

# Recommended Roadway Plan

## Section 7 – 2040 Recommended Improvements

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# 2040 Recommended Improvements

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## 7.1 Introduction

The 2040 Recommended Roadway Plan is comprised of roadway improvements to the Kane County Transportation System. Projects include improvements to the tollways, SRAs, other arterials, new bridge and road corridors and realignments. All of the roadway projects identified in the CMAP 2040 Transportation Plan and Impact Fee Comprehensive Road Improvement Plan (CRIP) are included in the Recommended Roadway Plan. The plan is focused on expanding the highway system and will be supported with locally funded collector road networks, transit and non-motorized improvements, and through the use of additional transportation strategies such as Transportation Demand Management (TDM) and Transportation System Management (TSM). The roadway element of the recommended transportation plan is shown in Figure 7-1, which includes roads that are functionally classified as arterials or above. Additional recommendations include local bridge projects and locally planned capacity improvements to the collector roadway system, and are described in the following section.

### 7.1.1 Committed Projects

Committed projects are those projects with known construction funding sources and are anticipated to be built in the near term. The committed projects include the following:

- Extension of Anderson Road from IL 38 to Keslinger Road;
- Widening Orchard Road from U.S. 30 to Jericho Road from two lanes to four lanes;
- Completing the interchange of IL 47 with I-90; and
- Completing Stearns Road Stages 2A, 2B, 3A and 5B.

### 7.1.2 Interstate Projects

The interstate projects identified for Kane County are all on Illinois Tollway system and include I-90 and I-88. I-90 would be widened to an eight-lane cross section through the county. I-88 would be widened to an eight-lane cross section from Orchard Road to the east county line and to a six-lane cross section from IL 47 through the merge with IL 56 to Orchard Road.

A Complete interchange improvement is proposed at IL 47 with I-88 and a half interchange at Brier Hill Road with I-90. Currently, there is only a partial interchange at IL-47 with I-88 with access provided to and from the west at I-88, and there is no access to I-90 from Brier Hill Road. (The completion of a full interchange at IL 47 and I-90 is included in the committed projects.)

### 7.1.3 Additional Freeway/Expressway Projects

U.S. 20 through Elgin is currently a four-lane freeway. In accordance with the *Elgin Far West Plan* and *Elgin's U.S. Route 20 Corridor Study Primer*, the 2040 roadway plan includes widening this segment to six-lanes. The interchange at U.S. 20 and Randall Road is also planned for improvement. The interchange would be reconfigured to accommodate the increase in traffic volume at this location.

IL 56 from IL 47 to I-88 is an expressway segment that facilitates the movement from the south to I-88. This segment would also be widened to six-lanes.

### 7.1.4 Prairie Parkway

The Prairie Parkway is a proposed new transportation corridor connecting I-80 and I-88 and is planned to be part of the SRA system. The study area for this project includes the southwest area of Kane County from Orchard Road to the east and I-88 to the west. The study area also extends into DeKalb County. The State of the Illinois is currently protecting the right-of-way of the corridor. The alignment as shown in Figure 7-1 illustrates CMAP's incorporation of the Prairie Parkway into the 2040 Plan.

### 7.1.5 Strategic Regional Arterials (SRAs)

The SRAs are a system of major roadways developed to serve as a second tier to the freeway system with a focus on throughput capacity and regional connectivity. Improvements are planned for many of the SRAs in Kane County, in coordination with the previous IDOT SRA studies. Randall Road/Orchard Road, Fabyan Parkway, and Dunham/Kirk Road are SRAs under county jurisdiction where widening is planned. On Orchard Road there is a planned widening to a six-lane cross section from Oak Street to US 30 around the interchange with I-88. There are plans to widen the four-lane sections of Randall Road to six-lanes from Silver Glen Road to the northern county line and then from Oak Street in St. Charles to Main Street in Batavia. Randall Road is a major north/south arterial in the developed and expanding portions of the county and includes many commercial/retail centers. The SRA portion of Fabyan Parkway, Randall Road to the east county line, is planned to be widened to a six-lane cross section. Another north/south SRA through Kane County is Farnsworth, Kirk, Dunham, and the IL 25 corridor in the eastern portion of the county. This corridor is planned to be widened to six lanes from I-88 to IL 64 and to four lanes from the south county line to New York Street and from IL 64 to Congdon Avenue. Development in portions of this corridor is dense, with limited room for expansion.

