Signal
Tree
Pole
Curb
Animal

3rd vehicle
Extra data

ACCIDENT ANALYSIS

SEGMENT LOCATION: ILLINOIS RTE 25 FROM HICKORY LANE TO DUNHAM

ACCIDENT TYPE	YEAR 2001			YEAR 2002			YEAR 2003			YEAR 2004			TOTAL		
	NO.	INJ.	FAT.	NO.	INJ.	FAT.	NO.	INJ.	FAT.	NO.	INJ.	FAT.	NO.	INJ.	FAT.
HEAD ON				1	1		2	1					3	2	
TURNING	9	4		9			13	13		9	1		40	18	
ANGLE	3						2			2	1		7	1	0
REAR END	10	5		14	5		12	3		8			44	13	
SIDESWIPE-SAME DIR.							1						1	0	
SIDESWIPE-OPP. DIR.	1	1					2						3	1	
FIXED OBJECT	4	1		6	2		5	1		2			17	4	
PEDESTRIAN													0	0	
CYCLIST													0	0	
OTHER	4			8	2								12	2	
													0	0	
TOTAL	31	11	0	38	10	0	37	18	0	21	2	0	127	41	0

Critical Accident Rate For A Segment: 4.6 ACC/MVM

Accident Summary: 2001 to 2003

ADT 10000

Length(Miles) 1.03

Accident Rate:

2001	8.25 ACC/MVM
2002	10.11 ACC/MVM
2003	9.84 ACC/MVM
2004	5.59 ACC/MVM

Average Accident Rate: 8.45 ACC/MVM

LEGEND

NO.-NUMBER OF ACCIDENTS
INJ.-INJURIES
FAT.-FATALITIES
ACC.-ACCIDENTS

MVM.-MILLION VEHICLE MILES

ACCIDENT ANALYSIS

SEGMENT LOCATION: ILLINOIS RTE 31 FROM 0.5 MILE WEST TO 0.5 MILE EAST OF McLEAN

ACCIDENT TYPE	YEAR 2001			YEAR 2002			YEAR 2003			YEAR 2004			TOTAL		
	NO.	INJ.	FAT.	NO.	INJ.	FAT.	NO.	INJ.	FAT.	NO.	INJ.	FAT.	NO.	INJ.	FAT.
HEAD ON										2	2	1	2	2	1
TURNING				1	1	1	2	2					3	3	
ANGLE	1			1									2	0	
REAR END	1			1			2			1	1		5	1	
SIDESWIPE-SAME DIR.													0	0	
SIDESWIPE-OPP. DIR.										1			1	0	
FIXED OBJECT	1	2		4	1		1	3		5	1	1	11	7	1
PEDESTRIAN													0	0	
CYCLIST													0	0	
OTHER	2	1		4	1		1			1			8	2	
TOTAL	5	3	0	11	3	1	6	5	0	10	4	2	32	15	2

Critical Accident Rate For A Segment: 4.6 ACC/MVM

Accident Summary: 2001 TO 2003

ADT 10000

Length(Miles) 1

Accident Rate:

2001	1.37 ACC/MVM
2002	3.01 ACC/MVM
2003	1.64 ACC/MVM
2004	2.74 ACC/MVM

Average Accident Rate: 2.19 ACC/MVM

LEGEND

NO.-NUMBER OF ACCIDENTS
INJ.-INJURIES
FAT.-FATALITIES
ACC.-ACCIDENTS

MVM.-MILLION VEHICLE MILES

ACCIDENT ANALYSIS

SEGMENT LOCATION: MCLEAN FROM IL 31 TO 1.0 MILE NORTH OF MCLEAN

ACCIDENT TYPE	Year 2001			YEAR 2002			YEAR 2003			YEAR 2004			TOTAL		
	NO.	INJ.	FAT.	NO.	INJ.	FAT.	NO.	INJ.	FAT.	NO.	INJ.	FAT.	NO.	INJ.	FAT.
HEAD ON															
TURNING															
ANGLE															
REAR END							1						1		
SIDESWIPE-SAME DIR.															
SIDESWIPE-OPP. DIR.															
FIXED OBJECT	1									1			2		
PEDESTRIAN															
CYCLIST															
OTHER							1			1			2		
TOTAL	1	0	0	0	0	0	2	0	0	2	0	0	5	0	0

Critical Accident Rate For A Segment: 4.6 ACC/MVM

Accident Summary: 2001 TO 2003

ADT 5000

Length(Miles) 1

Accident Rate:

2000	0.55 ACC/MVM
2001	0.00 ACC/MVM
2002	1.10 ACC/MVM
2004	1.10 ACC/MVM

Average Accident Rate: 0.68 ACC/MVM

LEGEND

NO.-NUMBER OF ACCIDENTS
INJ.-INJURIES
FAT.-FATALITIES
ACC.-ACCIDENTS

MVM.-MILLION VEHICLE MILES

WET ANALYSIS
ILLINOIS ROUTE 25 FROM HICKORY LANE TO DUNHAM AVE

Year	Total Accidents	Wet Accidents	Wet Accident Percentage	Wet Accidents/Mi.		Wet Accidents/Million VMT (1)	Average Rate	Rate Standard Deviation
				Combined Midblock & Intersection	Intersections Only			
2001	20	3	15.0	2.91	N/A	0.80	0.83	2.4
2002	32	8	25.0	7.77	N/A	2.13	0.83	2.4
2003	37	12	32.4	11.65	N/A	3.19	0.83	2.4
2004	21	9	42.9	8.74	N/A	2.39	0.83	2.4

(1) VMT = Vehicle Mile Travelled

Formulated by Equation - Number of Accidents x 1,000,000/ ADT x 365 x Length of Roadway

Total Length of Roadway = 1.0
ADT = 10000

Equations referenced from "Skid Accident Reduction Program", Memorandum #90-28, September 14, 1990, by the Illinois Department of Transportatic
Updated by Letter #01-01
The memorandum is a revised Department Policy TRA-16.

WET ANALYSIS
ILLINOIS ROUTE 31 FROM 0.5 MILE WEST TO 0.5 MILE EAST OF McLEAN

Year	Total Accidents	Wet Accidents	Wet Accident Percentage	Wet Accidents/Mi.		Wet Accidents/Million VMT (1)	Average Rate	Rate Standard Deviation
				Combined Midblock & Intersection	Intersections Only			
2001	5	2	40.0	1.94	N/A	0.53	0.83	2.4
2002	11	2	18.2	1.94	N/A	0.53	0.83	2.4
2003	6	1	16.7	0.97	N/A	0.27	0.83	2.4
2004	10	2	20.0	1.94	N/A	0.53	0.83	2.4

(1) VMT = Vehicle Mile Travelled

Formulated by Equation - Number of Accidents x 1,000,000/ ADT x 365 x Length of Roadway

Total Length of Roadway = 1.0
ADT = 10000

Equations referenced from "Skid Accident Reduction Program", Memorandum #90-28, September 14, 1990, by the Illinois Department of Transportatic
Updated by Letter #01-01
The memorandum is a revised Department Policy TRA-16.

WET ANALYSIS

SEGMENT LOCATION: MCLEAN FROM IL 31 TO 1.0 MILE NORTH OF MCLEAN

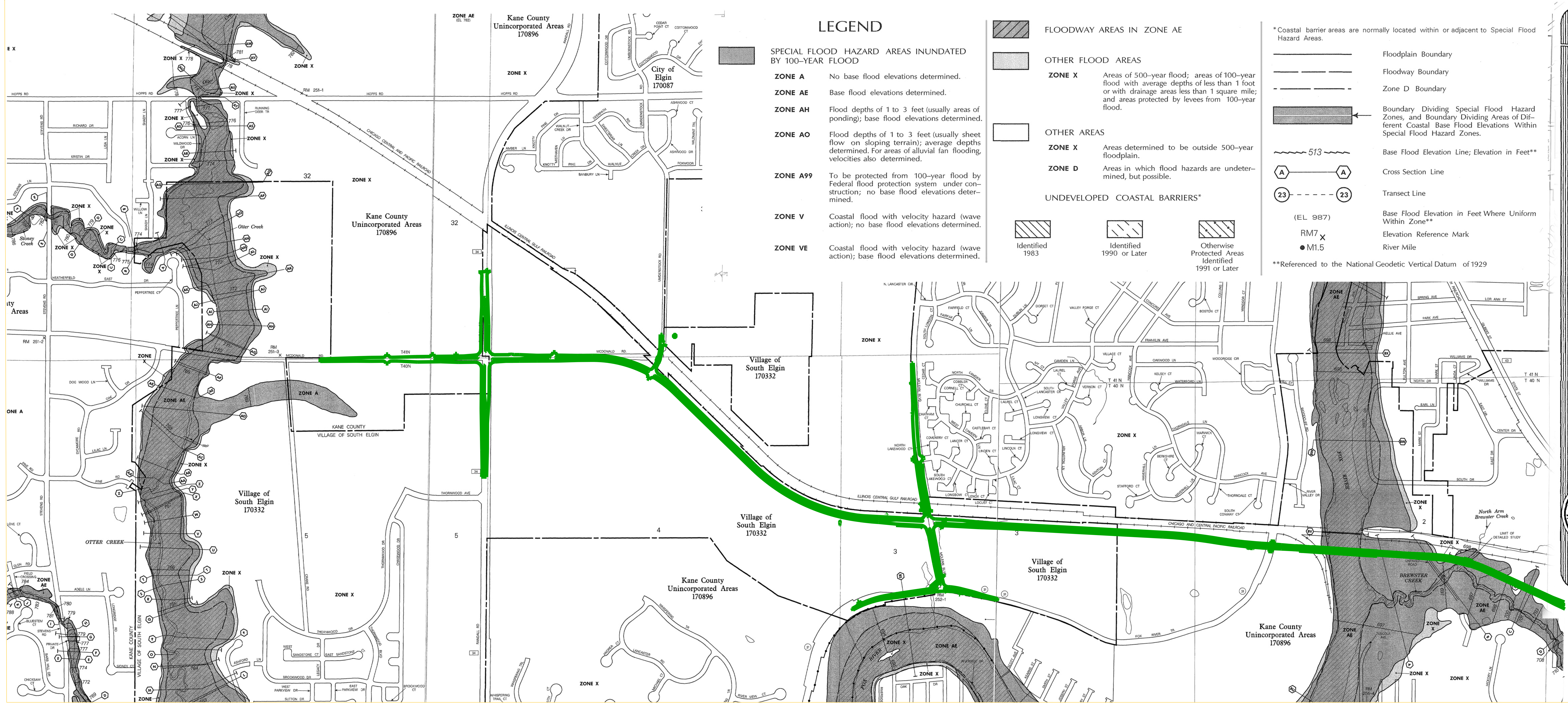
Year	Total Accidents	Wet Accidents	Wet Accident Percentage	Wet Accidents/Mi.		Wet Accidents/Million VMT (1)	Average Rate	Rate Standard Deviation
				Combined Midblock & Intersection	Intersections Only			
2001	1	0	0.0	0.00	N/A	0.00	0.83	2.4
2002	0	0		0.00	N/A	0.00	0.83	2.4
2003	2	0	0.0	0.00	N/A	0.00	0.83	2.4
2004	1	1	100.0	0.97	N/A	0.53	0.83	2.4

(1) VMT = Vehicle Mile Travelled

Formulated by Equation - Number of Accidents x 1,000,000/ ADT x 365 x Length of Roadway

Total Length of Roadway = 1.0
ADT = 5000

Equations referenced from "Skid Accident Reduction Program", Memorandum #90-28, September 14, 1990, by the Illinois Department of Transportatic
Updated by Letter #01-01
The memorandum is a revised Department Policy TRA-16.



NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP
KANE COUNTY, ILLINOIS AND INCORPORATED AREAS

PANEL 251 OF 410

(SEE MAP INDEX FOR PANELS NOT PRINTED)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
KANE COUNTY	170896	0251	F
SOUTH ELGIN, VILLAGE OF	170332	0251	F

Notice to User: The MAP NUMBER shown below should be used when placing map orders; the COMMUNITY NUMBER shown above should be used on insurance applications for the subject community.

MAP NUMBER 17089C0251F

EFFECTIVE DATE: DECEMBER 20, 2002

Federal Emergency Management Agency

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP
KANE COUNTY, ILLINOIS AND INCORPORATED AREAS

PANEL 252 OF 410

(SEE MAP INDEX FOR PANELS NOT PRINTED)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
ELGIN, CITY OF	170087	0252	F
KANE COUNTY	170896	0252	F
SOUTH ELGIN, VILLAGE OF	170332	0252	F

Notice to User: The MAP NUMBER shown below should be used when placing map orders; the COMMUNITY NUMBER shown above should be used on insurance applications for the subject community.

