Transportation Planning Study

FOR

Village of Sugar Grove

April 2007
Final Report

Engineering Enterprises, Inc.

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Engineering Enterprises, Inc.

SUGAR GROVE

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Engineering Enterprises, Inc.

SUGAR GROVE INCORPORATED 1957

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1. EXECUTIVE SUMMARY

The Village of Sugar Grove is experiencing extensive development growth pressures similar to other area communities. The growth could potentially generate substantial volumes of traffic on area roadway systems. Realizing this, the Village authorized Engineering Enterprises, Inc. (EEI), to prepare a Transportation Planning Study that would develop the framework for a future roadway system, identify the impacts that the growth will have on the area transportation system and estimate the associated improvement costs.

A *Comprehensive Transportation Plan* was previously developed that laid the framework for the future area roadway network. The plan identified additional system needs consisting of street extensions, new collector streets, realignments and street connections to provide additional system continuity. The plan also considered the existing planning studies by the Illinois Department of Transportation (IDOT) and the Kane County Division of Transportation (KDOT). As part of the *Transportation Planning Study* the Comprehensive Transportation plan was updated.

In order determine specific roadway improvements, *2016* and *2030 Traffic Volume Projections* were estimated. This was accomplished by defining a planning area to be studied, obtaining existing traffic volumes, determining background growth factors and estimating traffic generated by the proposed developments. The combination of these was used to project the future traffic volumes.

The *2016 and 2030 Roadway Improvement Needs* were developed using the projected traffic volumes, the Comprehensive Transportation Plan, IDOT, KDOT planning studies and development site plans. The recommendations identified intersection and roadway links needed to accommodate future traffic volumes. The improvements primarily consisted of providing additional through lanes on arterial streets, auxiliary lanes at existing and proposed intersections, intersection signalization, grade separations, street realignments and new collector streets.

Cost Estimates were prepared for the identified improvements in both the 2016 and 2030 planning horizons. The estimates included engineering and right-of-way (R.O.W.) costs.

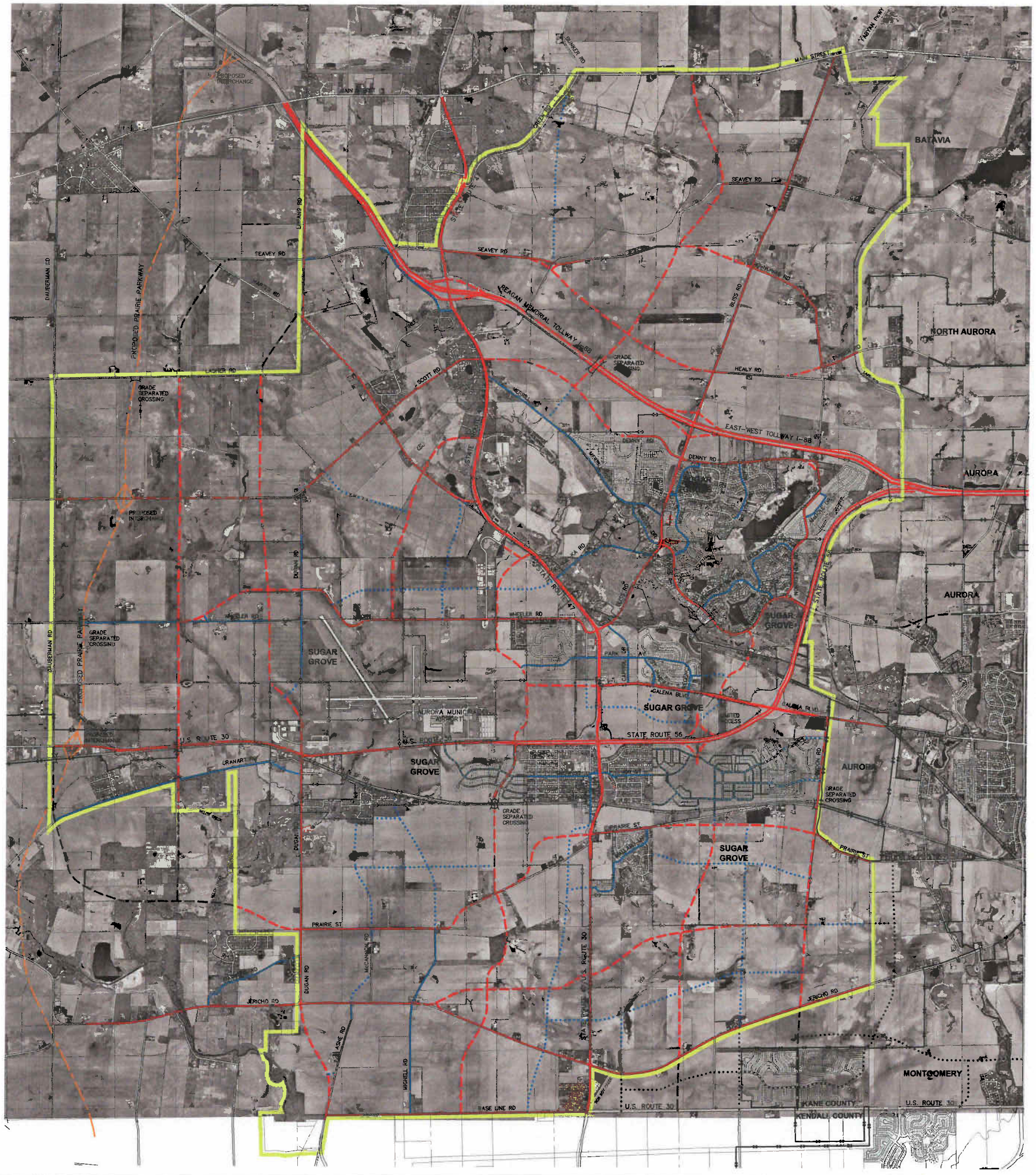
The *Improvement Costs* were split between the Illinois Department of Transportation (IDOT), the Kane County Division of Transportation (KDOT), non-residential development and residential development. The results of the cost participation splits resulted in a range of cost per dwelling of $6,280 to $11,559.

