

KANE COUNTY DIVISION OF TRANSPORTATION

Project Implementation Report

Project websites are at kdot.countyofkane.org/Pages/Projects/Highway-Projects.aspx

Monthly Report – October 18, 2022

Construction highlights

- Bliss/Fabyan/Main Realignment and Roundabout – Clearing of trees/brush and utility relocations for the site continue, after which, construction site work crews will take over. The project is a realignment of the offset intersections into a 4-legged oval-shaped roundabout. This is a 2-year construction project with completion scheduled for late 2023.
- Keslinger Road Multi-Use Path Reconstruction from South Peck Road to Daniels Way - Path repair with some curb and gutter, sidewalk replacement and pavement striping. Completion is scheduled for mid-November 2022.
- Longmeadow Parkway (Section C-4) Gantries and Roadside Toll Building – Equipment installation for the new Toll Building continues. Remaining electrical work is being affected by material shortages and delivery delays that have been common and frequent with COVID.
- Orchard Road at US 30 Intersection Reconstruction – Project work entails an intersection reconstruction improvement that will construct dual left turn lanes and single right turn lane for northbound and southbound Orchard Road. Storm sewer and pavement widening work continues. The project is still about 8 weeks behind due to utility conflicts and relocations. The Resident Engineer is working with the contractor to recover as much of this lost time as they can in the coming months. Project duration is anticipated to be 12 months, weather and other work related issues pending.
- Stearns Road Mitigation Site Embankment Restoration – Crews are installing the PCC revetment mat that will stop erosion and stabilize the embankment slope adjacent to Brewster Creek. Completion is scheduled for October 30, 2022.
- Swan Road over Tributary to East Branch of Big Rock Creek – Crews are working on framing the walls with a pour and ceiling framing to follow, on this cast in place structure. Embankment and channel grading, pavement, guardrail and restoration to follow. Project completion is scheduled for mid-November 2022.

Design Highlights (construction letting dates dependent upon completion of land acquisition)

- Bunker Road Extension – Keslinger Road to LaFox Road – PE II and ROW are ongoing to extend Bunker Road from its current northern terminus at the LaFox Metra station, to LaFox Road north of the LaFox Village District Center. The project was included in the County's adopted long-range transportation plans since 2004, and identified in the late 1990's as an improvement that could reduce congestion and provide a better north/south connection in the central portion of the County. The proposed extension incorporates the existing underpass of the UP RR tracks constructed as part of the Metra West Line extension in 2006 to accommodate the Bunker Road extension and a roundabout at the intersection of Bunker and Keslinger Roads.
- Dauberman Road Extension – Granart Road to US 30 – PE II and ROW are ongoing for an extension of Dauberman Road on new alignment south of US 30 to intersect with Granart Road. Grade separated structures will be constructed over the BNSF RR and over US 30. Targeting a construction IDOT letting winter 2022/2023.

- Fabyan Parkway at IL 31 Intersection Planning & Env Linkage (PEL) Study – Data gathering, initial stakeholder meetings and a public meeting have occurred.
- Kirk Road over UP RR, Metra & Tyler Creek – PE II and ROW continue for this bridge replacement and roadway reconstruction/add lanes along Kirk Road between Cherry Lane and IL 38. The existing 18-span bridge will be replaced with two single span bridges over the Union Pacific Railroad and Reed Road and the remaining spans filled and supported with retaining walls.
- Longmeadow Parkway Bridge Corridor – New alignment and new bridge over the Fox River
 - Tree Growing Contract – plan preparation is nearly complete - targeting construction letting in 2023
 - LMP C-2A – New contract to remove lead & diesel fuel contaminated soil – targeting construction letting this winter
 - LMP C-2B – New contract to finish roadway paving & miscellaneous items – targeting construction letting in 2023
 - Roadside Toll Collection System Integrator – Project continues
 - Back Office System Operator – Project continues
- Randall Road at IL 72 Intersection Reconstruction – PE I is underway to improve intersection capacity, pedestrian movements and safety. Randall Road at IL 72 exhibits some of the highest traffic volumes in Kane County. Targeting Design Approval in 2022.
- Randall Road at Big Timber Road Intersection Reconstruction – PE I is underway to improve intersection capacity, pedestrian movements and safety. Targeting Design Approval in 2022.
- Randall Road at US 20 Planning & Env Linkage (PEL) Study – A PEL study was conducted for the interchange and its surrounding intersections. The key elements of the study were to address increased traffic volumes, access demand and competing jurisdictional interests within the compressed footprint. The PEL Study was completed spring 2022.
- Randall Road over I-90 Interchange Planning & Env Linkage (PEL) Study - A PEL study was conducted for the Randall Road corridor between Big Timber Road and IL 72, centered on the I-90 (the Jane Addams Tollway) interchange. This section of Randall Road is one of the most heavily traveled county highways in Kane County. Randall Road serves multiple critical uses:
 - The region’s sole north-south arterial
 - A critical link to I-90 and the Chicago metropolitan area
 - A generator of commercial and industrial development

The study will encompass the review and analysis of traffic volumes, crash history, drainage concerns, bridge condition, environmental and socioeconomic factors, along with stakeholder concerns. The PEL study completed in fall 2021 resulting in a report providing several feasible alternatives for further design consideration available on the project website. Phase I Engineering started summer 2022.

- Randall Road at Hopps Road – PE I is underway for the proposed reconstruction of the intersection. The primary objective of this project is to build upon other ongoing safety and capacity improvements along Randall Road, to evaluate long-range safety and capacity improvement needs and to connect the multi-use path that exists along the west side of Randall Road to the north and south. While the goal of the Phase I study is to explore different alternatives and is anticipated to include a slight realignment of Randall Road to the west, and a realignment of Hopps Road to address safety concerns with the existing intersection angle and to correct the reverse curve superelevation transition that exists within the intersection. Target Design Approval in 2022.

- Randall Road Multi-Modal Improvements - Two concurrent preliminary engineering Phase I studies are underway to provide multi-modal improvements along the Randall Road Corridor, from College Green Drive to the northern County line, approximately 9.4 miles. The goal of this project is to create an accessible thoroughfare for all modes of transportation to travel safely along Randall Road. Improvements may consist of off-road shared use paths, sidewalks, pedestrian structures and/or intersection crossing improvements as needed to provide full corridor connectivity along Randall Road. The Phase I studies include the necessary engineering and environmental services to identify the required improvements, the environmental impacts and required mitigation measures, permits, land acquisition requirements and probable cost. The studies will also include a public involvement program.
 - Randall Road at Highland Avenue Intersection Improvement - This project includes Phase I Engineering and Environmental Studies for Randall Road at Highland Avenue with limits extending from Foothill Road on the south to Fletcher Drive on the north. The project is anticipated to include reconstruction of Randall Road to include 3 travel lanes in each direction separated by a barrier-curbed median and intersection improvements at Fletcher Drive, Royal Boulevard, Highland Avenue, Brookside/Tall Oaks Drive and Win Haven Drive. The existing cross section for Randall Road includes shoulders and generally an open drainage system, which is anticipated to be converted to an urban cross section with curb and gutter and a closed drainage system. A separate off-road bike path will also be considered along the west side of Randall Road, with potential pedestrian accommodations along the north side of Highland Avenue.
 - Various Engineering Projects – There are about 100 active projects in various stages of completion. Please contact our office if you have a question on the status of another project.
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Attachments: Photos

Detailed information available from: Steve Coffinbargar, Assistant Director, 630-406-7170