All other SRA projects are state or federal designated routes. Much of the IL 47 corridor from the south county line to the north county line is a state SRA route planned for expansion. The expansion of IL 47 through Elburn would be limited by existing development. The entire length of IL 47 is planned to be four lanes wide with a six-lane section between IL 56 and Bliss Road and between Big Timber Road and the north county line.

U.S. 20 is an SRA west of the existing freeway section through Elgin. U.S. 20 and IL 72 in Hampshire are to be realigned and grade separated from the railroad track similar to the intersection of Peck and Keslinger Roads. In Pingree Grove, the curve in the alignment of U.S. 20 would be slightly rounded to improve the safety of this higher speed facility. As

mentioned earlier, the ultimate roadway plan calls for the section of US 20 from Coombs Road to Randall Road to be widened to six lanes (in accordance with the *Elgin Far West Plan* and *Elgin's U.S. Route 20 Corridor Study Primer*) and to four lanes from the north county line to Coombs Road.

U.S. 30 along the southern border of Kane County is planned to be widened to four lanes from IL 47 to the current four-lane section over the Fox River. IL 64 is planned to be widened to 4 lanes between Burlington Road and Randall Road and to 6 lanes from west of Kirk Road to the east county line. IL 62 in the northeast corner of the county through Barrington Hills is planned to be widened to four-lanes. IL 56 is an SRA from Kirk Road to the east county line and is planned to be widened to 4 lanes. IL 72 from IL 25 to the east county line is designated as an SRA and is planned to be widened to 6 lanes. U.S. 24 along the southeastern border of Kane County is planned to be widened to 6 lanes. *It should be noted that the final scope of work for all improvement projects on the State highway system will be subject to preliminary engineering and the public involvement process through CSS (Context Sensitive Solutions).*

### 7.1.6 Fox River Bridge Corridors

Two new regional Fox River bridge corridors are planned for Kane County. These projects would be funded with federal and local support. The planned regional bridge corridors are the Longmeadow Parkway/Bolz Road Corridor and the Oak Street/IL 56 Corridor Bridge Corridor. Both of these bridge corridors would be a four-lane facility. The Longmeadow Parkway/Bolz Road Corridor is proposed to be part of the SRA system and would extend from Huntley Road to IL 62 in the northern portion of the county in the Carpentersville Area. The Oak Street/IL 56 Corridor would extend from IL 31 and Oak Street to the east county line along existing IL 56 in Aurora area.

Locally planned bridges include the Carpentersville Bridge Corridor, which would extend from IL 31 to Washington St in the East Dundee area (in accordance with the Village of Carpentersville Fox River Local Bridge Study), the Red Gate Bridge corridor, (from IL 25 to IL 31 in the St. Charles area), and the Batavia local bridge from Webster to First Street. These three bridges are planned to be two-lane facilities that carry local traffic. (Construction of the Red Gate Bridge Corridor was initiated in the summer of 2011.)

### 7.1.7 Widening of Existing Arterials

Arterials other than SRAs have also been identified for widening. Table 7-1 shows the additional arterial widening projects. All of the roadways listed would be widened to four lanes, with the exception of Jericho Road, which is a three-lane project, and Farnsworth from I-88 to south of IL 56 which is a six-lane widening project. It should be noted that Kreutzer Road is shown as an arterial in that there are plans to re-route traffic from Huntley Road to Kreutzer Road providing a bypass of the downtown Huntley area.