MAP NUMBER 17089C0252F

EFFECTIVE DATE: DECEMBER 20, 2002

Federal Emergency Management Agency

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP
KANE COUNTY, ILLINOIS AND INCORPORATED AREAS

PANEL 256 OF 410

(SEE MAP INDEX FOR PANELS NOT PRINTED)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
KANE COUNTY	170896	0256	F
SOUTH ELGIN, VILLAGE OF	170332	0256	F

Notice to User: The MAP NUMBER shown below should be used when placing map orders; the COMMUNITY NUMBER shown above should be used on insurance applications for the subject community.

MAP NUMBER 17089C0256F

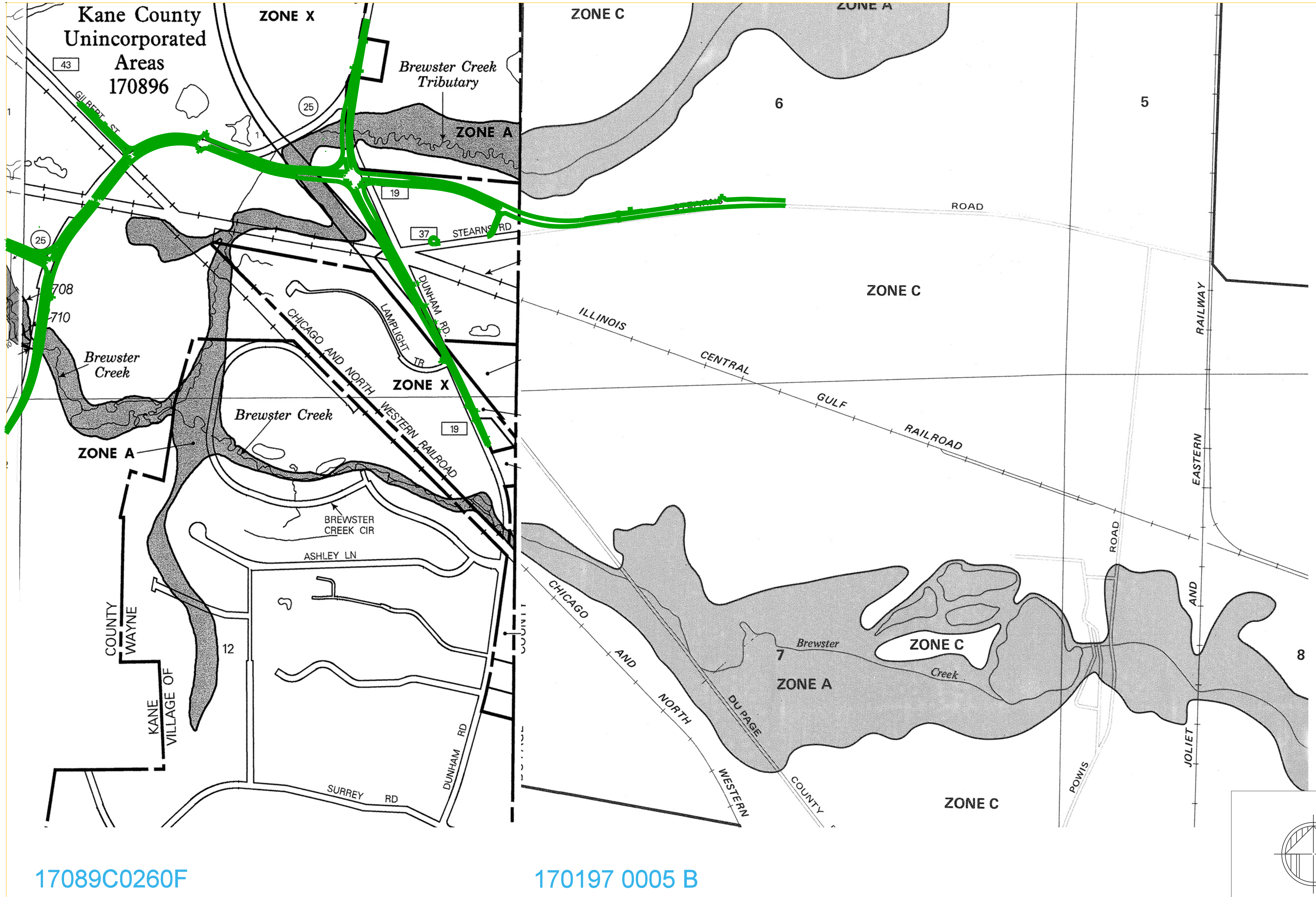
EFFECTIVE DATE: DECEMBER 20, 2002

Federal Emergency Management Agency

CC&P / STEARNS ROAD CORRIDOR

Flood Plain Map

Exhibit 6 1 of 2



NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

KANE COUNTY,
ILLINOIS
AND INCORPORATED AREAS

PANEL 260 OF 410

(SEE MAP INDEX FOR PANELS NOT PRINTED)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
KANE COUNTY	170896	0260	F
SOUTH ELGIN, VILLAGE OF	170332	0260	F
ST. CHARLES, CITY OF	170330	0260	F

Notice to User: The MAP NUMBER shown below should be used when placing map orders; the COMMUNITY NUMBER shown above should be used on insurance applications for the subject community.

MAP NUMBER
17089C0260F

EFFECTIVE DATE:
DECEMBER 20, 2002

Federal Emergency Management Agency

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

COUNTY OF
DU PAGE,
ILLINOIS
(UNINCORPORATED AREAS)

PANEL 5 OF 65

COMMUNITY-PANEL NUMBER
170197 0005 B

EFFECTIVE DATE:
APRIL 15, 1982

Federal Emergency Management Agency

CC&P / STEARNS ROAD CORRIDOR

Flood Plains

Exhibit 6 2 of 2

		COST ESTIMATE **CC&P Stearns Road** **Kane County** **Base Year - 2005** WORK CLASSIFICATION	Contract No.1 **Estimated Cost**	Contract No.1A **Estimated Cost**	Contract 2 **Estimated Cost**	Contract No.3 **Estimated Cost**	Contract No.4 **Estimated Cost**	Contract No.5 **Estimated Cost**	TOTAL All Contracts **Estimated Cost**
1.		Site Preparation (Clear and Grub, Minor Removal Items)	60,000	10,000	10,000	140,000	160,000	80,000	460,000
2.		Earthwork (Roadway)	2,310,000	110,000	1,420,000	2,811,000	3,635,000	504,000	10,790,000
3.		Paving Improvements							
	a.	Pavement Removal		6,000	191,000	310,000	174,000	278,000	959,000
	b.	Resurfacing		0	0	0	0	293,000	293,000
	c.	New Pavement (includes, base, subbase, shoulder, c&g, median, bridge approaches)		49,000	2,686,000	5,830,000	7,391,000	7,320,000	23,276,000
	d.	Multi-Use Paths			41,000	163,000	284,000	0	488,000
4.		Structures							
	a.	Railroad over Road		2,790,000	2,544,000				5,334,000
	b.	Highway Bridges		1,594,000	0	1,663,000	10,935,000	1,182,000	15,374,000
	c.	Separate Multi-use Structures		0	0	2,044,000	0	0	2,044,000
	d.	Major Culverts			335,000		0		335,000
	e.	Retaining Walls			1,390,000	41,000		264,000	1,695,000
	f.	Structure Removal	0	126,000	87,000	255,000	40,000	123,000	631,000
5.		Drainage and Municipal Utilities							
	a.	Drainage Collection System - storm sewer system & minor culverts			860,000	1,212,000	1,943,000	2,615,000	6,630,000
	b.	Water and Sewer System Adjustments & Relocations						254,000	254,000
6.		Miscellaneous							
	a.	Guardrails, barriers, fencing		29,000	13,000	106,000	106,000	34,000	288,000
	b.	Traffic Signals		0	400,000	200,000	400,000	200,000	1,200,000
	c.	Lighting (at intersections only)		0	200,000	100,000	200,000	100,000	600,000
	d.	Signing and Striping		3,000	67,000	67,000	120,000	90,000	347,000
	e.	Railroad Crossing Improvements (Force Account - not structures)		0	0	0	750,000	0	750,000
	f.	Field Office & Laboratory	36,000	36,000	54,000	54,000	72,000	45,000	297,000
	g.	Misc. Others							0
7.		Other							
	a.	Erosion Control	106,000	26,000	167,000	469,000	342,000	308,000	1,418,000
	b.	Roadside Restoration (seeding)	0	0	156,000	1,124,000	772,000	447,000	2,499,000
	c.	Landscaping	0	0	50,000	20,000	50,000	20,000	140,000
	d.	Wetland Mitigation	675,000	0	0	0	0	0	675,000
	e.	Stormwater Management	182,000	0	28,000	179,000	161,000	63,000	613,000
	f.	Misc. Environmental Vision Document Enhancements	30,000	0	1,300,000	0	1,200,000	0	2,530,000
	g.	Special Waste Handling	90,000			0	36,000		126,000
8.		Traffic Management/Staging							
	a.	Traffic Control	15,000	45,000	50,000	514,000	151,000	549,000	1,324,000
	b.	Temporary Pavement	0	0	44,000	542,000	429,000	169,000	1,184,000
	c.	Railroad Flagger (Force Account)	0	40,000	100,000	10,000	0	20,000	170,000
9.		Subtotal (all above)	3,504,000	4,864,000	12,193,000	17,854,000	29,351,000	14,958,000	82,724,000
10.		Contingencies (25 %)	876,000	1,216,000	3,048,000	4,464,000	7,338,000	3,740,000	20,682,000
11.		Construction Cost (Total above 2 lines)	4,380,000	6,080,000	15,241,000	22,318,000	36,689,000	18,698,000	103,406,000
12.		Right-of-way, Buildings and Damages	4,000,000	2,000,000	7,500,000	2,500,000	3,000,000	2,000,000	21,000,000
13.		Non-Municipal Utility Adjustments (generally by others under permit)	20,000					150,000	170,000
14.		Preliminary Engineering (10 % of Line 11)	438,000	608,000	1,524,000	2,232,000	3,669,000	1,870,000	10,341,000
15.		Construction Engineering (10 % of Line 11)	438,000	608,000	1,524,000	2,232,000	3,669,000	1,870,000	10,341,000

EXHIBIT 7

COST ESTIMATE **CC&P Stearns Road** **Kane County** **Base Year - 2005** WORK CLASSIFICATION		Contract No.1 **Estimated Cost**	Contract No.1A **Estimated Cost**	Contract 2 **Estimated Cost**	Contract No.3 **Estimated Cost**	Contract No.4 **Estimated Cost**	Contract No.5 **Estimated Cost**	TOTAL All Contracts **Estimated Cost**
16.	Enhancements*							*
17.	Total Project Cost (Lines 11 through 15)	9,276,000	9,296,000	25,789,000	29,282,000	47,027,000	24,588,000	145,258,000

NOTES:
GENERAL:
ITS is not programmed as part of this project.
BY WORK CLASSIFICATION:

2.	For contract 5 the earthwork estimate assumes that the Fox River Stone has restored the area of New Stearns Road to approximately final grade.	
4a.	Railroad structures individual costs:	
	CC&P RR over McLean Blvd.	$2,544,000
	UP over IL Route 25	$2,790,000
4b.	Highway Bridges:	
	Dunham over CC&P RR	$1,140,000
	IL Route 31 over New Stearns Road	$454,000
	IL 25/Dunham over East Branch Brewster Creek	$1,173,000
	IL 25/Stearns over East Branch Brewster Creek	$490,000
	IL 25 over Brewster Creek	$247,000
	New Stearns over North Arm Brewster Creek	$1,263,000
	New Stearns over the Fox River	$9,425,000
	Umbdenstock over CC&P RR	$1,182,000
4c.	Multi-use bridges:	
	New Stearns grade separation	$719,000
	IL25/Dunham Grade separation	$946,000
	Over Easst Branch Brewster Creek	$79,000
4e.	Retaining Walls:	
	West side of Dunham Road south of CC&P RR	$41,000
	West side of McLean north of CC&P RR	$257,000
	East side of McLean north of CC&P RR	$1,093,000
	South side of New Stearns west of McLean	$264,000
12.	Right-of-way estimate provided by County for remaining properties to be acquired. Covers all associated costs.	
13.	Utilty adjustments noted are electric service relocation across former Midwest Groundcovers site and electric poles along new Umbdenstock Road	
* 16.	* Kane County is applying for ITEP funds. Cost of the enhancement classification item will increase directly with the size of the grant. Also, multiple program applications pending. Therefore, any enhancements beyond the basic scope are not included in the cost estimate above.	