2. INTRODUCTION

The Village of Sugar Grove is projected to have population in excess of 60,000 by the year 2030, which is a dramatic increase over its current population. Advance planning plays a key role in managing growth, specifically the growth in traffic volumes that accompany community growth. A positive step was taken by the Village in 2001 when the Comprehensive Transportation Plan was adopted setting the groundwork for the future transportation system by identifying a collector road system consisting of new roadways, extensions of existing roadways and connections of non continuous roadways. The Comprehensive Transportation Plan was updated as part of this study and is shown in Exhibit 1.

A plan no matter how well thought out is not meaningful if it cannot be implemented. Transportation improvements are costly, but necessary to efficiently serve area residents and businesses. The Transportation Planning Study will identify roadway improvements, estimate the cost of the improvements and prepare a strategy to fund implement the improvements.

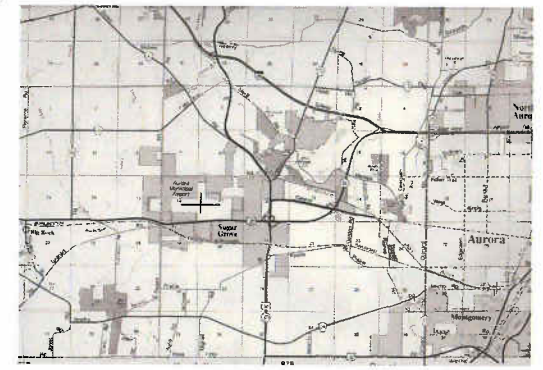
To provide a meaningful and useful document it is important to work closely with Village staff, other governmental agencies (IDOT, KDOT) and developers. Communications between all concerned parties will provide recommendations that are functional, fiscally attainable and capable of being implemented.



VILLAGE OF SUGAR GROVE

COMPREHENSIVE TRANSPORTATION PLAN

ORIGINAL ADOPTED: APRIL 13, 2001
ORDINANCE NO. 778
Amendment May 2005
Amendment March 2006



LOCATION MAP

VILLAGE OF SUGAR GROVE
10 MUNICIPAL DRIVE
SUGAR GROVE, IL 60554

STREET DESIGNATION	MINIMUM R.O.W. WIDTH	MINIMUM PAVEMENT WIDTH (B–B)	MINIMUM STRUCTURAL NUMBER
PRIMARY COLLECTOR	100'	65'	5.12
SECONDARY COLLECTOR	80'	39'	4.00

LEGEND

- CORPORATE LIMITS
- PLANNING AREA

EXISTING

- PRIMARY COLLECTOR ROAD
- SECONDARY COLLECTOR ROAD

PROPOSED

- PRIMARY COLLECTOR ROAD
- SECONDARY COLLECTOR ROAD
- OUTSIDE PLANNING AREA
- OUTSIDE PLANNING AREA
- PRAIRIE PARKWAY

EXHIBIT 1

NOTE: A PORTION OF THE FOLLOWING INFORMATION WAS PROVIDED IN PART BY THE KANE COUNTY GIS DEPT. UNAUTHORIZED USE OF THIS INFORMATION BY PARTIES OTHER THAN THOSE AUTHORIZED BY MUNICIPALITIES WITHIN KANE COUNTY IS PROHIBITED.

NO	DATE	DESCRIPTION
1	11-7-06	AS PER LETTER
2	12-20-06	AS PER LETTER
3	3-20-07	AS PER LETTER

REVISIONS

SCALE: 1500' 0' 1500' 3000' FEET

PREPARED FOR THE VILLAGE OF SUGAR GROVE BY:

Engineering Enterprises, Inc.
Consulting Engineers
52 Wheeler Road
Sugar Grove, Illinois 60554
Phone: 630/466-9350

3. SCOPE OF STUDY

- ***Comprehensive Transportation Plan***

The Comprehensive Transportation Plan was originally adopted in 2001 and was amended in 2003. As part of this study, the plan will be updated to include changes due to recent development activities and recommendations in this study.

- ***Existing Conditions***

Existing conditions data was collected for the existing roadways in the study area, which included traffic volume data, lane usage and intersection control. The information was obtained from traffic and planning studies prepared within the study area and field reconnaissance.

- ***2016 and 2030 Collector Roadway Systems***

A 2016 collector roadway system was developed based on planned and potential development in the study area. The 2030 collector roadway system is the collector system shown in the Comprehensive Transportation Plan.

- ***2016 and 2030 Projected Traffic Volumes***

2016 and 2030 traffic volumes were projected on the collector road street systems for the respective time frames. The projections were based on planned development scenarios and the future land use map from the Comprehensive Plan.

- ***2016 and 2030 Proposed Roadway Improvements***

The future roadway needs for 2016 and 2030 planning periods were determined based on the future traffic volumes and the planned roadway network from the Comprehensive Transportation Plan.

- ***Cost Estimation and Percent Participation***

Based on the future roadway needs and upgrades to the existing roadway network, the costs to implement the improvements were estimated and distributed among the responsible public and private entities.

4. EXISTING CONDITIONS

A survey of existing roadway and traffic conditions was conducted within the study area. The data will be used as a baseline for the future traffic volume projections, roadway improvements and construction costs.

4.1 Existing Roadway Conditions

The study is focused on the primary collector road system and the inventory of existing roadways and conditions concentrates on these roadways. There are a number of major roadways in the study area that include I-88, IL 47, US 30, IL 56, Bliss Road and Galena Boulevard. These roadways are described in more detail below:

I-88 (Reagan Memorial Tollway) runs in a southeast northwest direction through the study area. There is a partial interchange (half diamond) at IL 47 that serves traffic to and from the west. Traffic to and from the east is accommodated via IL 56 which merges into I-88 on the east side of the Village.