**TABLE 7-1**  
Non-SRA Arterial Widening Improvements

<b>Roadway</b>	<b>Segment Limits</b>	<b>Jurisdiction</b>
IL 31	North County Line to Huntley Road	IDOT
IL 38	IL 47 Randall Road	IDOT
IL 68	IL 72 to East County Line	IDOT
IL 72	IL 47 to Locust Drive	IDOT
U.S. 30	Dauberman Road to IL 47	IDOT
Big Timber Road	Ketchum to Randall Road	County
Bliss Road	IL 47 to Realignment	County
Bowes Road	South Water Road to McLean Road	County
Bowes Road	Elgin City Limits to IL 31	Local
Fabyan Parkway	Main Street to Randall Road	County
Farnsworth Avenue	South County Line to Montgomery Road	Local
Farnsworth Avenue	I-88 to South of IL 56	Local
Galena Road	IL 47 to Orchard Road	Local
Galligan Road	Binnie Road to Freeman Road	County
Huntley Road	North County Line to IL 31	County
Jericho Road	IL 47 to Orchard Road	County
Keslinger Road	East of Peck Road to Randall Road	County
Keslinger Road	Bunker Road to Peck Road	County
Keslinger Road	IL 47 to Anderson Road	County
Kreutzer Road	IL 47 to Huntley Road	Local
Main Street	Bliss Road to Randall Road	County
McLean Road	IL 31 to Hopps Road	IDOT
Montgomery Road	IL 25 to Hill Road	County
Montgomery Road	Hill Road to East County Line	Local
Oak Street	Kirk Road to IL 31	Local
Plank Road	IL 47 to US 20	County
West Bartlett Road	Il 25 to East County Line	County

### 7.1.8 New Alignments

There are multiple major new alignments planned for Kane County to support the arterial system. The new alignments would add connectivity to the transportation system and access to newly developed areas. Bowes Road would be extended to IL 31. Kreutzer Road is

planned to be extended west through IL 47 and then north into McHenry County to intersect with Algonquin Road providing for an additional bypass around downtown Huntley. Healy Road is planned to be extended from Bliss Road to Seavy Road. In the southeast portion of the county, an extension of Farnsworth Avenue to Hill Drive is planned.

In addition, the County supports the efforts to improve connectivity and system efficiency with locally planned new alignments. The Corron Road extension from Bowes Road to U.S. 20 is planned to provide additional north/south access between IL 47 and Randall Road (in accordance with the Northwest Kane County Planning Area Study). The Corron Road extension connects to a local collector road at U.S. 20 providing further connectivity to Coombs Road.

Gordon Road in the south central Kane County Area, is planned to extend from south of Jericho to Prairie (in accordance with the Sugar Grove, Aurora, Montgomery Planning Area Study). This would be a locally funded and maintained four-lane alignment with a boulevard cross section and a grade separation at the railroad crossing. The southern and northern sections of Gordon Road have already been built.

In accordance with the West Upper Fox Planning Area Study and the Village of Algonquin's comprehensive plans, North County Line Road would be extended from Huntley Road to Boyer Road with a 2-lane cross section.

The County supports additional local planning efforts to increase connectivity within the collector roadway system.

### 7.1.9 Realignment

Realignments are planned to provide additional connectivity between existing roadways. All proposed realignments would be county funded and maintained. Bliss Road would be realigned with Fabyan Parkway at Main Street. Bunker Road would be extended and then aligned with La Fox to provide a better north/south connection in the central portion of the county. The Bunker Road railroad crossing would be grade separated. The Plank Road realignment at Burlington Road improves safety and traffic operations. Deerpath Road would be realigned to provide additional access to the west from Orchard Road. Healy Road would be realigned at Norris Road and at the connection with Deerpath Road.

The northern portion of Galligan Road would be realigned west of the existing roadway and would extend the road north past Huntley Road to intersect with Lakewood Road in McHenry County.

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

The Granart/Dauberman Road alignment would assist in relieving the traffic congestion at Dugan Road and U.S. 30 and would help provide north/south connectivity in the western third of the county. The Burlington Bypass and the French/Harmony alignment would both have a grade separation with the Chicago Central & Pacific Railroad and the Canadian National Railroad respectfully.