EXHIBIT 7

CC&P/ STEARNS ROAD CORRIDOR

Construction Contract Stages

Exhibit 8

LEGEND:

- NEW CONSTRUCTION
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- CONSTRUCTED IN PREVIOUS CONTRACT

CONTRACT 2

STAGE 1A

CONSTRUCTION SEQUENCE

1. CLEAR AND RELOCATE ALL CONFLICTING UTILITIES
2. CONSTRUCT PAVEMENT FOR TEMPORARY WIDENING OR TEMPORARY PAVEMENT ALONG SOUTH SIDE OF ROUTE 31
3. INITIATE CONSTRUCTION OF TEMPORARY BRIDGE FOR CC & P RR RUNAROUND OVER MCLEAN BOULEVARD.

MAINTENANCE OF TRAFFIC

MAINTAIN TRAFFIC ON EXISTING PAVEMENT USING OFF-ROAD CONSTRUCTION STANDARDS.

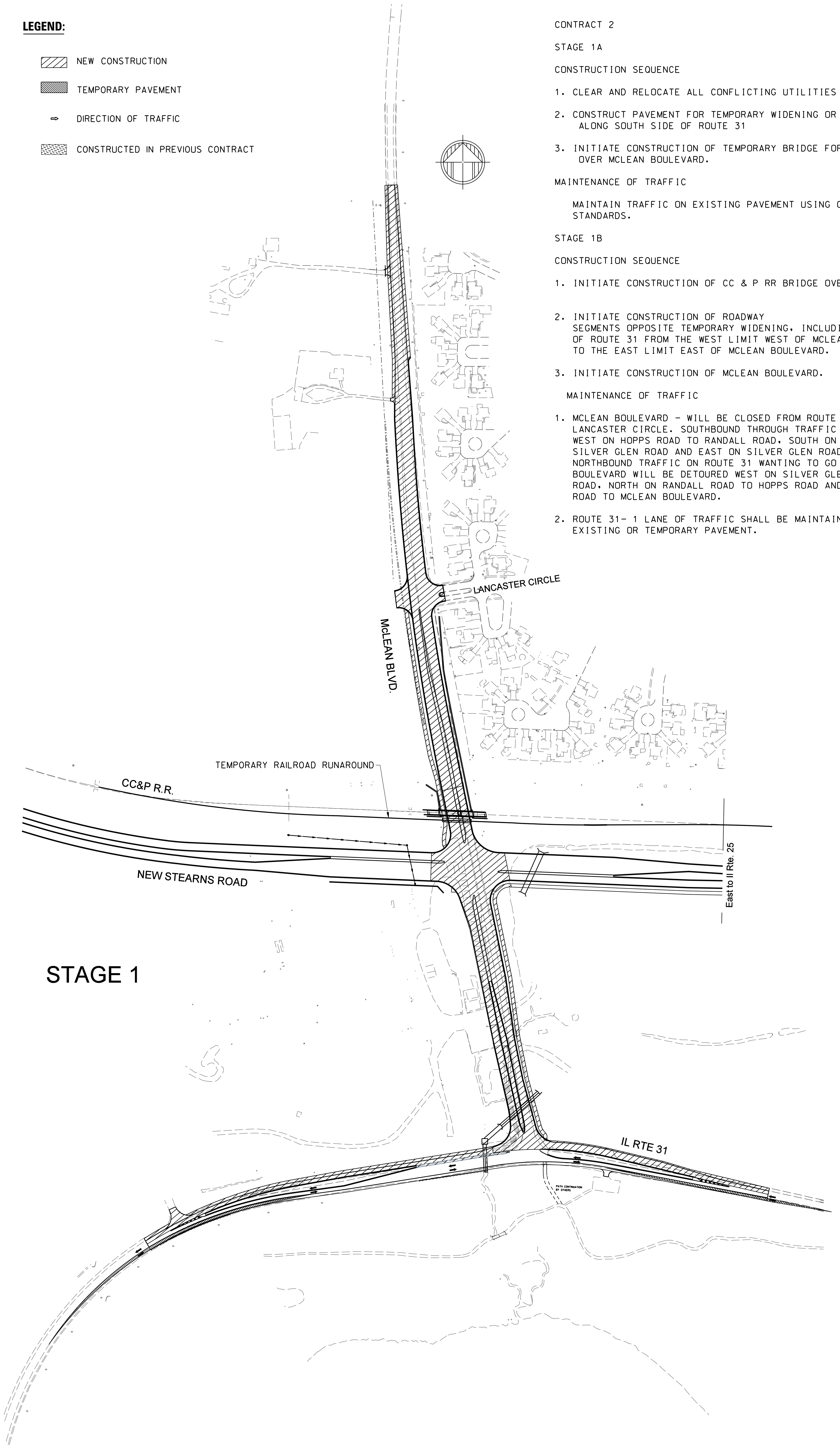
STAGE 1B

CONSTRUCTION SEQUENCE

1. INITIATE CONSTRUCTION OF CC & P RR BRIDGE OVER MCLEAN BOULEVARD
2. INITIATE CONSTRUCTION OF ROADWAY SEGMENTS OPPOSITE TEMPORARY WIDENING, INCLUDING NORTH HALF OF ROUTE 31 FROM THE WEST LIMIT WEST OF MCLEAN BOULEVARD TO THE EAST LIMIT EAST OF MCLEAN BOULEVARD.
3. INITIATE CONSTRUCTION OF MCLEAN BOULEVARD.

MAINTENANCE OF TRAFFIC

1. MCLEAN BOULEVARD - WILL BE CLOSED FROM ROUTE 31 TO NORTH OF LANCASTER CIRCLE. SOUTHBOUND THROUGH TRAFFIC WILL BE DETOURED WEST ON HOPPS ROAD TO RANDALL ROAD, SOUTH ON RANDALL ROAD TO SILVER GLEN ROAD AND EAST ON SILVER GLEN ROAD TO ROUTE 31. NORTHBOUND TRAFFIC ON ROUTE 31 WANTING TO GO NORTH ON MCLEAN BOULEVARD WILL BE DETOURED WEST ON SILVER GLEN ROAD TO RANDALL ROAD, NORTH ON RANDALL ROAD TO HOPPS ROAD AND EAST ON HOPPS ROAD TO MCLEAN BOULEVARD.
2. ROUTE 31- 1 LANE OF TRAFFIC SHALL BE MAINTAINED IN EACH DIRECTION ON EXISTING OR TEMPORARY PAVEMENT.



STAGE 1

CONTRACT 2

STAGE 2A

CONSTRUCTION SEQUENCE

CONSTRUCT PAVEMENT FOR TEMPORARY WIDENING ALONG NORTH SIDE OF ROUTE 31, AS NEEDED

MAINTENANCE OF TRAFFIC

MAINTAIN TRAFFIC THE SAME AS DURING STAGE 1B

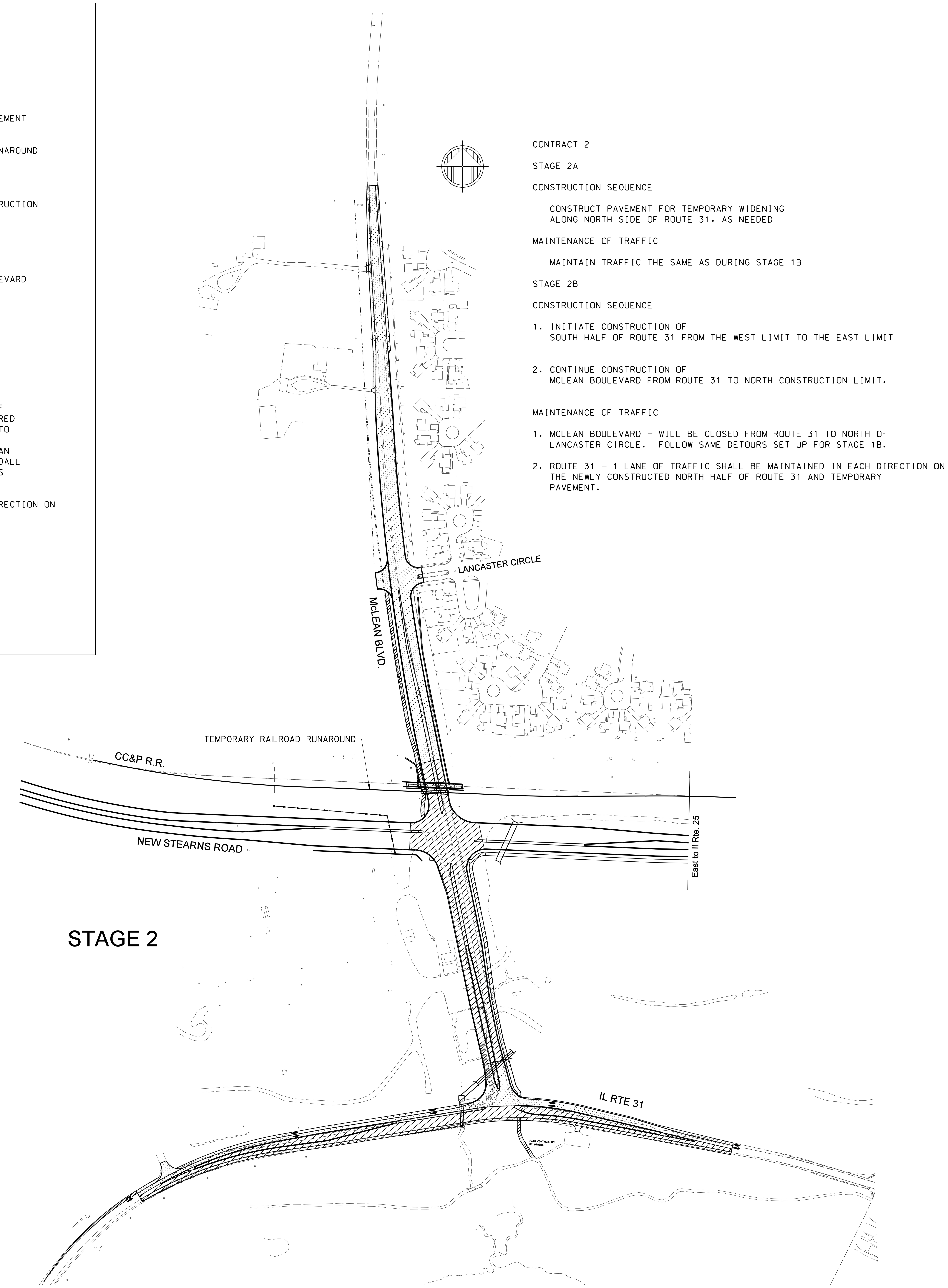
STAGE 2B

CONSTRUCTION SEQUENCE

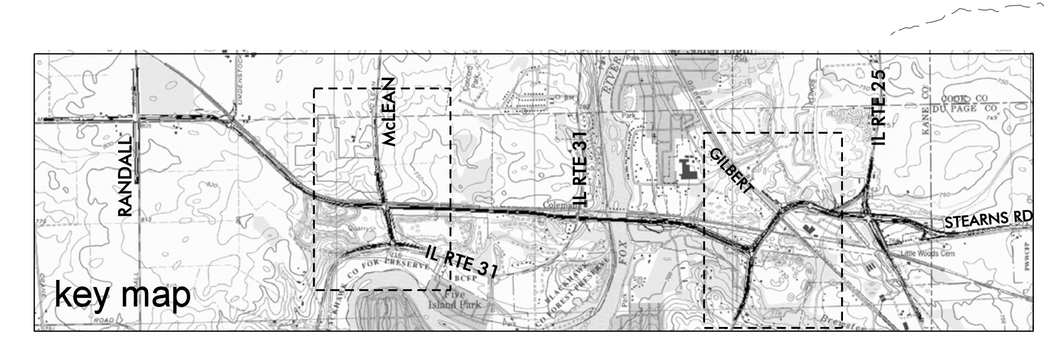
1. INITIATE CONSTRUCTION OF SOUTH HALF OF ROUTE 31 FROM THE WEST LIMIT TO THE EAST LIMIT
2. CONTINUE CONSTRUCTION OF MCLEAN BOULEVARD FROM ROUTE 31 TO NORTH CONSTRUCTION LIMIT.

MAINTENANCE OF TRAFFIC

1. MCLEAN BOULEVARD - WILL BE CLOSED FROM ROUTE 31 TO NORTH OF LANCASTER CIRCLE. FOLLOW SAME DETOURS SET UP FOR STAGE 1B.
2. ROUTE 31 - 1 LANE OF TRAFFIC SHALL BE MAINTAINED IN EACH DIRECTION ON THE NEWLY CONSTRUCTED NORTH HALF OF ROUTE 31 AND TEMPORARY PAVEMENT.