IL 56 is a limited access freeway running from IL 47 east to I-88. There is a full interchange (cloverleaf type) at IL 47 and a partial interchange at Galena Boulevard and the only movement that is not provided is the eastbound Galena Boulevard to southbound IL 56 movement.

IL 47 is a north-south Strategic Regional Arterial running through the center of the municipality. As previously mentioned there are interchanges at IL 56 and I-88. This is the only continuous north-south route through the Village and provides for two through lanes in each direction from the Burlington Northern rail underpass north to the Waubonsee College access drive and at the I-88 interchange.

US 30 is an east-west arterial that is the continuation of IL 56 west of IL 47. At this point US 30 jogs to the south along IL 47 for approximately three miles where it continues back to the east.

Bliss Road is a minor arterial road running in a northeasterly direction from IL 47 to Main Street and is under the jurisdiction of the Kane County Division of Transportation. Bliss Road is signalized at both Main Street and IL 47.

Galena Boulevard is an east-west arterial roadway under the jurisdiction of the Illinois Department of Transportation. The roadway runs from IL 47 east through downtown Aurora.

The geometry of the existing intersections and links between intersections as well as traffic control is shown in Exhibit 2.1 and 2.2.

4.2 Existing Traffic Conditions

The existing traffic volumes for all the primary collector roads in the study area were used as a base for the future traffic projections. The existing traffic conditions within the

EXHIBIT 2.1
EXISTING TRAFFIC MOVEMENTS

LEGEND

- EXISTING TRAVEL LANE
- STUDY LIMITS
- TRAFFIC SIGNAL
- STOP SIGN

DECEMBER 2005

NORTH

1500' 0' 1500' 3000'

SCALE FEET

WHEELER RD

45 mph

AURORA MUNICIPAL AIRPORT

U.S. ROUTE 30

GRANART RD

BN & SF RR

55 mph

DUGAN RD

PRAIRIE ST

RAYMOND RD

JERICHO RD

McCANNON RD

ASHE RD

MIGHELL RD

PARK

STATE ROUTE 47

GALENA BLVD.

STATE ROUTE 56

SNOW ST

MAIN ST

JOY ST

MALLARD LN

STATE ROUTE 47/U.S. ROUTE 30

50 mph

BASE LINE RD

KANE COUNTY

KENDALL COUNTY

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EXHIBIT 2.2
EXISTING TRAFFIC MOVEMENTS

LEGEND

- EXISTING TRAVEL LANE
- STUDY LIMITS
- TRAFFIC SIGNAL
- STOP SIGN

DECEMBER 2005

NORTH

1500' 0' 1500' 3000'

SCALE FEET

MAIN ST
STATE ROUTE
SEAVEY RD
HARTER RD
LORANG RD
PROPOSED PRAIRIE PARKWAY
LASHER RD
FINLEY RD
SCOTT RD
DUGAN RD
STATE ROUTE 47
MERRILL RD
REAGAN MEMORIAL TOLLWAY I-88
BUSS RD
NORRIS RD
HEALY RD
TANNER RD
DENNY
DENNY RD
NEW RD
BLACKHAWK DR
MIDDLE DR
WINDSOR
KE-DE-KA RD
HANKES RD
WHITHROP
N BUCKINGHAM DR
NORRIS-NEW RD
STATE ROUTE 56
50 mph
30 mph
55 mph
45 mph

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study area were obtained from a number of sources including IDOT, KDOT, traffic studies prepared for area development, studies prepared by EEI and surveys conducted by EEI. The traffic volumes are expressed in terms of two way daily traffic volumes.

The highest traffic volumes are experienced on IL 47 near Galena Boulevard with traffic volumes approaching 20,000 vehicles per day. The existing traffic volumes are shown in Exhibit 3.

4.3 Existing Development Activity

There are a number of developments within the Village that are under construction and not fully built out. There are also a number of developments that are annexed into the Village that are starting construction. The developments and their current status are listed below in Table 1.

Table 1
Development Status

Development	Status
Walnut Woods	Near Build out
Windsor West	Near Build out
Black Walnut Trails	Near Build out
Hannaford Farm	Starting Construction
Meadow Ridge Villas	Awaiting Start of Construction
Prairie Glen	Annexed
Settler's Ridge	Annexed
Timber Crest	Annexed
Sugar Grove Center	Opening April 2006

The status of the developments are identified as a reference for what is included in the base or existing traffic volumes and what will be included in the traffic volume projections.

DECEMBER 2005

NORTH

2000' 0' 2000' 4000'
SCALE FEET

LEGEND

STUDY LIMITS

XXX - EXISTING AVERAGE DAILY TRAFFIC

EXHIBIT 3
EXISTING TRAFFIC VOLUMES

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5. COMPREHENSIVE TRANSPORTATION PLAN

The Comprehensive Transportation Plan was originally adopted in 2001 and has undergone a number of changes since its adoption. As part of this study the plan will be updated again to reflect current planning activities and overall Village accessibility. The Comprehensive Transportation Plan is shown in Exhibit 1. There are a number of elements that affect the plan which are discussed in this section.

5.1 Planning Area

The planning area for the Transportation Plan has been enlarged to coincide with the area studied for the water works system planning effort. The planning area is generally bounded by Main Street on the north, US 30 to the south, west of the ComEd ROW on the east and Dauberman Road on the west. The planning area is shown on Exhibit 1.

5.2 Strategic Regional Arterial Planning

The Strategic Regional Arterial report for IL 47 was prepared by IDOT in 1995. The report made general recommendations for roadway improvements, future Right of Way, traffic signals and access locations. Some of the recommended improvements have been implemented such as the Main Street realignment at IL 47 removing the skewed intersection and alignment with Prairie Street, signalizing the Bliss Road/IL 47 intersection and a new access for Waubonsee College opposite Waubonsee Drive. In general, the recommended cross section for IL 47 is a four lane divided facility with a grass median, shoulders and ditch drainage. The recommended ROW width varies from 120' to 230'.