In addition, the Brier Hill realignment and widening to a four-lane cross section is a locally planned initiative improvement to support the proposed half interchange at Brier Hill and I-90 and would provide improved access to U.S. 20 and Big Timber Road from the north.

### 7.1.10 Isolated Intersection Projects

Additional isolated intersection projects (mainly from the Impact Fee CRIP) that are not incorporated in the projects described above are also included in the transportation plan. These projects are primarily intersection improvements incorporating additional turn lanes and improvements to intersection control. All the CRIP projects are on county facilities. The CRIP is a 10-year plan and may be used in the determination of priorities. The County anticipates that additional intersection improvements will be identified as warranted.

### 7.1.11 Collectors/Local Projects

The county and municipalities have completed many local plans that include the addition of collector roads. Collector roads are also components of four sub-regional planning area studies conducted in the West Upper Fox, Elgin Far West, Sugar Grove-Aurora-Montgomery, and North West Kane County areas. The collector roads identified in these plans and other municipal plans serve a dual function of providing mobility and access to abutting land uses.

Although the 2040 Recommended Roadway Plan doesn't detail local collector improvements, an efficient and continuous collector road network would benefit the County.

The collectors would be effective in removing local traffic from the arterial roads, thereby providing for enhanced mobility on the arterials. Collector roads would provide safe access to abutting residential areas and would help control access onto the arterials. Also, the collector roads would provide an alternative route should an incident occur.

For detailed plans of the sub-regional areas, refer to the Kane County Transportation Planning Area Study Plans. Figures 7-2, 7-3, 7-4, 7-5 depict the improvement plans for each of the planning area studies.

Table 7-2 is a list the roadway projects contained in the 2040 Transportation Plan.

**Table 7-2**  
Recommended Roadway Projects

	Name	From	To	Functional Class	Improvement	Length (Miles)	Cost (Millions)
<b>Committed Projects</b> (Cost estimates for each project may include multiple jurisdictions.)							
1	Anderson Road	IL-38	Keslinger Road	Collector	New Road	1.70	\$30.25
2*	Orchard Road	Jericho Road	US-30	SRA	Widen to 4-lanes	1.50	\$10.53
3	IL-47	at I-90		I/C	Full Interchange	N/A	\$53.23
4*	Stearns Stage 2A: McLean Fen			N/A	Protect/Restore McLean Fen ground water recharge area	N/A	\$1.28
5*	Stearns Stage 3A: IL-25	Hickery Lane	Dunham Road	N/A	Widen to 5-Lanes; Replace UP RR Bridge	N/A	\$16.08
6*	Stearns Stage 5B: Umbdenstock Road	Bridge over CC&P RR		N/A	Bridge Replacement	N/A	\$4.18
<b>Subtotal</b>							<b>\$115.55</b>
*Project cost estimates include construction and construction engineering only.							
<b>County</b> (Cost estimates for each project may include multiple jurisdictions.)							
1	Big Timber Road	Ketchum Road	Randall Road	Minor Arterial	Widen to 4-lanes	9.62	\$109.40
2	Bliss Road	IL-47	Fabyan/Main Street	Principal Arterial	Widen/Realign 4-lanes	5.11	\$30.50
3	Bowes Road	South Water Road	McLean Road	Minor Arterial	Widen to 4-lanes	4.36	\$35.04
4	Bunker Road	Realignment with LaFox Road		Minor Arterial	Realignment	N/A	\$5.30
5	Dauberman Road	Keslinger Road	Meredith Road	Minor Arterial	Extension, 2-lanes	0.85	\$7.18
6	Dunham Road	Kirk Road	Stearns Road	SRA	Widen to 4-lanes	1.72	\$18.18
7	Fabyan Parkway	Main Street	West of Randall Road at Walmart Entrance	Principal Arterial	Widen/Realign 4-lanes	3.69	\$40.70
8	Fabyan Parkway	Randall Road	East County Line	SRA	Widen to 6-lanes, Intersection Improvement, Bridge Rehabilitation	6.97	\$125.14
9	French Road	Realignment with Harmony		Minor Arterial	Realignment, New Road	N/A	\$15.80
10	Galligan Road	Binnie Road	Freeman Road	Minor Arterial	Widen to 4-lanes	0.50	\$3.20
11	Galligan Road	Realignment South of Huntley Road	Lakewood Road	Minor Arterial	Realignment	N/A	\$4.00
12	Granart Road	South County Line	North of US-30	Minor Arterial	Widen to 4-lanes, Realignment, 2-lanes	2.51	\$37.32
13	Healy Road	Seavey Road	Existing Healy Road	Minor Arterial	Extension 2-lanes	1.54	\$12.19
14	Huntley Road	North County Line	IL-31	Minor Arterial	Widen to 4-lanes	6.26	\$72.31
15	Jericho Road	IL-47	Orchard Road	Minor Arterial	Widen to 3-lanes	3.79	\$25.21