STAGE 2



key map

SCALE: 1" = 180'

CC&P/ STEARNS ROAD CORRIDOR

Contract 2 - Stages 1 & 2

Exhibit 9 1 of 7

CONTRACT 3

STAGE 1A

CONSTRUCTION SEQUENCE

1. CLEAR & RELOCATE ALL CONFLICTING UTILITIES.

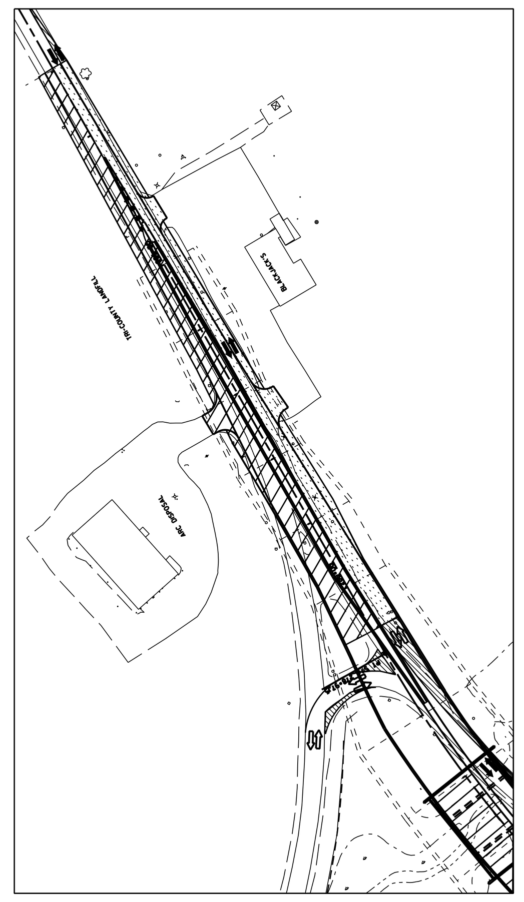
2. DEMOLISH BUILDINGS TO BE REMOVED.

3. CONSTRUCT BASE COURSE WIDENING AND SHOULDERS ON EAST SIDE OF DUNHAM ROAD AT SOUTH LIMIT.

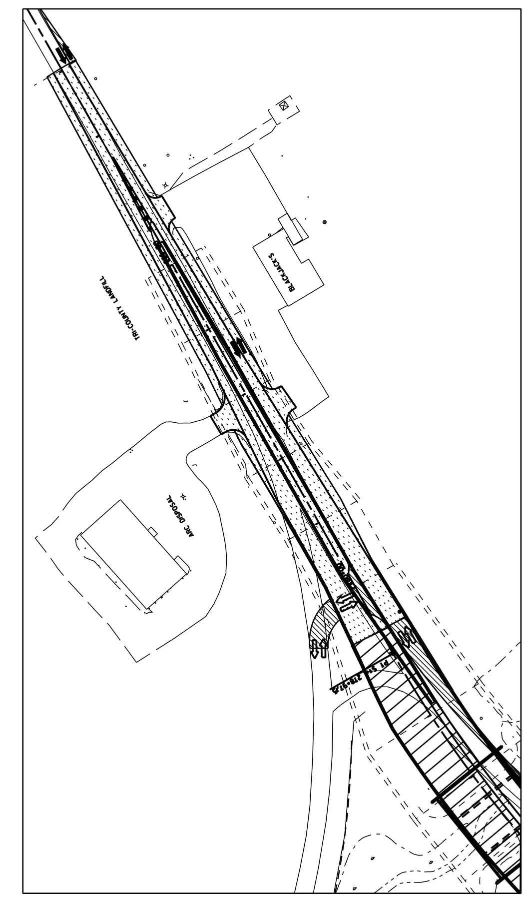
4. CONSTRUCT PAVEMENT FOR TEMPORARY WIDENING OR TEMPORARY PAVEMENT:
- ALONG NORTH SIDE OF ROUTE 25 AT WESTERN LIMIT OF CONTRACT 3
- ALONG SOUTH SIDE OF STEARNS ROAD 25 AT EASTERN LIMIT
- ALONG EAST SIDE OF DUNHAM ROAD/ROUTE 25 AT SOUTH LIMIT
- ALONG EAST SIDE OF DUNHAM ROAD/ROUTE 25 NEAR THE PROPOSED BRIDGE OVER THE EAST BRANCH OF BREWSTER CREEK
- ALONG WEST SIDE OF DUNHAM ROAD/ROUTE 25 AT NORTH LIMIT
- AT THE CONNECTION BETWEEN DUNHAM ROAD AND ROUTE 25 NORTH OF THE EAST BRANCH OF BREWSTER CREEK

MAINTENANCE OF TRAFFIC

1. MAINTAIN TRAFFIC ON EXISTING PAVEMENT USING OFF-ROAD CONSTRUCTION STANDARDS.



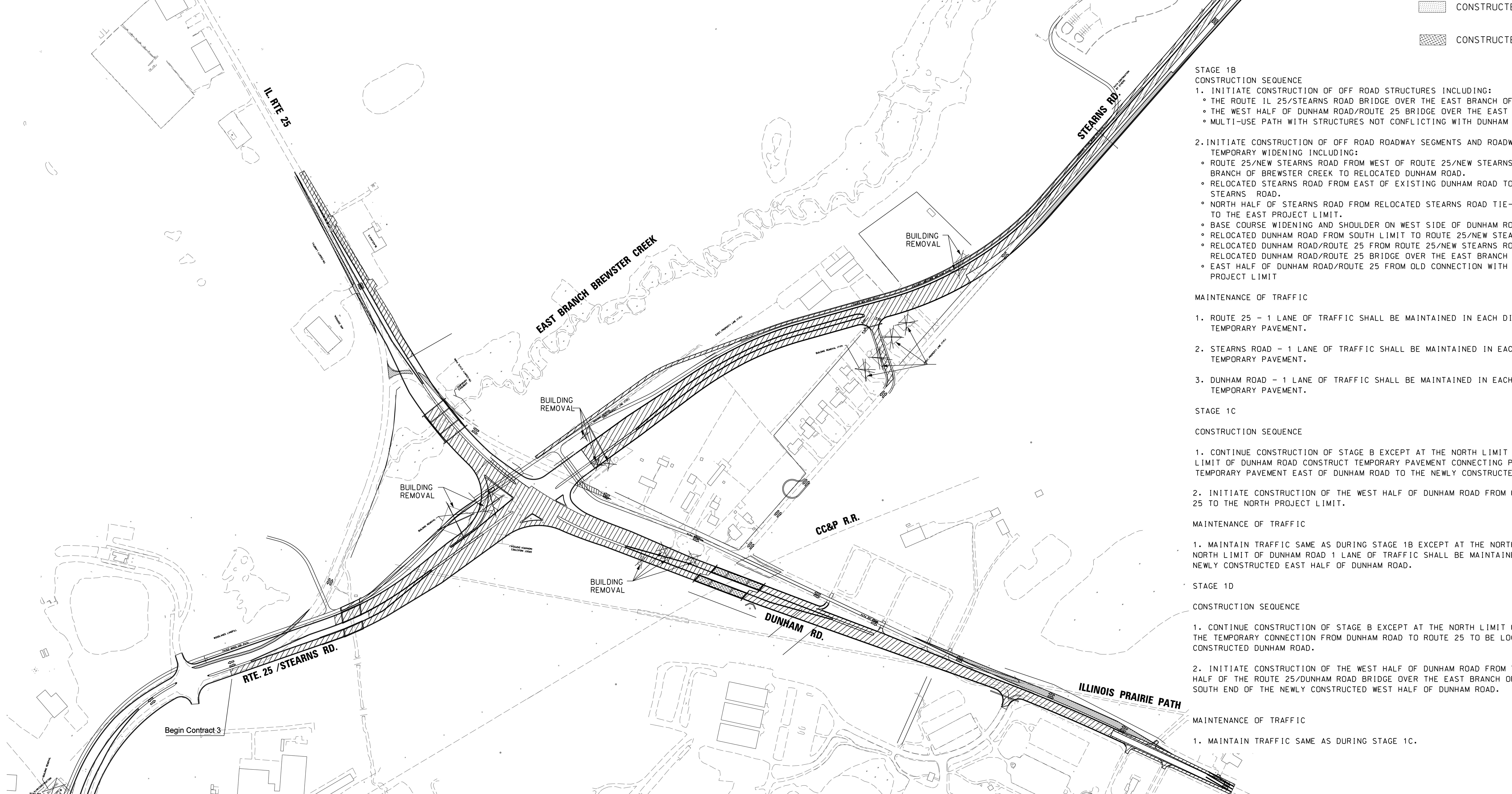
STAGE 1C



STAGE 1D

LEGEND:

- NEW CONSTRUCTION
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- CONSTRUCTED IN PREVIOUS STAGE
- CONSTRUCTED IN PREVIOUS CONTRACT



STAGE 1B

CONSTRUCTION SEQUENCE

1. INITIATE CONSTRUCTION OF OFF ROAD STRUCTURES INCLUDING:
- THE ROUTE IL 25/STEARNS ROAD BRIDGE OVER THE EAST BRANCH OF BREWSTER CREEK.
- THE WEST HALF OF DUNHAM ROAD/ROUTE 25 BRIDGE OVER THE EAST BRANCH OF BREWSTER CREEK.
- MULTI-USE PATH WITH STRUCTURES NOT CONFLICTING WITH DUNHAM ROAD CONSTRUCTION.

2. INITIATE CONSTRUCTION OF OFF ROAD ROADWAY SEGMENTS AND ROADWAY SEGMENTS OPPOSITE TEMPORARY WIDENING INCLUDING:
- ROUTE 25/NEW STEARNS ROAD FROM WEST OF ROUTE 25/NEW STEARNS ROAD BRIDGE OVER THE EAST BRANCH OF BREWSTER CREEK TO RELOCATED DUNHAM ROAD.
- RELOCATED STEARNS ROAD FROM EAST OF EXISTING DUNHAM ROAD TO THE TIE-IN WITH OLD STEARNS ROAD.
- NORTH HALF OF STEARNS ROAD FROM RELOCATED STEARNS ROAD TIE-IN WITH OLD STEARNS ROAD TO THE EAST PROJECT LIMIT.
- BASE COURSE WIDENING AND SHOULDER ON WEST SIDE OF DUNHAM ROAD AT SOUTH LIMIT.
- RELOCATED DUNHAM ROAD FROM SOUTH LIMIT TO ROUTE 25/NEW STEARNS ROAD.
- RELOCATED DUNHAM ROAD/ROUTE 25 FROM ROUTE 25/NEW STEARNS ROAD TO THE SOUTH END OF THE RELOCATED DUNHAM ROAD/ROUTE 25 BRIDGE OVER THE EAST BRANCH OF BREWSTER CREEK.
- EAST HALF OF DUNHAM ROAD/ROUTE 25 FROM OLD CONNECTION WITH ROUTE 25 TO THE NORTH PROJECT LIMIT

MAINTENANCE OF TRAFFIC

1. ROUTE 25 - 1 LANE OF TRAFFIC SHALL BE MAINTAINED IN EACH DIRECTION ON EXISTING OR TEMPORARY PAVEMENT.

2. STEARNS ROAD - 1 LANE OF TRAFFIC SHALL BE MAINTAINED IN EACH DIRECTION ON EXISTING OR TEMPORARY PAVEMENT.

3. DUNHAM ROAD - 1 LANE OF TRAFFIC SHALL BE MAINTAINED IN EACH DIRECTION ON EXISTING OR TEMPORARY PAVEMENT.

STAGE 1C

CONSTRUCTION SEQUENCE

1. CONTINUE CONSTRUCTION OF STAGE B EXCEPT AT THE NORTH LIMIT OF DUNHAM ROAD. AT NORTH LIMIT OF DUNHAM ROAD CONSTRUCT TEMPORARY PAVEMENT CONNECTING PREVIOUSLY CONSTRUCTED TEMPORARY PAVEMENT EAST OF DUNHAM ROAD TO THE NEWLY CONSTRUCTED EAST HALF OF DUNHA

2. INITIATE CONSTRUCTION OF THE WEST HALF OF DUNHAM ROAD FROM OLD CONNECTION WITH ROUTE 25 TO THE NORTH PROJECT LIMIT.

MAINTENANCE OF TRAFFIC

1. MAINTAIN TRAFFIC SAME AS DURING STAGE 1B EXCEPT AT THE NORTH LIMIT OF DUNHAM ROAD. AT NORTH LIMIT OF DUNHAM ROAD 1 LANE OF TRAFFIC SHALL BE MAINTAINED IN EACH DIRECTION ON THE NEWLY CONSTRUCTED EAST HALF OF DUNHAM ROAD.