5.3 Preliminary Engineering Studies

A number of preliminary engineering reports have been prepared for potential roadway improvements in the Village. The studies include the Municipal Drive reports from Prairie Street north to IL 47 and the Prairie Street Alignment Study at IL 47. A brief description of the studies is given below.

- Municipal Drive – Prairie Street to US 30

  The study determined the basic alignment of the roadway, design criteria (design speed, cross section, etc.), projected future traffic volumes and recommended intersection improvements. The recommended alignment is shown in Appendix A.

- Municipal Drive – US 30 to IL 47

  This study is similar in nature to the previous Municipal Drive study and also made recommendations for the roadway alignment, cross section, etc. Partial funding for the implementation of the roadway has been secured through the

Federal Highway Administration (FHA) and IDOT. The recommended alignment is shown is Appendix A.

- Prairie Street at IL 47 Alignment Study

  The east and west legs of Prairie Street are offset at IL 47with the east leg located north of the west leg. The study developed alternate scenarios for the alignment of the offset intersections for evaluation. The preferred alignment held the east leg at its current location and relocated the west leg to align opposite the east leg. The recommended alignment is shown in Appendix A.

5.4 Phase I Engineering Reports

In discussions with IDOT, they have indicated that they will prepare a Phase I study for the section of IL 47 between US 34 and Cross Street. This study is programmed in the multi year program year 2007-2012. The study will determine the 20 year transportation needs for IL 47 within the study limits and evaluate potential environmental concerns.

A Phase I Design Study will also be prepared for Municipal Drive from US 30 north to IL 47. The study will detail the intersection design, pavement cross section and also evaluate environmental concerns. The study is anticipated to be completed in 2007.

5.5 Eldamain Road Extension and Prairie Parkway Study

- Eldamain Road Extension

  The Eldamain Road extension is being proposed by the Kendall County Highway Department. The south extension of existing Eldamain Road will provide a crossing of the Fox River and connect to Lisbon Road at Walker Road. Eldamain to the north currently terminates at Galena Road and is proposed to be realigned to connect to Ashe Road.

- Prairie Parkway Study

  The Draft Environmental Impact Statement is currently being revised and is anticipated to be submitted to the reviewing agencies this fall. The general alignment through the transportation planning area is generally set, which is shown on the Comprehensive Transportation Plan.

5.6 KDOT 2030 Transportation Plan

The Kane County 2030 Transportation Plan formulates a transportation framework that will support future development in Kane County, develops a 2030 transportation plan and provides an implementation plan. Within the Village of Sugar Grove transportation planning area the 2030 plan recommends a number of roadway improvements, which are listed below:

- Bliss Road – widen to four lanes from IL 47 to Main Street
- Jericho Road – widen to four lanes from IL 47 to Orchard Road
- IL 47 – widen to four lanes from Merrill Road to Main Street
- IL 47 – widen to four lanes from Baseline Road north to the existing four lane section
- I-88 – 6 lanes IL 47 to Orchard Road
- IL 56 – 6 lanes IL 47 to I-88
- Hankes Road at IL 56 - partial interchange
- IL47 at I-88 – full interchange
- IL 47 at Harter Road – intersection improvements, signalization

5.7 Future Land Use Plan

The future land use plan has a bearing on the transportation plan as it generally indicates where the more intense traffic generators will be located which require a higher level of accessibility. The plan is also the basis for estimating the future traffic volumes that will be generated by future development. The future land use plan is shown in Exhibit 4.

5.8 Roundabouts

A roundabout is a one-way circular intersection without traffic signalization. They are basically comprised of a central island and splitter islands on the approach legs of the intersection. The one-way flow around the intersection is a counterclockwise flow and consequently all movements into and out of the intersection are right hand turns. All movements entering the intersection are under yield control.

The geometry of the design of the roundabout controls vehicle speeds approaching and within the intersection. These speeds commonly range from 15 mph to 30 mph and is controlled by the diameter of the inside circle. The inside circle diameter can range from 80' to 200'.