**Table 7-2**  
Recommended Roadway Projects

	Name	From	To	Functional Class	Improvement	Length (Miles)	Cost (Millions)
16	Keslinger Road	IL-47	Anderson Road	Principal Arterial	Widen to 4-lanes	0.86	\$8.51
17	Keslinger Road	Bunker Road	Peck Road	Minor Arterial	Widen to 4-lanes	2.83	\$30.26
18	Keslinger Road	East of Peck Road	Randall Road	Principal Arterial	Widen to 4-lanes	1.30	\$5.31
19	Kirk Road	Dunham Road	N. of Kirk Road	SRA	Widen to 4-lanes	1.36	\$9.77
20	Kirk Road	IL-64	Mesa Lane	SRA	Widen to 6-lanes	7.15	\$91.62
21	Longmeadow Parkway	Boyer Road	IL-62	Principal Arterial	New Bridge Corridor, 2-lanes	N/A	\$114.26
22	Main Street	Bliss Road	Randall Road	Minor Arterial	Widen to 4-lanes	3.21	\$37.90
23	Meredith Road	Realignment with Peplow Road		Minor Arterial	Realignment, New Road	N/A	\$5.30
24	Montgomery Road	IL-25	Hill Road	Minor Arterial	Widen/Realign 4-lanes	3.10	\$31.70
25	Orchard Road	Oak Street	US-30	SRA	Widen to 6-lanes	5.86	\$69.38
26	Peplow Road	Realignment with French Road		Minor Arterial	Realignment	N/A	\$15.80
27	Plank Road	Realignment at Burlington		Minor Arterial	Realignment, New Road	N/A	\$3.20
28	Plank Road	IL-47	US-20	Minor Arterial	Widen to 4-lanes	4.74	\$45.09
29	Randall Road	N. of Longmeadow Pkwy	Alft Lane	SRA	Widen to 6-lanes	4.77	\$64.06
30	Randall Road	Big Timber Road	Silver Glen Road	SRA	Widen to 6-lanes	6.85	\$127.10
31	Randall Road	Oak Street (in St. Charles)	Main Street (in Batavia)	SRA	Widen to 6-lanes	2.50	\$36.80
32	Healy/Tanner Road	Existing Healy Road	Norris Road	Minor Arterial	Realignment, 2-lanes	0.29	\$4.97
33	West Bartlett Road	IL-25	East County Line	Minor Arterial	Widen to 4-lanes	0.26	\$3.18
<b>Subtotal</b>							<b>\$1,245.68</b>

**State/U.S. System** (Cost estimates for each project may include multiple jurisdictions.)

1	IL-25	Congdon Avenue	Dunham Road	SRA	Widen to 4-lanes	5.42	\$44.05
2	IL-31	North County Line	Huntely Road	Principal Arterial	Widen to 4-lanes	3.33	\$30.04
3	IL-38	IL-47	Randall Road	Principal Arterial	Widen to 4-lanes	6.89	\$65.41
4	IL-47/US-30	Base Line Road	IL-47/US-30 Existing 4 Lane Segment	SRA	Widen to 4-lanes	3.03	\$47.71
5	IL-47	Bliss Road	IL-47/IL-56/US-30	SRA	Widen to 6-lanes	1.28	\$20.32