STAGE 1D

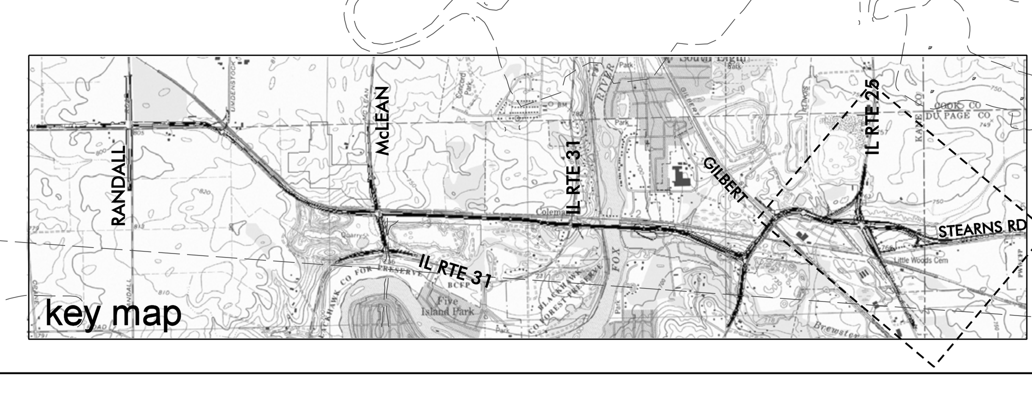
CONSTRUCTION SEQUENCE

1. CONTINUE CONSTRUCTION OF STAGE B EXCEPT AT THE NORTH LIMIT OF DUNHAM ROAD. RELOCATE THE TEMPORARY CONNECTION FROM DUNHAM ROAD TO ROUTE 25 TO BE LOCATED ON THE NEWLY CONSTRUCTED DUNHAM ROAD.

2. INITIATE CONSTRUCTION OF THE WEST HALF OF DUNHAM ROAD FROM THE NORTH END OF THE WEST HALF OF THE ROUTE 25/DUNHAM ROAD BRIDGE OVER THE EAST BRANCH OF BREWSTER CREEK TO THE SOUTH END OF THE NEWLY CONSTRUCTED WEST HALF OF DUNHAM ROAD.

MAINTENANCE OF TRAFFIC

1. MAINTAIN TRAFFIC SAME AS DURING STAGE 1C.



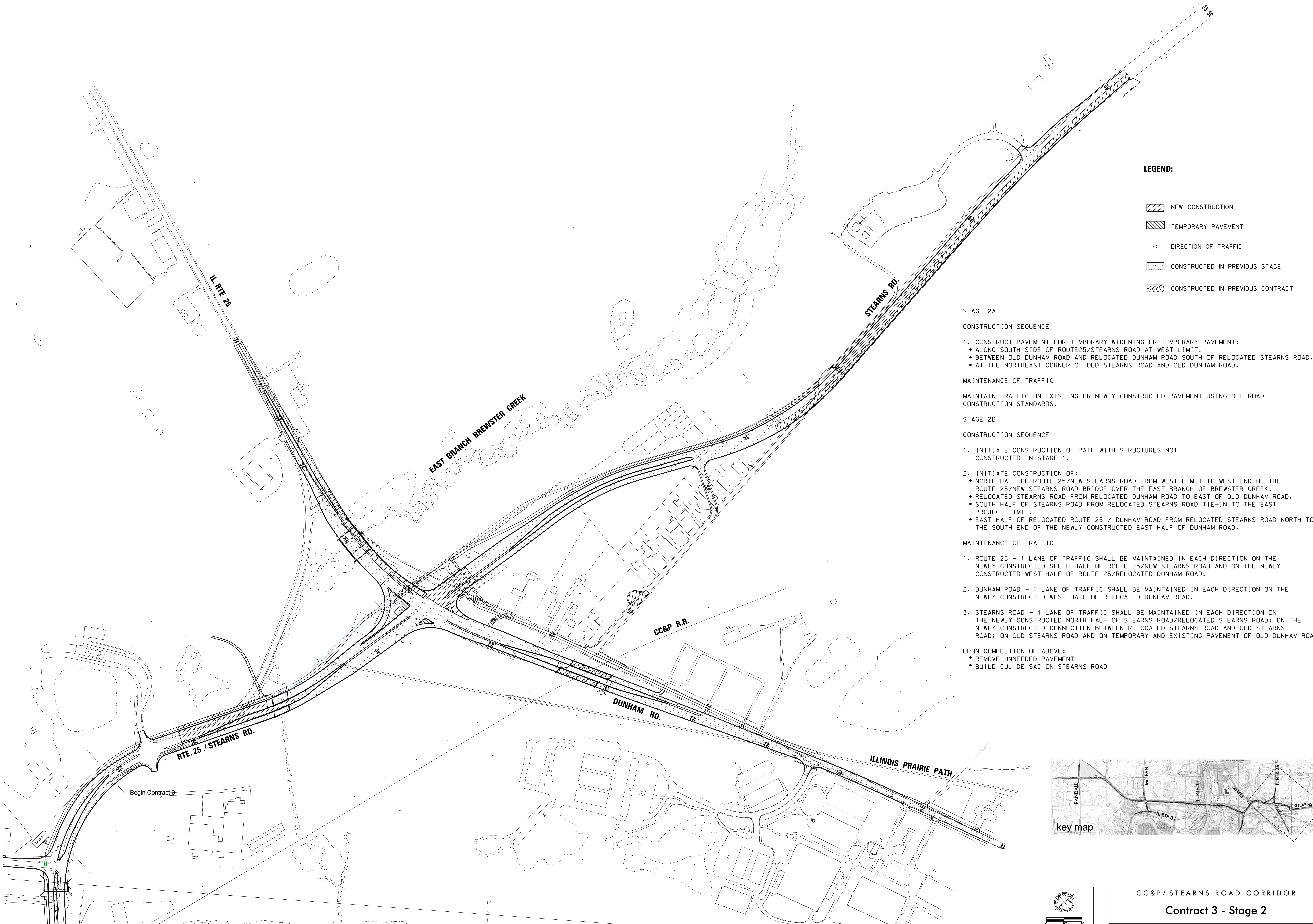
key map

SCALE: 1" = 180'

CC&P/ STEARNS ROAD CORRIDOR

Contract 3 - Stage 1

Exhibit 9 2 of 7



LEGEND:

- NEW CONSTRUCTION
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- CONSTRUCTED IN PREVIOUS STAGE
- CONSTRUCTED IN PREVIOUS CONTRACT

STAGE 2A

CONSTRUCTION SEQUENCE

1. CONSTRUCT PAVEMENT FOR TEMPORARY WIDENING OR TEMPORARY PAVEMENT:
   - ALONG SOUTH SIDE OF ROUTE25/STEARNS ROAD AT WEST LIMIT.
   - BETWEEN OLD DUNHAM ROAD AND RELOCATED DUNHAM ROAD SOUTH OF RELOCATED STEARNS ROAD.
   - AT THE NORTHEAST CORNER OF OLD STEARNS ROAD AND OLD DUNHAM ROAD.

MAINTENANCE OF TRAFFIC

MAINTAIN TRAFFIC ON EXISTING OR NEWLY CONSTRUCTED PAVEMENT USING OFF-ROAD CONSTRUCTION STANDARDS.

STAGE 2B

CONSTRUCTION SEQUENCE

1. INITIATE CONSTRUCTION OF PATH WITH STRUCTURES NOT CONSTRUCTED IN STAGE 1.

2. INITIATE CONSTRUCTION OF:
   - NORTH HALF OF ROUTE 25/NEW STEARNS ROAD FROM WEST LIMIT TO WEST END OF THE ROUTE 25/NEW STEARNS ROAD BRIDGE OVER THE EAST BRANCH OF BREWSTER CREEK.
   - RELOCATED STEARNS ROAD FROM RELOCATED DUNHAM ROAD TO EAST OF OLD DUNHAM ROAD.
   - SOUTH HALF OF STEARNS ROAD FROM RELOCATED STEARNS ROAD TIE-IN TO THE EAST PROJECT LIMIT.
   - EAST HALF OF RELOCATED ROUTE 25 / DUNHAM ROAD FROM RELOCATED STEARNS ROAD NORTH TO THE SOUTH END OF THE NEWLY CONSTRUCTED EAST HALF OF DUNHAM ROAD.

MAINTENANCE OF TRAFFIC

1. ROUTE 25 - 1 LANE OF TRAFFIC SHALL BE MAINTAINED IN EACH DIRECTION ON THE NEWLY CONSTRUCTED SOUTH HALF OF ROUTE 25/NEW STEARNS ROAD AND ON THE NEWLY CONSTRUCTED WEST HALF OF ROUTE 25/RELOCATED DUNHAM ROAD.

2. DUNHAM ROAD - 1 LANE OF TRAFFIC SHALL BE MAINTAINED IN EACH DIRECTION ON THE NEWLY CONSTRUCTED WEST HALF OF RELOCATED DUNHAM ROAD.

3. STEARNS ROAD - 1 LANE OF TRAFFIC SHALL BE MAINTAINED IN EACH DIRECTION ON THE NEWLY CONSTRUCTED NORTH HALF OF STEARNS ROAD/RELOCATED STEARNS ROAD; ON THE NEWLY CONSTRUCTED CONNECTION BETWEEN RELOCATED STEARNS ROAD AND OLD STEARNS ROAD; ON OLD STEARNS ROAD AND ON TEMPORARY AND EXISTING PAVEMENT OF OLD DUNHAM ROAD.

UPON COMPLETION OF ABOVE:
- REMOVE UNNEEDED PAVEMENT
- BUILD CUL DE SAC ON STEARNS ROAD

0 90 180
SCALE: 1" = 180'