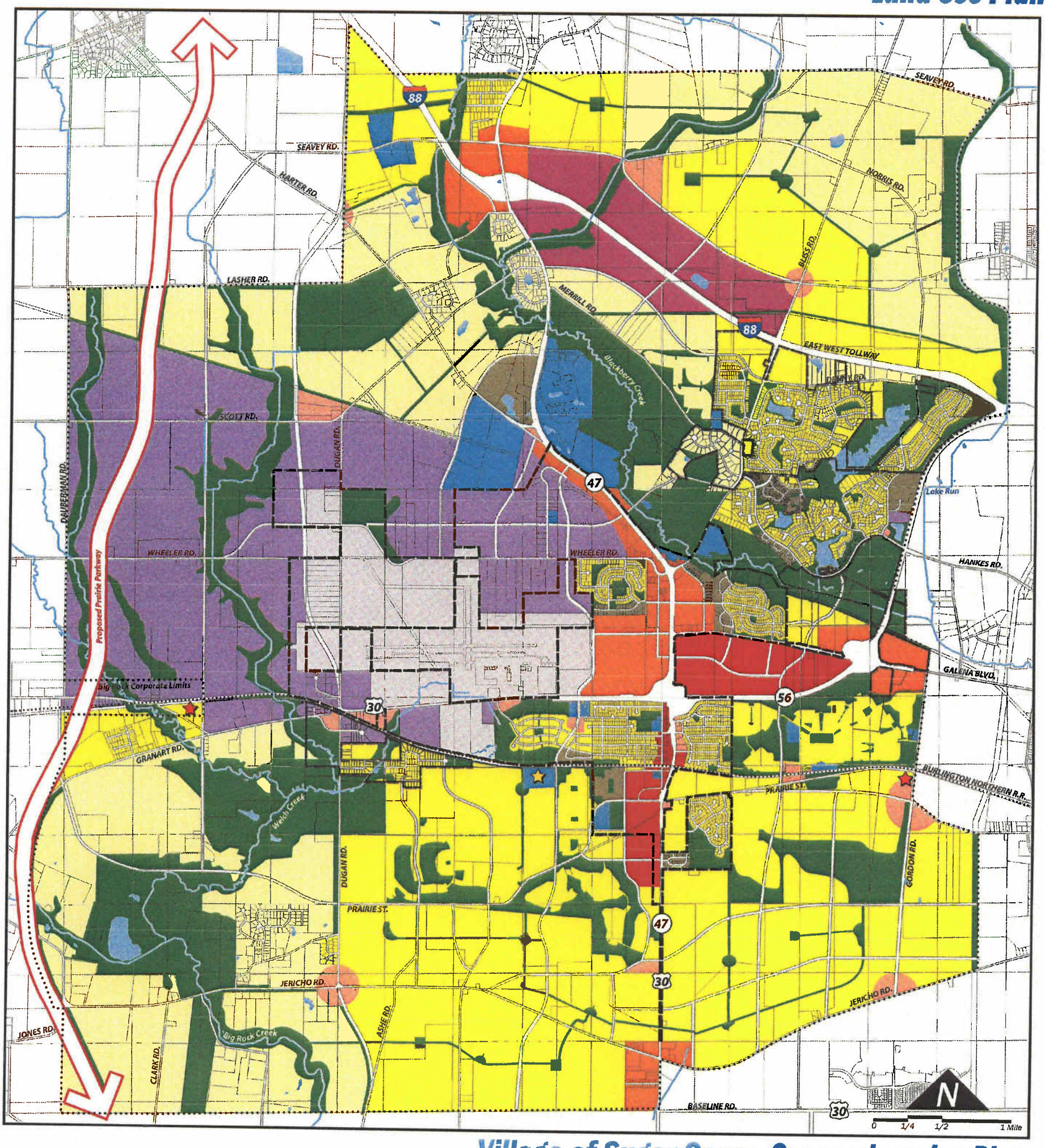
Roundabouts treat all movements equally as each approach is under yield control. This may increase delay for the major movements. This condition is most likely to occur at an intersection of a major street with a minor street. The classification of streets should be considered in the decision making for roundabout locations.

Single lane roundabouts can accommodate 20,000 daily vehicles. There are fewer vehicle conflict points compared to a conventional 4 legged intersection as the conventional intersection has 32 conflict points compared to 8 conflict points for a roundabout.

With the number of new roadway and extensions of existing roadways there are many locations that could be considered for roundabouts. The selection of the locations should be done on an individual basis in the planning stages of the roadway improvements to better determine the surrounding conditions and applicability of the location.

- Estate Residential
- Single Family Residential
- Multi-Family Residential
- Neighborhood Commercial
- Town Center Commercial
- Corridor Commercial
- Corporate Campus
- Business Park
- Open Space
- Public/Semi-Public
- Airport
- Stream/Watercourse
- Village of Sugar Grove Planning Area
- Existing Corporate Limits
- Metra Station
- Alternate Metra Stations

Figure 3: Land Use Plan



Village of Sugar Grove Comprehensive Plan

Prepared By: URS • TPAP

EXHIBIT 4
FUTURE LAND USE PLAN

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5.9 Traffic Calming

Traffic calming has traditionally been used as a retrofit on existing street systems to resolve traffic concerns that have risen with increased development and traffic volumes. The two major concerns are vehicle speeds and vehicular volumes. The same traffic calming principals used on existing streets, can also be used to achieve the similar results in new development. The undeveloped areas within the study area provide an opportunity to integrate traffic calming measures in the planning process of development. Well planned development with the use of appropriate zoning measures and present day design parameters lends itself to minimizing traffic issues. Shorter block lengths and curvilinear streets can reduce overall speeds through residential areas. A well planned subdivision will provide good accessibility for residents and route traffic to the streets intended to carry larger volumes of traffic and typically does incorporate traffic calming measures.

Traffic calming measures can reduce vehicles speeds and volumes, increase pedestrian safety and minimize cut-through traffic. Different traffic calming measures achieve different results and vary in the degree of effectiveness. There are numerous traffic control measures that range from speed humps to traffic circles to narrower street widths that can be used in different situations to achieve the desired result. Table 2 lists the various speed control and volume control measures that could be implemented. Traffic calming should be part of the planning process and be implemented to increase pedestrian safety and to better control vehicle speeds.

Listed in Table 2 are volume control and speed control measures. The speed control measures are divided into two categories active measures and passive measures. The active speed control measures are divided into three categories, vertical deflection, horizontal deflection and constriction.

The volumes control measures are all physical barriers to vehicular traffic that prevent some or all traffic movements, with the exception of signed turn restrictions. The speed control measures use the forces of vertical and lateral acceleration to discourage speeding. The passive measures are not as effective as the other measures but are relatively inexpensive.

TABLE 2
TRAFFIC CALMING MEASURES

VOLUME CONTROL MEASURES	SPEED CONTROL MEASURES			
	ACTIVE MEASURES			PASSIVE MEASURES
	VERTICAL DEFLECTION	HORIZONTAL DEFLECTION	CONSTRICTION	
• FULL CLOSURE • PARTIAL CLOSURE • DIVERTERS • MEDIAN BARRIERS • FORCED TURN ISLANDS • SIGNED TURN RESTRICTIONS	• SPEED HUMPS • SPEED TABLES • RAISED CROSSWALKS • RAISED INTERSECTIONS • SPEED CUSHIONS	• ROUNDABOUTS • MINI ROUNDABOUTS • CHICANES • ALTERNATE SIDE PARKING • REALIGNED INTERSECTION • CENTER ISLAND MEDIANS	• CURB EXTENSIONS • NECKDOWNS • CHOKERS • SLOW POINTS • GATEWAYS • PED REFUGE ISLANDS	• ON-STREET PARKING • BICYCLE LANES • NARROWED LANES • STREETSCAPING • SPEED GUN WITH VMS • SPECIAL SIGNS • FORCED PERSPECTIVE • RUMBLE STRIPS • RUMBLE STRIPES • COLORED PAVEMENT • TEXTURED PAVEMENT • TEXTURED MARKINGS