**Table 7-2**  
Recommended Roadway Projects

	Name	From	To	Functional Class	Improvement	Length (Miles)	Cost (Millions)
6	IL-47	Big Timber Road	South of Merrill Road	SRA	Widen to 4-lanes	22.48	\$230.81
7	IL-47	Powers Road	Big Timber Road	SRA	Widen to 6-lanes	6.60	\$40.30
8	IL-47	North County Line	Powers Road	SRA	Widen to 6-lanes	0.64	\$10.23
9	IL-56 (at Oak Street)	IL-25	East County Line	SRA	New Bridge Corridor, 4-lanes	3.09	\$34.46
10	IL-62	IL-25	East County Line	SRA	Widen to 4-lanes	1.47	\$11.83
11	IL-64	Burlington Road	Randall Road	SRA	Widen to 4-lanes	3.52	\$39.45
12	IL-64	West of Kirk Road	East County Line	SRA	Widen to 6-lanes	0.85	\$11.28
13	IL-68	IL-72	East County Line	Principal Arterial	Widen to 4-lanes	1.84	\$15.73
14	IL-72	IL-47	Tyrell Road	Principal Arterial	Widen to 4-lanes	5.27	\$50.38
15	IL-72	Tyrell Road	Locust Drive	Minor Arterial	Widen to 4-lanes	3.41	\$33.46
16	IL-72	IL-25	East County Line	SRA	Widen to 6-lanes	1.17	\$14.07
17	McLean Boulevard	Hopps Road	IL-31	Minor Arterial	Widen to 4-lanes	1.42	\$13.67
18	Oak Street/IL 56 Bridge Corridor	IL-31	IL-25	Principal Arterial	New Bridge Corridor, 4-lanes	0.30	\$14.22
19	Stearns Stage 2B: IL-31	at McLean Boulevard		N/A	Intersection Improvement	N/A	\$2.67
20	US-20	North County Line	Coombs Road	SRA	Widen to 4-lanes	10.88	\$112.20
21	US-20	Coombs Road	Randall Road	SRA	Widen to 6-lanes	2.50	\$22.00
22	US-30	Dauberman Road	IL-47	Principal Arterial	Widen to 4-lanes	4.20	\$57.48
23	US-30	IL-47/US-30	IL-31	SRA	Widen to 4-lanes	5.08	\$45.67
24	US-34	South County Line	East County Line	SRA	Widen to 6-lanes	0.78	\$8.67
	<b>Subtotal</b>						<b>\$976.09</b>

**Expressways** (Cost estimates for each project may include multiple jurisdictions.)

1	I-88	at IL-47		I/C	Full Interchange	N/A	\$9.00
2	I-88	IL-47	Orchard Road	Tollway	Widen to 6-lanes	4.90	\$20.00
3	I-88	Orchard Road	East County Line	Tollway	Widen to 8-lanes	5.80	\$83.00
4	I-90	West County Line	East County Line	Tollway	Widen to 8-lanes	17.23	\$135.00
5	IL-56	IL-47	I-88	Freeway	Widen to 6-lanes	3.80	\$22.00

**Table 7-2**  
Recommended Roadway Projects

	Name	From	To	Functional Class	Improvement	Length (Miles)	Cost (Millions)
6	US-20	Randall Road	East County Line	Freeway	Widen to 6-lanes	4.30	\$36.00
7	US-20	at Randall Road		I/C	Interchange Improvement	N/A	\$39.68
8	Prairie Parkway	South County Line	I-88	Freeway	New Roadway, 4-lanes		**
<b>Subtotal</b>							<b>\$344.68</b>