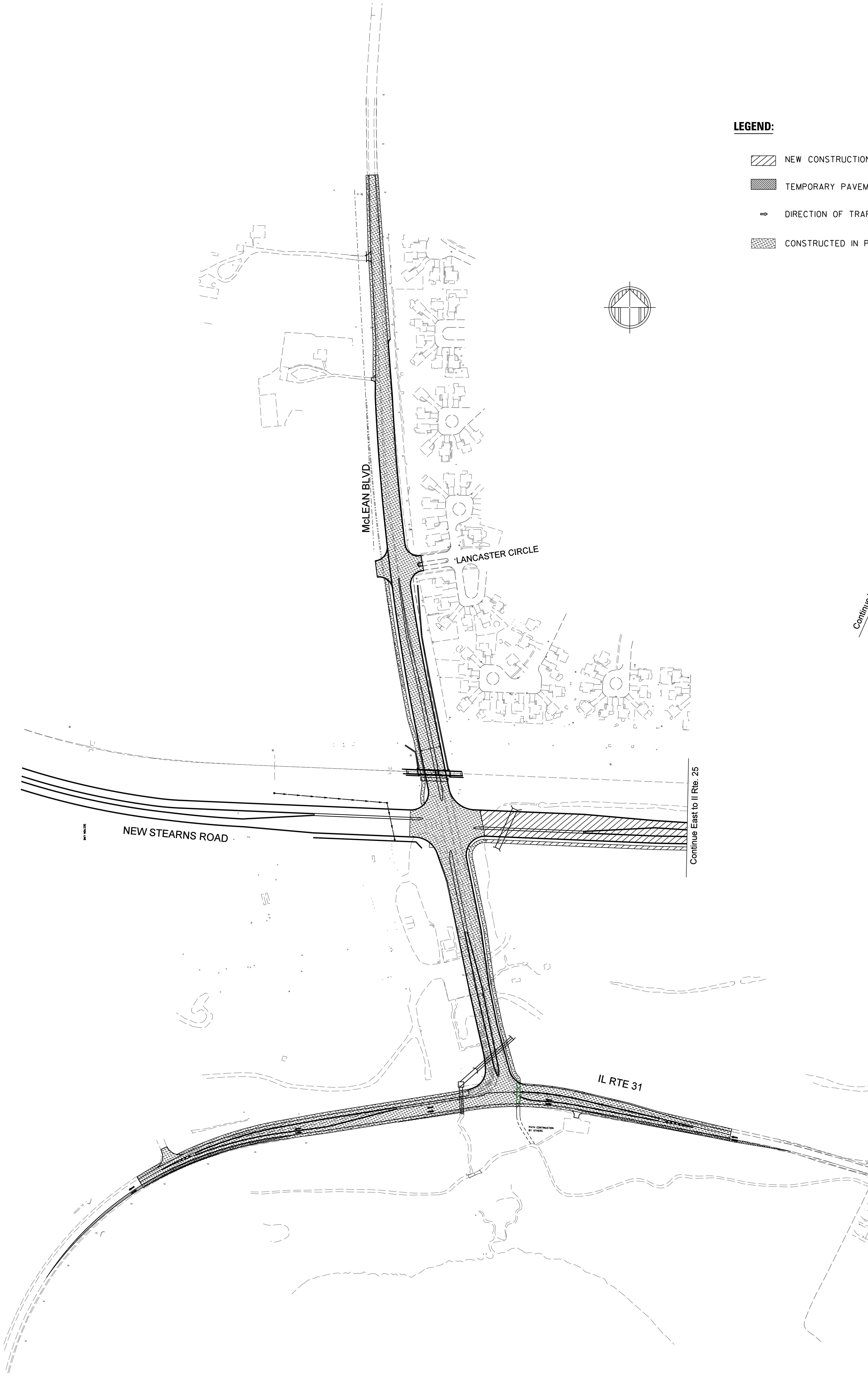
CC&P/ STEARNS ROAD CORRIDOR

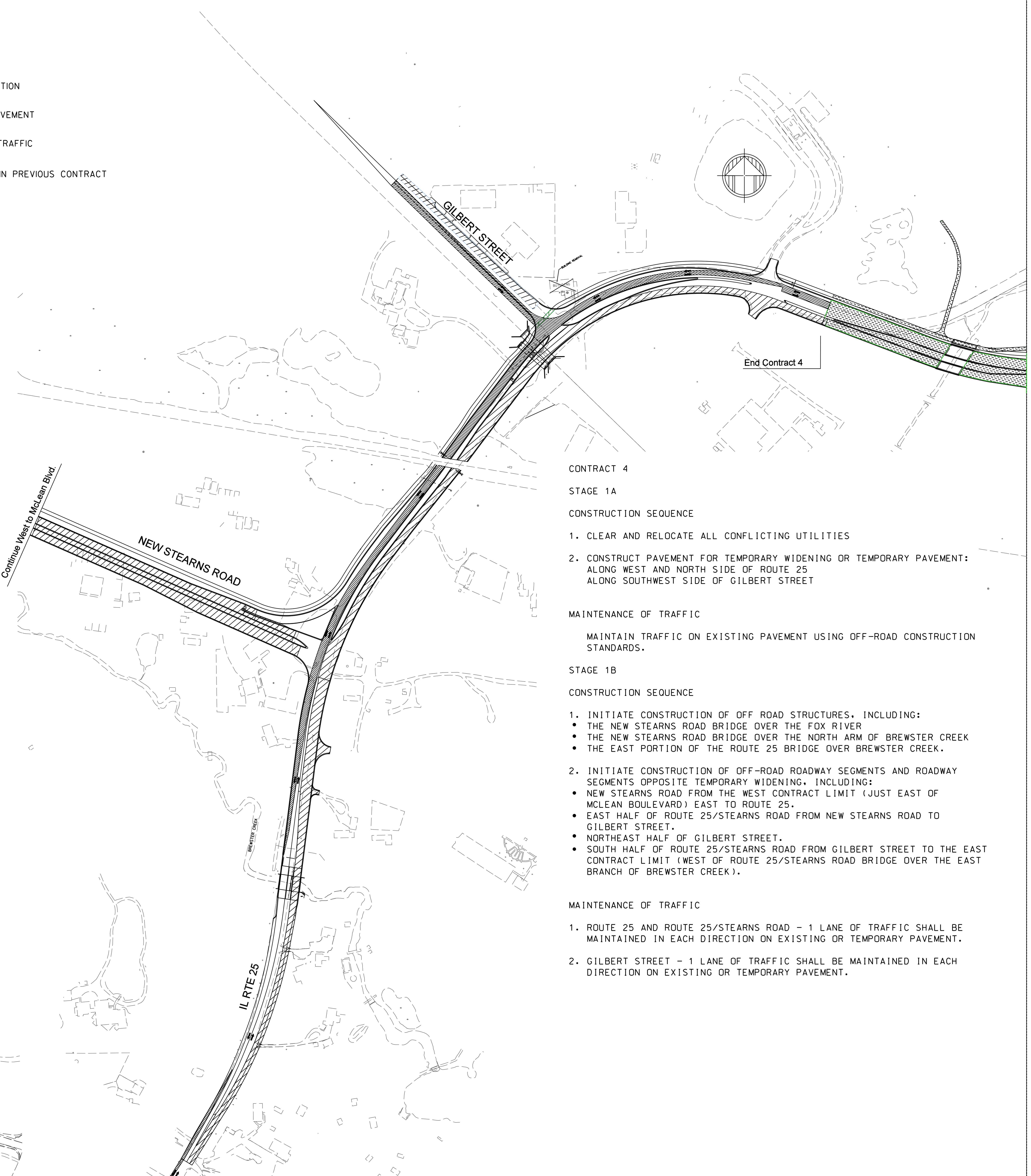
Contract 3 - Stage 2

Exhibit 9 3 of 7

LEGEND:

- NEW CONSTRUCTION
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- CONSTRUCTED IN PREVIOUS CONTRACT





CONTRACT 4

STAGE 1A

CONSTRUCTION SEQUENCE

1. CLEAR AND RELOCATE ALL CONFLICTING UTILITIES

2. CONSTRUCT PAVEMENT FOR TEMPORARY WIDENING OR TEMPORARY PAVEMENT:
   ALONG WEST AND NORTH SIDE OF ROUTE 25
   ALONG SOUTHWEST SIDE OF GILBERT STREET

MAINTENANCE OF TRAFFIC

MAINTAIN TRAFFIC ON EXISTING PAVEMENT USING OFF-ROAD CONSTRUCTION STANDARDS.

STAGE 1B

CONSTRUCTION SEQUENCE

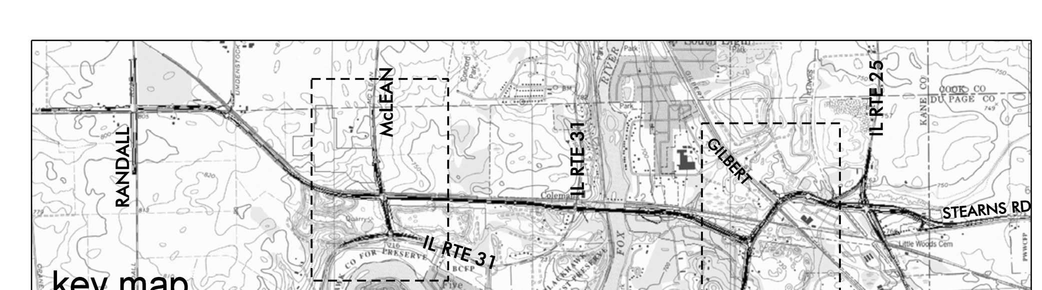
1. INITIATE CONSTRUCTION OF OFF ROAD STRUCTURES, INCLUDING:
   - THE NEW STEARNS ROAD BRIDGE OVER THE FOX RIVER
   - THE NEW STEARNS ROAD BRIDGE OVER THE NORTH ARM OF BREWSTER CREEK
   - THE EAST PORTION OF THE ROUTE 25 BRIDGE OVER BREWSTER CREEK.

2. INITIATE CONSTRUCTION OF OFF-ROAD ROADWAY SEGMENTS AND ROADWAY SEGMENTS OPPOSITE TEMPORARY WIDENING, INCLUDING:
   - NEW STEARNS ROAD FROM THE WEST CONTRACT LIMIT (JUST EAST OF MCLEAN BOULEVARD) EAST TO ROUTE 25.
   - EAST HALF OF ROUTE 25/STEARNS ROAD FROM NEW STEARNS ROAD TO GILBERT STREET.
   - NORTHEAST HALF OF GILBERT STREET.
   - SOUTH HALF OF ROUTE 25/STEARNS ROAD FROM GILBERT STREET TO THE EAST CONTRACT LIMIT (WEST OF ROUTE 25/STEARNS ROAD BRIDGE OVER THE EAST BRANCH OF BREWSTER CREEK).

MAINTENANCE OF TRAFFIC

1. ROUTE 25 AND ROUTE 25/STEARNS ROAD - 1 LANE OF TRAFFIC SHALL BE MAINTAINED IN EACH DIRECTION ON EXISTING OR TEMPORARY PAVEMENT.

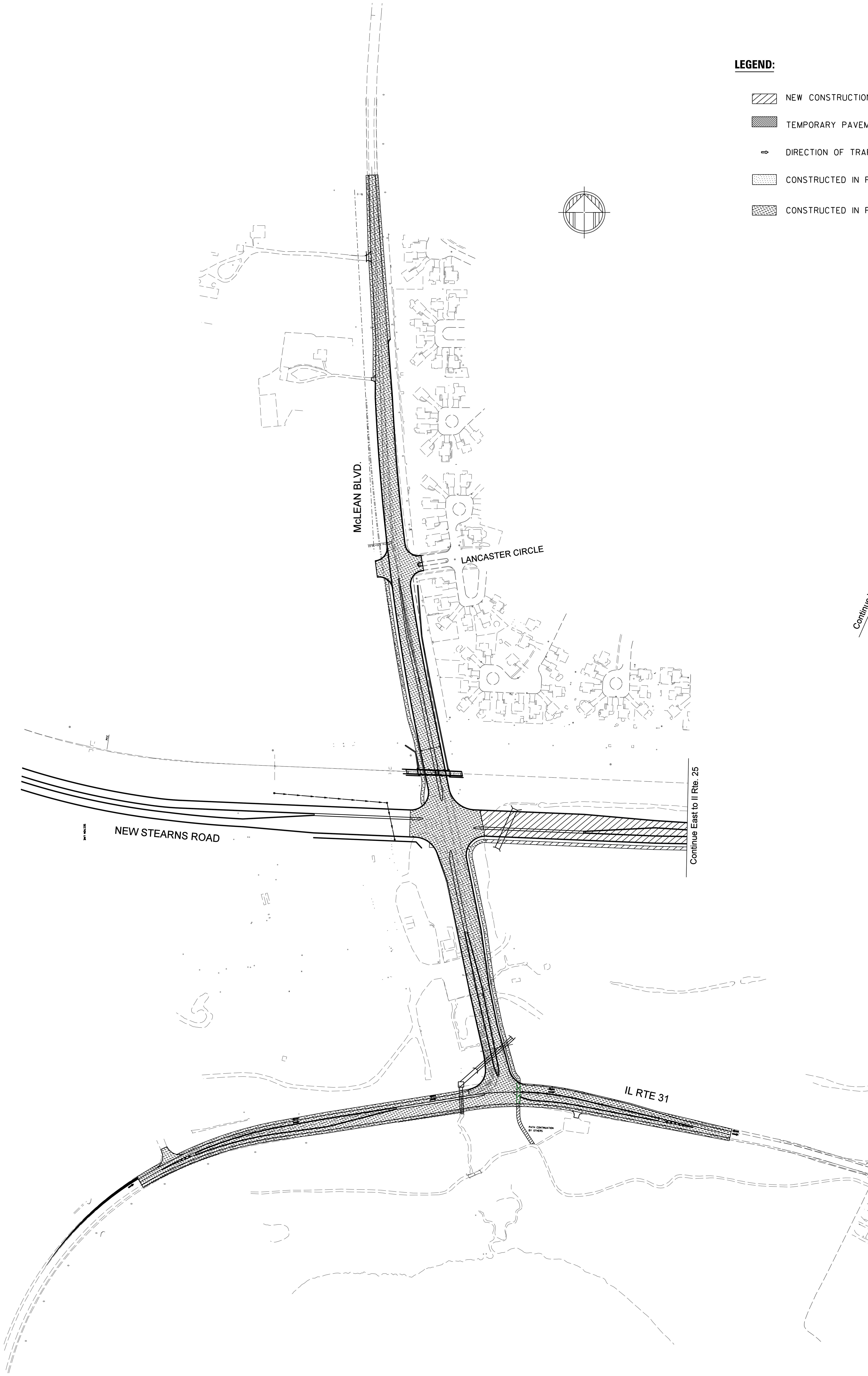
2. GILBERT STREET - 1 LANE OF TRAFFIC SHALL BE MAINTAINED IN EACH DIRECTION ON EXISTING OR TEMPORARY PAVEMENT.