5.10 Comprehensive Transportation Plan Modifications

A number of significant modifications have been made to the plan since the May 2005 Amendment that eliminated some transportation components and added others. There also have been minor realignment modifications and other minor adjustments to the plan. The significant modifications are described below:

- Added a full interchange at Bliss Road and I-88.
- Eliminated the interchange at Hankes Road and IL56
- Eliminated the grade separated crossing over I-88 at Norris Road
- Eliminated the grade separated crossing of IL 56 east of IL 47 which was replaced with a right in/out access at approximately the same location
- Eliminated the grade separated crossing of the Burlington Northern tracks in the Settler's Ridge development

6. 2016 PLANNING HORIZON

The 2016 (2006 to2016) planning horizon determined an appropriate collector roadway system based on the anticipated development in the planning area. The 2016 plan also determines the type of collector facility needed as well as upgrades to the existing facilities based on the anticipated development traffic and increases in ambient traffic from development outside the planning area. This section discusses in more detail the collector roadway system, projected traffic volumes and roadway improvements.

6.1 10 Year Collector Roadway System

A 2016 collector roadway network was developed to accommodate area transportation needs. The collector system is comprised of a portion of the new roadways and extensions/alignments of existing roadways proposed in the overall Comprehensive Transportation Plan. In developing the proposed roadway network future development planning and the previously prepared preliminary engineering studies were taken into consideration. The 2016 collector road network is shown in Exhibit 5.

As seen in Exhibit 5, the primary new roadways proposed are Municipal Drive from Jericho Road north to IL 47, Gordon Road from Galena Boulevard south to Jericho Road and the school site road from Wheeler Road to Harter Road. East-west collectors include the west extension of Galena Boulevard from IL 47 to Municipal Drive and Prairie Street realigned at both IL 47 and at Gordon Road.

6.2 10 Year Projected Traffic Volumes

The 2016 projected traffic volumes are expressed in terms of average daily traffic volumes or the amount of two-way traffic traveling on a roadway in a 24 hour period. The 2016 traffic projections are based on two factors, background growth from outside the study area and development within the study area. The background growth factor was set at 2% per year yielding a total 20% growth over the 10 year period.

The future traffic generated within the planning area is based on known developments and an estimate of future residential and commercial developments. The estimates of traffic generated by development within the study area took into consideration the developments that were under construction but not built out, approved developments that have not started construction and assumptions of future development that are anticipated to occur within the 10 year time frame. The assumptions for future development included an additional 20% of residential development likely located in northern section of the planning area, the school site at 40% capacity, the commercial areas north of IL 56 at 60% of build out and the business park land uses west of IL 47 at 10% of build out. Table 3 shows the trip generation characteristic of the different land uses in the 10 year time frame.

DECEMBER 2005

NORTH

2000' 0' 2000' 4000'
SCALE FEET

LEGEND

- EXISTING COLLECTOR
- PROPOSED COLLECTOR
- STUDY LIMITS
- PRAIRIE PARKWAY

MAIN ST
SEAVEY RD
STATE ROUTE
SEAVEY RD
SEAVEY RD
HARTER RD
LORANG RD
PROPOSED PRAIRIE PARKWAY
FINLEY RD
REAGAN MEMORIAL TOLLWAY I-88
BLISS RD
NORRIS RD
TANNER RD
HEALY RD
LASHER RD
SCOTT RD
STATE ROUTE 31
MERRILL RD
DENNY RD
DENNY RD
DUGAN RD (W)
DUGAN RD
SCHOOL SITE RD
KE-DE-KA RD
BLISS RD
NORRIS RD
STATE ROUTE 56
WHEELER RD
WHEELER RD
PARK
GALENA BLVD.
AURORA MUNICIPAL AIRPORT
STATE ROUTE 47
U.S. ROUTE 30
U.S. ROUTE 30
STATE ROUTE 56
GALENA BLVD
GRANART RD
BN & SF RR
SNOW ST
JOY ST
MAIN ST
DUGAN RD
PRAIRIE ST
PRAIRIE ST
COLLECTOR "D"
GORDON RD
RAYMOND RD
DUGAN RD
McCANNON RD
JERICHO RD
MUNICIPAL DR
STATE ROUTE 47/U.S. ROUTE 30
JERICHO RD
ASHE RD
MIGHELL RD
BASE LINE RD
U.S. ROUTE 30
KANE COUNTY
KENDALL COUNTY

EXHIBIT 5
2016 COLLECTOR ROAD NETWORK

Engineering Enterprises, Inc.

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Table 3
2016 Trip Generation Summary

Land Use	Trip Generation Basis	Daily Trips
Single Family Residential	2400 Acres	36,400
Commercial	350 Acres	24,500
Business Park	340 Acres	2,100
School	1000 Students	1,600

The daily trips shown in Table 3 are not the additional traffic volumes that will be experienced on area roadways because there will be interaction between uses, diverted linked trips and pass by trips associated with the developments. The table does give an indication as to which land uses are contributing the larger volumes of traffic to the road system.

The 2016 projected traffic volumes are shown in Exhibit 6. As seen in Exhibit 6 there will be some considerable increases in traffic volumes on area roadways. Bliss Road and IL 47 will see traffic increases of approximately 70% and Prairie Street near a 90% increase. The significant increase on Prairie Street is due to the Settler's Ridge development.

6.3 2016 Recommended Roadway Improvements

The 2016 roadway improvements were based on a number of factors, which included the projected traffic volumes, preliminary engineering studies, IDOT SRA reports and the Comprehensive Transportation Plan. The improvements ranged from simple widening to major street relocations, new roadways, signalizing intersections and grade separated rail crossings. The major improvements included widening of IL 47 to four lanes from Cross Street south to Baseline Road, widening the BNSF overpass to accommodate the additional lanes, the construction of Municipal Drive from Jericho Road north to IL 47, widen Galena Boulevard to four lanes, addition of the eastbound ramps on IL 47 at I-88 and construction of the grade separated structure of Gordon Road over the BNSF railroad. The 2016 roadway improvements are shown in Exhibit 7.1 and 7.2.