**Isolated Intersection Improvements** (Cost estimates for each project may include multiple jurisdictions.)

1	Bunker Road	at Main Street	N/A	N/A	Intersection Improvement	N/A	1.6
2	Burlington Road	at Bolcum Road	N/A	N/A	Intersection Improvement	N/A	1.95
3	Burlington Road	at Old LaFox Road	N/A	N/A	Intersection Improvement	N/A	1.6
4	Burlington Road	at Silver Glen Road	N/A	N/A	Intersection Improvement	N/A	1.95
5	Corron Road	at Burlington Road	N/A	N/A	Intersection Improvement	N/A	1.6
6	Corron Road	at McDonald Road	N/A	N/A	Intersection Improvement	N/A	1.63
7	Corron Road	at Silver Glen Road	N/A	N/A	Intersection Improvement	N/A	1.95
8	Harter Road	at IL-47	N/A	N/A	Intersection Improvement	N/A	2.1
9	Harter Road	at Scott Road	N/A	N/A	Intersection Improvement	N/A	1.6
10	Harter Road	at Main Street	N/A	N/A	Intersection Improvement	N/A	2.1
11	Kaneville Road	at Peck Road	N/A	N/A	Intersection Improvement	N/A	1.6
12	LaFox Road	at Campton Hills Road	N/A	N/A	Intersection Improvement	N/A	4.6
13	Lake Cook Road	at IL-62	N/A	N/A	Intersection Improvement	N/A	2.1
14	Mooseheart Road	at IL-31	N/A	N/A	Intersection Improvement	N/A	3.9
15	Plank Road	at Russell Road	N/A	N/A	Intersection Improvement	N/A	1.6
16	Silver Glen Road	at IL-31	N/A	N/A	Intersection Improvement	N/A	1.6
<b>Subtotal</b>							<b>\$33.48</b>
<i>Additional intersection projects will be identified as warranted</i>							

**Local Improvements** (Cost estimates for each project may include multiple jurisdictions.)

1	Bowes Road	Elgin Corporate Limits	IL-31	Principal Arterial	New alignment, 4-lanes	1.34	\$16.55
2	Brier Hill Road	at I-90		Minor Arterial	Interchange Improvement	N/A	\$23.50
3	Deerpath Road	Mooseheart Road	Existing Deerpath Road	Minor Arterial	Realignment, 2-lanes	1.49	\$18.25
4	Farnsworth Avenue	South County Line	Montgomery Road	SRA	Widen/Realign, 4-lanes	0.62	\$7.90

**Table 7-2**  
Recommended Roadway Projects

	Name	From	To	Functional Class	Improvement	Length (Miles)	Cost (Millions)
5	Farnsworth Avenue	Montgomery Road	New York Street	SRA extension	Realignment, 3-lanes	0.32	\$1.14
6	Farnsworth Avenue	I-88	South of IL-56	SRA	Widen to 6-lanes	0.80	\$10.62
7	Galena Boulevard	IL-47	Orchard Road	Minor Arterial	Widen to 4-lanes	3.48	\$39.17
8	Healy/Tanner Road	Exisiting Healy Road	Norris Road	Minor Arterial	Realignment, 2-lanes	0.29	\$4.97
9	Kreutzer Road	IL-47	Huntley Road	Principal Arterial	Widen to 4-lanes	2.27	\$23.05
10	Montgomery Road	Hill Road	East County Line	Minor Arterial	Widen/Realign 4-lanes	1.28	\$13.83
<b>Subtotal</b>							<b>\$158.96</b>
<i>The County supports additional projects that are more local in nature.</i>							

The total cost of the plan as shown on Figure 7-1 excluding Prairie Parkway is \$2.87 Billion. The estimated cost of improvements on the County highway system, not including committed projects, is approximately \$1.25 Billion.