SCALE: 1" = 180'

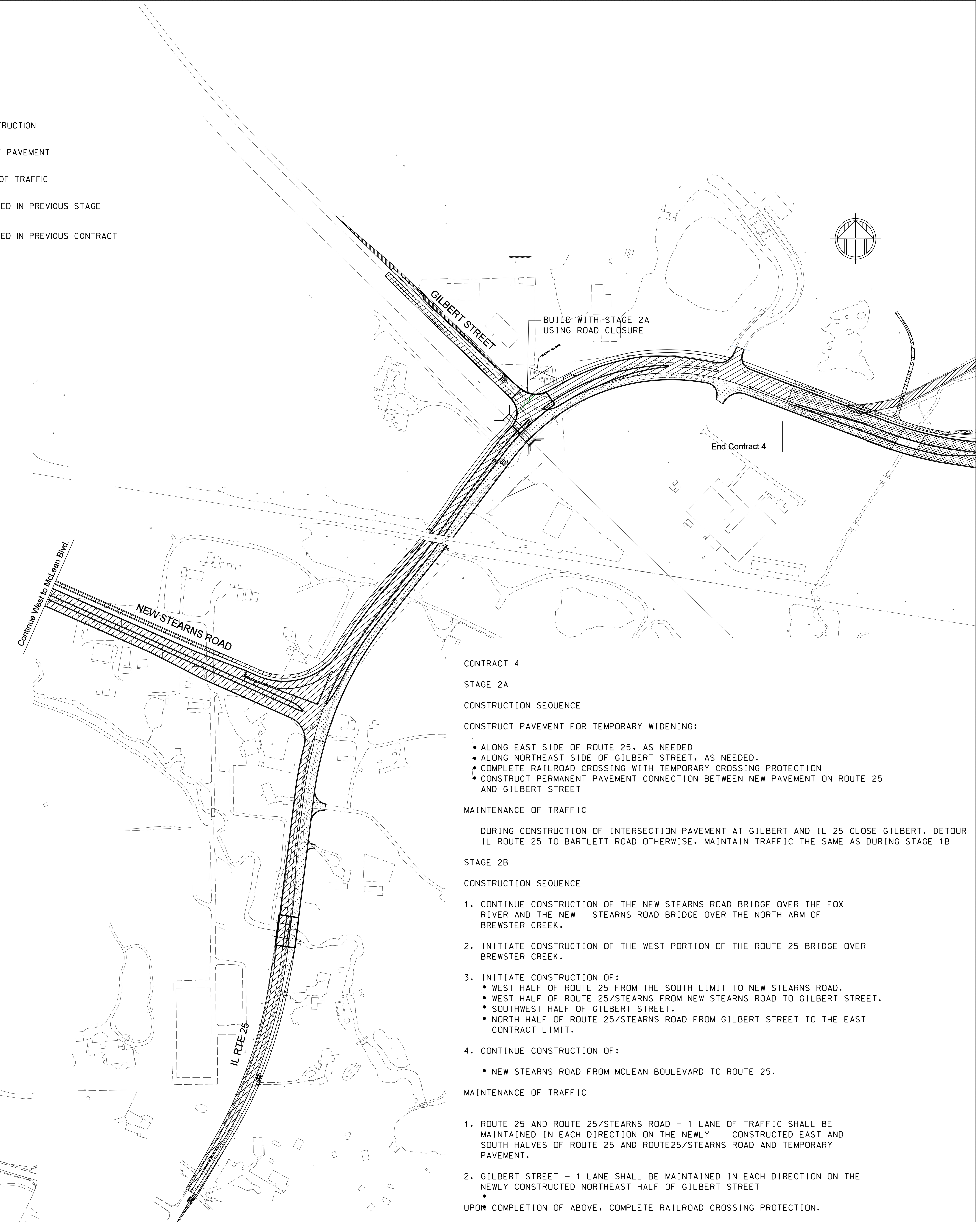
CC&P/ STEARNS ROAD CORRIDOR

Contract 4 - Stage 1



LEGEND:

- NEW CONSTRUCTION
- TEMPORARY PAVEMENT
- DIRECTION OF TRAFFIC
- CONSTRUCTED IN PREVIOUS STAGE
- CONSTRUCTED IN PREVIOUS CONTRACT



CONTRACT 4

STAGE 2A

CONSTRUCTION SEQUENCE

CONSTRUCT PAVEMENT FOR TEMPORARY WIDENING:

- ALONG EAST SIDE OF ROUTE 25, AS NEEDED
- ALONG NORTHEAST SIDE OF GILBERT STREET, AS NEEDED.
- COMPLETE RAILROAD CROSSING WITH TEMPORARY CROSSING PROTECTION
- CONSTRUCT PERMANENT PAVEMENT CONNECTION BETWEEN NEW PAVEMENT ON ROUTE 25 AND GILBERT STREET

MAINTENANCE OF TRAFFIC

DURING CONSTRUCTION OF INTERSECTION PAVEMENT AT GILBERT AND IL 25 CLOSE GILBERT. DETOUR IL ROUTE 25 TO BARTLETT ROAD OTHERWISE, MAINTAIN TRAFFIC THE SAME AS DURING STAGE 1B

STAGE 2B

CONSTRUCTION SEQUENCE

1. CONTINUE CONSTRUCTION OF THE NEW STEARNS ROAD BRIDGE OVER THE FOX RIVER AND THE NEW STEARNS ROAD BRIDGE OVER THE NORTH ARM OF BREWSTER CREEK.

2. INITIATE CONSTRUCTION OF THE WEST PORTION OF THE ROUTE 25 BRIDGE OVER BREWSTER CREEK.

3. INITIATE CONSTRUCTION OF:
   - WEST HALF OF ROUTE 25 FROM THE SOUTH LIMIT TO NEW STEARNS ROAD.
   - WEST HALF OF ROUTE 25/STEARNS FROM NEW STEARNS ROAD TO GILBERT STREET.
   - SOUTHWEST HALF OF GILBERT STREET.
   - NORTH HALF OF ROUTE 25/STEARNS ROAD FROM GILBERT STREET TO THE EAST CONTRACT LIMIT.

4. CONTINUE CONSTRUCTION OF:
   - NEW STEARNS ROAD FROM MCLEAN BOULEVARD TO ROUTE 25.

MAINTENANCE OF TRAFFIC

1. ROUTE 25 AND ROUTE 25/STEARNS ROAD - 1 LANE OF TRAFFIC SHALL BE MAINTAINED IN EACH DIRECTION ON THE NEWLY CONSTRUCTED EAST AND SOUTH HALVES OF ROUTE 25 AND ROUTE25/STEARNS ROAD AND TEMPORARY PAVEMENT.

2. GILBERT STREET - 1 LANE SHALL BE MAINTAINED IN EACH DIRECTION ON THE NEWLY CONSTRUCTED NORTHEAST HALF OF GILBERT STREET
   -

UPON COMPLETION OF ABOVE, COMPLETE RAILROAD CROSSING PROTECTION.

SCALE: 1" = 180'

CC&P/ STEARNS ROAD CORRIDOR

Contract 4 - Stage 2

CONTRACT 5

STAGE 1A

CONSTRUCTION SEQUENCE

1. CLEAR AND RELOCATE ALL CONFLICTING UTILITIES

2. CONSTRUCT PAVEMENT FOR TEMPORARY WIDENING ALONG NORTH SIDE OF MCDONALD ROAD AS NEEDED, BETWEEN THORNWOOD WAY AND UMBDENSTOCK ROAD

MAINTENANCE OF TRAFFIC

MAINTAIN TRAFFIC ON EXISTING PAVEMENT USING OFF-ROAD CONSTRUCTION STANDARDS.

STAGE 1B

CONSTRUCTION SEQUENCE

1. INITIATE CONSTRUCTION OF THE OFF-ROAD STRUCTURE FOR UMBDENSTOCK ROAD OVER THE CC & P RR.

2. INITIATE CONSTRUCTION OF OFF-ROAD ROADWAY SEGMENTS AND ROADWAY SEGMENTS OPPOSITE TEMPORARY WIDENING, INCLUDING:
   - BASE COURSE WIDENING AND SHOULDERS ON BOTH SIDES OF RANDALL ROAD.
   - SOUTH HALF OF MCDONALD ROAD FROM THE WEST LIMIT TO WEST OF UMBDENSTOCK ROAD.
   - RELOCATED UMBDENSTOCK ROAD
   - NEW STEARNS ROAD FROM WEST OF UMBDENSTOCK ROAD TO THE EAST CONTRACT LIMIT (JUST WEST OF MCLEAN BOULEVARD).

MAINTENANCE OF TRAFFIC

1. RANDALL ROAD - 2 LANES OF TRAFFIC SHALL BE MAINTAINED IN EACH DIRECTION ON EXISTING PAVEMENT. MAINTAIN THE LEFT TURN LANES AT MCDONALD ROAD

2. MCDONALD ROAD - 1 LANE OF TRAFFIC SHALL BE MAINTAINED IN EACH DIRECTION ON EXISTING OR TEMPORARY PAVEMENT.

STAGE 1C

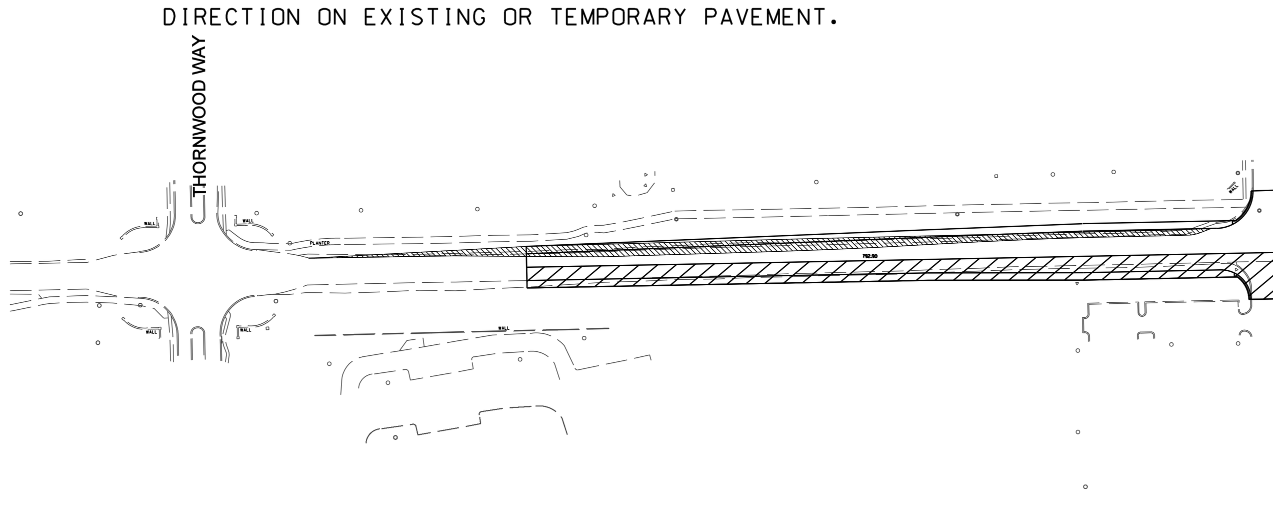
1. INITIATE CONSTRUCTION OF THE MEDIAN ON RANDALL ROAD.