DECEMBER 2005

NORTH

2000' 0' 2000' 4000'
SCALE FEET

LEGEND

STUDY LIMITS

XXX - AVERAGE DAILY TRAFFIC

EXHIBIT 6
2016 PROJECTED TRAFFIC VOLUMES

Engineering Enterprises, Inc.

SUGAR GROVE INCORPORATED 1957

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EXHIBIT 7.1
2016 ROADWAY IMPROVEMENT PLAN

LEGEND

- EXISTING COLLECTOR
- PROPOSED COLLECTOR
- PRAIRIE PARKWAY
- EXISTING TRAVEL LANE
- FUTURE TRAVEL LANE
- STUDY LIMITS
- EXISTING SIGNAL
- PROPOSED SIGNAL
- GRADE SEPARATION

DECEMBER 2005

NORTH

1500' 0' 1500' 3000'

SCALE FEET

WHEELER RD

U.S. ROUTE 30

GRANART RD

BN & SF RR

DUGAN RD

STATE ROUTE 56

GALENA BLVD.

TIMBERCREST DR.

SNOW ST

JOY ST

MAIN ST

WIDEN UNDERPASS FOR ADDITIONAL THRU LANES

PRAIRIE ST

MALLARD LN

COLLECTOR "D"

GORDON RD

RAYMOND RD

JERICHO RD

McCANNON RD

MUNICIPAL DR

STATE ROUTE 47/U.S. ROUTE 30

ASHE RD

MIGHELL RD

BASE LINE RD

KANE COUNTY

KENDALL COUNTY

Engineering Enterprises, Inc.

SUGAR GROVE INCORPORATED 1957

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EXHIBIT 7.2
2016 ROADWAY IMPROVEMENT PLAN

LEGEND

- EXISTING COLLECTOR
- PROPOSED COLLECTOR
- PRAIRIE PARKWAY
- EXISTING TRAVEL LANE
- FUTURE TRAVEL LANE
- STUDY LIMITS
- EXISTING SIGNAL
- PROPOSED SIGNAL
- GRADE SEPARATION
- INTERCHANGE

DECEMBER 2005

NORTH

1500' 0' 1500' 3000'

SCALE FEET

MAIN ST
STATE ROUTE 47
SEAVEY RD
SEAVEY RD
SEAVEY RD
HARTER RD
LORANG RD
PROPOSED PRAIRIE PARKWAY
LASHER RD
FINLEY RD
SCOTT RD
MERRILL RD
REAGAN MEMORIAL TOLLWAY I-88
BUSS RD
NORRIS RD
HEALY RD
TANNER RD
DUGAN RD (W)
DUGAN RD
SCHOOL SITE RD
KE-DE-KA RD
DENNY
DENNY RD
MERRILL RD
WINDSOR
HANKES RD
BLISS RD
NORRIS RD
MIDDLE DR
STATE ROUTE 56
NORRIS RD

Engineering Enterprises, Inc.

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7. 2030 PLANNING HORIZON (2016 to 2030)

The 2030 planning horizon uses the collector roadway system shown in the Comprehensive Transportation Plan (Exhibit 1) and is based on full development of the planning area with the land uses shown in the future land use plan. The 2030 plan also determines the type of collector facility needed as well as upgrades to the existing facilities based on the anticipated development traffic and increases in interaction between uses, diverted linked trips and pass by trips from development outside the planning area. This section discusses in more detail the collector roadway system, projected traffic volumes and roadway improvements.

7.1 2030 Collector Roadway System

As part of this study the Comprehensive Transportation Plan was updated to reflect new development as well as the refinement of the proposed collector road system. As full build out is assumed in the 2030 planning horizon the roadway system shown in the Comprehensive Transportation Plan and in the 2030 collector roadway system are the same plans. The 2030 collector roadway network is shown in Exhibit 8.

The 2030 collector roadway network was developed to provide access to all areas within the planning area. The proposed collector roads shown on the 2016 collector roadway network were assumed were assumed to be existing roadways in the 2030 collector roadway network. The new roadways in the 2030 collector roadway system have flexibility in their alignment acknowledging that the 2030 plan is a long range planning horizon. The extensions and connections to existing roadways have less flexibility at their termini and connection points.

As seen in Exhibit 8 the primary new roadways proposed are the collector roads A, B, C and D, the extension of Dugan Road south to Eldamain Road, Municipal Drive south to Baseline Road, the Denny Road extension west to IL 47 and the Healy Road to Seavy Road connection. The 2030 plan also includes a full interchange at Bliss Road and I-88.

7.2 2030 Projected Traffic Volumes

Similar to the 2016 projected traffic volumes the 2030 projected traffic volumes are expressed in terms of average daily traffic volumes or the amount of two-way traffic traveling on a roadway in a 24 hour period. The 2030 traffic projections are based on two factors, background growth from outside the study area and development within the study area. The development within the study was assumed to be full buildout of the land uses on the future land use plan. The trip generation summary for the 2030 is shown in Table 4. The daily trips shown in Table 4 represent the additional trips generated in the 2030 planning horizon, which are in addition to the volumes generated by development in the 2016 planning horizon.