### 7.1.12 Fiscally Constrained Plan

Compared to the needs, Kane County has limited revenues. As a result the County would not be able to fund all the capacity expansion projects within the planning horizon of the transportation plan. Those projects that are not contained within the financially constrained priorities will be pursued through right-of-way protection and through agreements with other local, state, and federal agencies. The fiscally constrained priorities only pertain to facilities within the county's jurisdiction and serves as a priority list of projects for the County to develop over the long term.

#### Estimated Cost of Kane County's Roadway Improvements

Although additional federal funds are possible, and unique funding opportunities such as toll financing are being explored, Kane County could expect that approximately \$136 million would be available to spend on capacity improvements during the planning horizon. Since the planning process considers financial constraints, the expenditures should be comparable to the available revenues for capacity improvements. Given limited revenues projected for capital improvements priorities have been established. The priorities are as follows:

- 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

A main priority for the County is to address safety concerns as they arise. Capacity enhancements along Randall Road and Orchard Road include improving critical segments

along the corridor to six-lanes or by improving intersection capacity by adding through lanes and/or channelization. The Randall/Orchard Road enhancements will improve north/south travel through the eastern portion of the county. The county continues to work with the Village of Elburn, the Illinois Commerce Commission on the Anderson Road Overpass, which would include the extension of Anderson Road and a grade separation over the Union Pacific Railroad. The county will continue to pursue the Longmeadow Parkway Bridge Corridor, which will add capacity to the east/west traffic patterns. Construction of the IL 47/I-90 interchange project is scheduled to begin in 2012. Finally, intersection improvements throughout the county are a priority and can include such items as turn lanes and the addition of traffic signals. Priority intersections have been identified as part of the CRIP, and additional intersection improvements will be indentified as warranted.

## 7.2 Operational Performance of Plan

Implementation of roadway projects included in the Kane County 2040 Recommended Transportation Plan would result in improved operational performance. All operational improvements are based on the completion of the arterial and freeway projects as shown on Figure 7-1. The arterial and freeway projects would add approximately 575 new lane miles to the transportation system. The VMT increases 90 percent from 2009 to 2040 on roadways in Kane County. With the recommend projects in place the VMT increased 1 percent. This slight increase is a result of congestion on the roadway decreasing and travel in the area is more desirable. While VMT increases, VHD decreases with the addition of the roadway projects by 45 percent. The percentage of congested lane miles also decreases by 10 percent with the addition of the roadway projects. The relative improvements in congestion for roadway segments assuming implementation of the full plan are exhibited in Figure 7-6.

Provision of collector road networks will further relieve congestion on the Kane County roadway system. The effect of a collector road is localized to the area in its immediate vicinity. This localized effect results because collector roads are not intended to carry regional trips, but provide alternative routes to the arterial system for local trips. The planning area studies within Kane County illustrated that collector roads may reduce congestion by as much as 10 percent. This level of reduction would be realized in areas where a complete and efficient collector road system is in place.

## 7.3 Alternative Transportation Strategies

The alternative transportation strategies of TSM and TDM would be complementary to the development of the overall transportation systems in Kane County.

TSM is the concept of more efficiently using existing transportation systems by means other than large-scale construction. It is recommended that roadway improvements in Kane County would be accompanied by TSM actions. For example, traffic operations might be improved by interconnection of signals. Kane County has several locations where traffic signal interconnects are already operating, as shown below.

- Randall Road
- Orchard Road
- Fabyan Parkway

- Kirk Road
- Big Timber Road (portion)
- Main Street (portion)
- IL 64
- IL 38

An additional TSM strategy already in use in Kane County is the Tollway's I-Pass electronic toll system. Both I-90 and I-88 have I-Pass express lanes along the mainline at the Elgin and Aurora Toll Plazas, respectively.

As traffic volumes increase, TSM strategies will be increasingly important in improving traffic operations by better managing the flow of traffic. The County should continue to identify locations where signal interconnects are appropriate. Ultimately, as further monitoring of Kane County roads occurs, consideration should be given to implementation of a county-wide coordinated Intelligent Transportation Systems (ITS) that would relay information to the County for evaluation and management of traffic operations.

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Section 7  
**Figures**

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