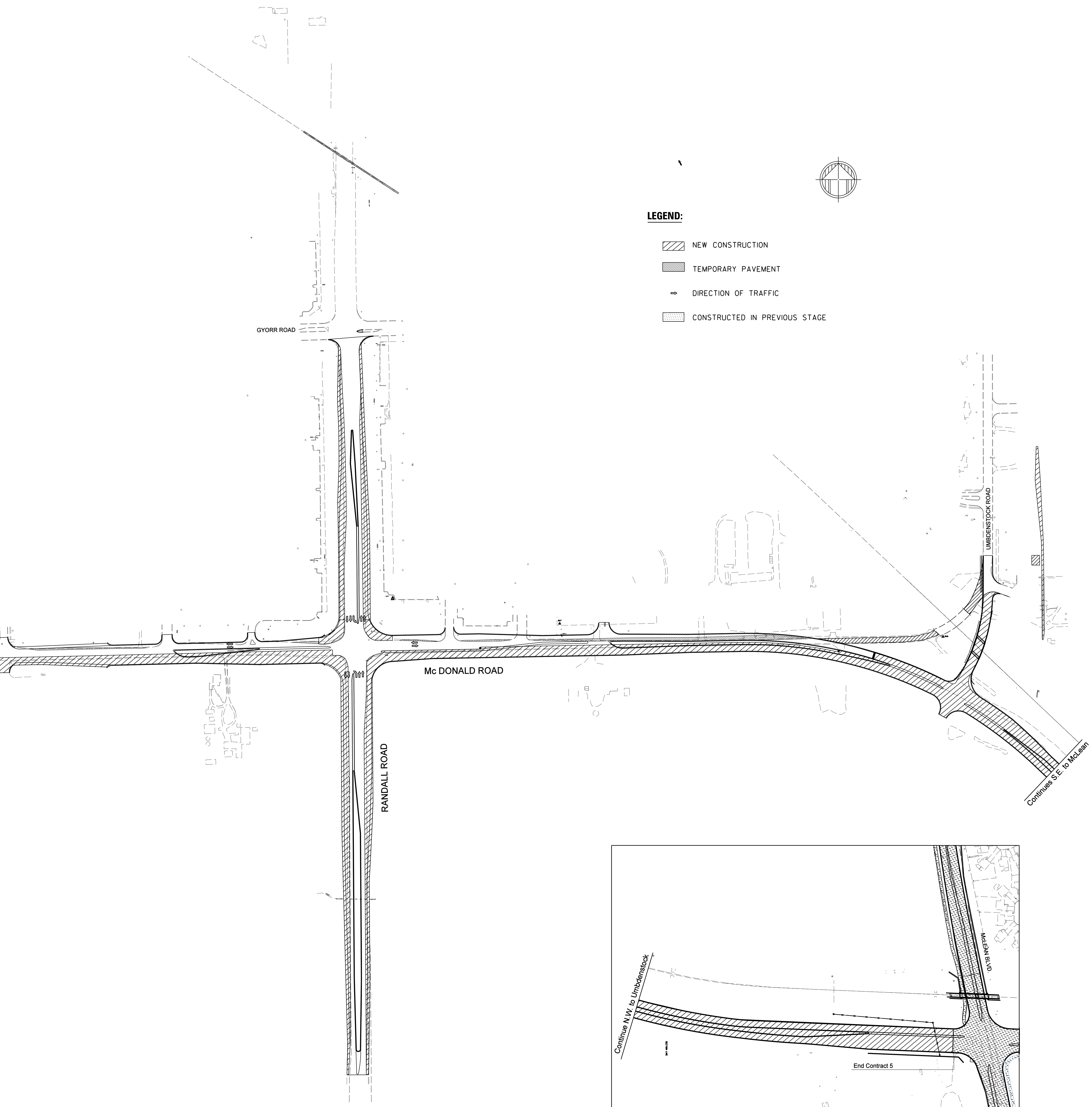
2. CONTINUE CONSTRUCTION OF:
   - THE UMBDENSTOCK ROAD BRIDGE OVER THE CC & P RR.
   - THE SOUTH HALF OF MCDONALD ROAD FROM THE WEST LIMIT TO WEST OF UMBDENSTOCK ROAD.
   - RELOCATED UMBDENSTOCK ROAD.
   - NEW STEARNS ROAD FROM WEST OF UMBDENSTOCK ROAD TO THE EAST CONTRACT LIMIT.

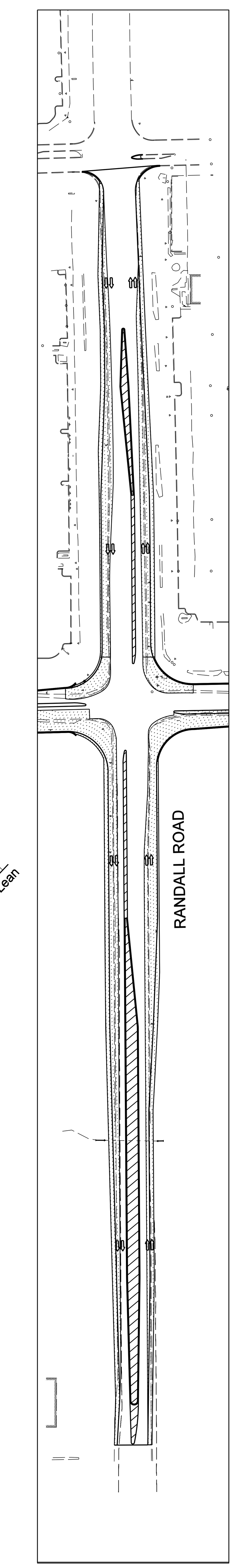
MAINTENANCE OF TRAFFIC

1. RANDALL ROAD - A MINIMUM OF 1 LANE OF TRAFFIC SHALL BE MAINTAINED IN EACH DIRECTION ON EXISTING OR WIDENING PAVEMENT.

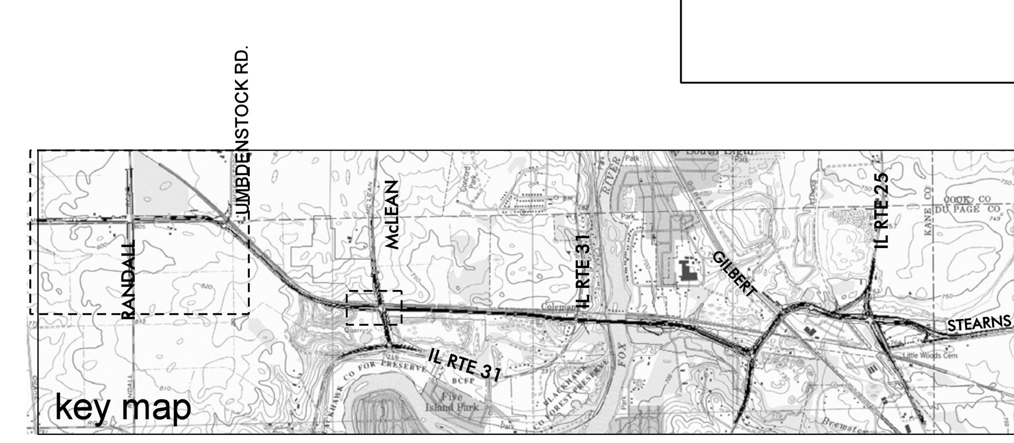
2. MCDONALD ROAD - 1 LANE OF TRAFFIC SHALL BE MAINTAINED IN EACH DIRECTION ON EXISTING OR TEMPORARY PAVEMENT.

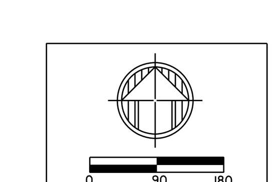






STAGE 1C





CC&P/ STEARNS ROAD CORRIDOR

Contract 5 - Stage 1

Exhibit 9 6 of 7

CONTRACT 5

STAGE 2

CONSTRUCTION SEQUENCE

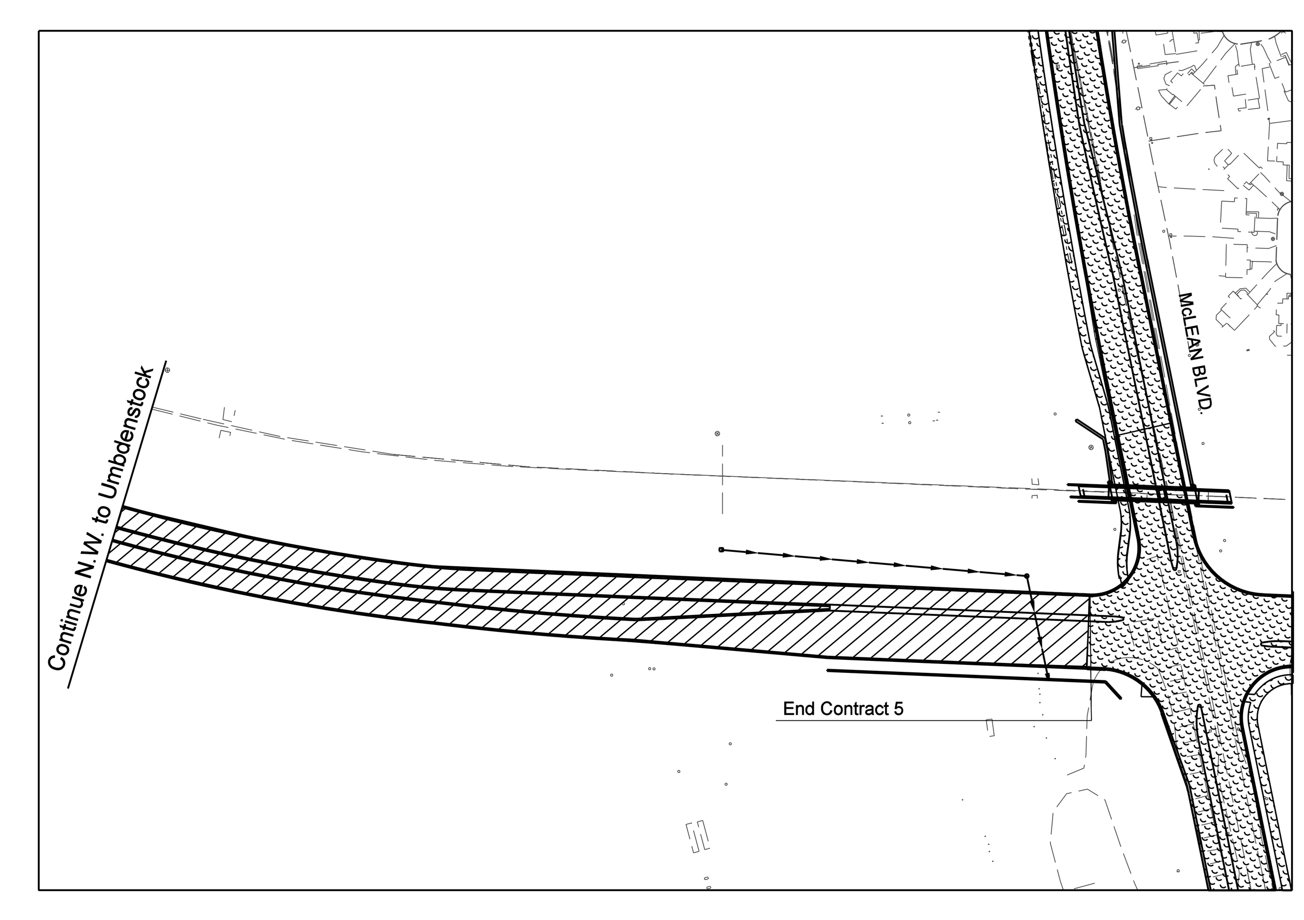
1. INITIATE CONSTRUCTION OF:
   - THE NORTH HALF OF MCDONALD ROAD FROM THE WEST LIMIT TO THE MCDONALD/NEW STEARNS CONNECTOR WITH UMBDENSTOCK.
   - THE MCDONALD/NEW STEARNS CONNECTOR WITH UMBDENSTOCK.
   - THE FINAL SURFACE COURSES OF RANDALL ROAD.

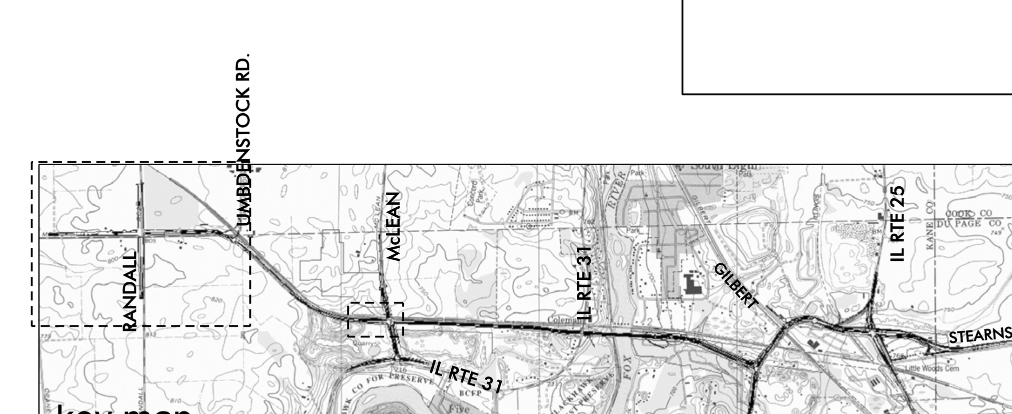
2. CONTINUE CONSTRUCTION OF NEW STEARNS ROAD FROM EAST OF RELOCATED UMBDENSTOCK ROAD TO THE EAST CONTRACT LIMIT.

MAINTENANCE OF TRAFFIC

1. MCDONALD ROAD - 1 LANE OF TRAFFIC SHALL BE MAINTAINED IN EACH DIRECTION ON THE NEWLY CONSTRUCTED SOUTH HALF OF MCDONALD ROAD AND RELOCATED UMBDENSTOCK ROAD.

2. RANDALL ROAD - TRAFFIC SHALL BE MAINTAINED ON THE EXISTING AND WIDENED PAVEMENT PER APPLICABLE TRAFFIC CONTROL STANDARDS FOR RESURFACING PROJECTS.





SCALE: 1" = 180'

CC&P/ STEARNS ROAD CORRIDOR

Contract 5 - Stage 2