DECEMBER 2005

NORTH

2000' 0' 2000' 4000'

SCALE FEET

LEGEND

- EXISTING COLLECTOR
- PROPOSED COLLECTOR
- STUDY LIMITS
- PRAIRIE PARKWAY

MAIN ST
SEAVEY RD
STATE ROUTE
SEAVEY RD
SEAVEY RD
HARTER RD
LORANG RD
PROPOSED PRAIRIE PARKWAY
FINLEY RD
REAGAN MEMORIAL TOLLWAY I-88
HEALY RD
COLLECTOR "A"
BLISS RD
NORRIS RD
TANNER RD
LASHER RD
SCOTT RD
STATE ROUTE
MERRILL RD
DENNY RD
DENNY RD
COLLECTOR "B"
DUGAN RD (W)
DUGAN RD
SCHOOL SITE RD
KE-DE-KA RD
BLISS RD
NORRIS RD
STATE ROUTE 56
WHEELER RD
WHEELER RD
PARK
PROPOSED PRAIRIE PARKWAY
COLLECTOR "B"
AURORA MUNICIPAL AIRPORT
GALENA BLVD.
STATE ROUTE
GALENA BLVD
U.S. ROUTE 30
U.S. ROUTE 30
STATE ROUTE 56
GRANART RD
SN & SF RR
SNOW ST
PRAIRIE ST
DUGAN RD
PRAIRIE ST
COLLECTOR "D"
GORDON RD
PRAIRIE ST
RAYMOND RD
JERICHO RD
DUGAN RD
McCANNON RD
ASHE RD
MICHELL RD
MUNICIPAL DR
COLLECTOR "C"
STATE ROUTE 47/U.S. ROUTE 30
JERICHO RD
BASE LINE RD
U.S. ROUTE 30
KANE COUNTY
KENDALL COUNTY

EXHIBIT 8
2030 COLLECTOR ROAD NETWORK

Engineering Enterprises, Inc.

SUGAR GROVE INCORPORATED 1957

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Table 4
2030 Trip Generation Summary

Land Use	Trip Generation Basis	Daily Trips
Single Family Residential	8,200 Acres	140,000
Business Park	3060 Acres	21,000
Corporate Campus	830 Acres	45,000
Commercial	745 Acres	192,000
School	1500 Students	4,000

The traffic volumes generated by future development were adjusted for interaction and distributed to the Year 2030 collector road system. The Year 2030 projected traffic volumes are shown in Exhibit 9.

7.3 2030 Recommended Roadway Improvements

The 2030 roadway improvements were based on a number of factors, which included the improvements identified in the 2016 plan, the KDOT 2030 plan, 2030 projected traffic volumes, future land use types and the Comprehensive Transportation Plan. The improvements ranged from simple widening to major street relocations, new roadways, signalizing intersections, interchanges and grade separated rail crossings. The 2030 recommended roadway improvements are shown in Exhibit 10.1 and 10.2.

Some of the major roadway improvements include the extension of Eldamain Road to Dugan Road, the addition of Collector Roads "A" and "C", an interchange at Bliss Road and I-88 and the grade separation of Collector Road "A over I-88.

DECEMBER 2005

NORTH

2000' 0' 2000' 4000'
SCALE FEET

LEGEND

STUDY LIMITS

XXX - AVERAGE DAILY TRAFFIC

EXHIBIT 9
2030 PROJECTED TRAFFIC VOLUMES

Engineering Enterprises, Inc.

SUGAR GROVE INCORPORATED 1957

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EXHIBIT 10.1
2030 ROADWAY IMPROVEMENT PLAN

LEGEND

- EXISTING COLLECTOR OR PROPOSED IN 10 YEAR PLAN
- PROPOSED COLLECTOR
- PRAIRIE PARKWAY
- EXISTING TRAVEL LANE
- FUTURE TRAVEL LANE
- STUDY LIMITS
- EXISTING SIGNAL
- PROPOSED SIGNAL
- GRADE SEPARATION
- INTERCHANGE

DECEMBER 2005

NORTH

1500' 0' 1500' 3000'

SCALE FEET

WHEELER RD
PROPOSED PRAIRIE PARKWAY
COLLECTOR "B"
U.S. ROUTE 30
GRANART RD
DUGAN RD
GN & SF RR
STATE ROUTE 56
GALENA BLVD.
TIMBERCREST DR.
SNOW ST
JOY ST
MAIN ST
PRAIRIE ST
MALLARD LN
COLLECTOR "D"
GORDON RD
RAYMOND RD
JERICHO RD
McCANNON RD
MUNICIPAL DR
COLLECTOR "C"
STATE ROUTE 47/U.S. ROUTE 30
ASHE RD
MIGHELL RD
BASE LINE RD
KANE COUNTY
KENDALL COUNTY

Engineering Enterprises, Inc.

SUGAR GROVE INCORPORATED 1957

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EXHIBIT 10.2
2030 ROADWAY IMPROVEMENT PLAN

LEGEND

- EXISTING COLLECTOR OR PROPOSED IN 10 YEAR PLAN
- PROPOSED COLLECTOR
- PRAIRIE PARKWAY
- EXISTING TRAVEL LANE
- FUTURE TRAVEL LANE
- STUDY LIMITS
- EXISTING SIGNAL
- PROPOSED SIGNAL
- GRADE SEPARATION
- INTERCHANGE

DECEMBER 2005

NORTH

SCALE 1500' 0' 1500' 3000' FEET

MAIN ST
SEAVEY RD
STATE ROUTE 47
HARTER RD
LORANG RD
PROPOSED PRAIRIE PARKWAY
FINLEY RD
HEALY RD
COLLECTOR "A"
BLISS RD
NORRIS RD
TANNER RD
REAGAN MEMORIAL TOLLWAY I-88
LASHER RD
SCOTT RD
MERRILL RD
COLLECTOR "B"
DUGAN RD (W)
DUGAN RD
SCHOOL SITE RD
KE-DE-KA RD
WINDSOR
MERRILL VIEW RD
BLACKMAIL
MEDDLE DR
HANKES RD
NORRIS-NEW RD
STATE ROUTE 56

Engineering Enterprises, Inc.

SUGAR GROVE INCORPORATED 1957

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8. ROADWAY IMPROVEMENT COST ESTIMATES AND COST PARTICIPATION

Cost estimates were prepared for the identified roadway improvements in both the 2016 and 2030 planning horizons. The cost estimates included construction, engineering and right of way costs. The estimates are based on previous EEI and IDOT road improvement project costs and 2006 dollars.

The cost participation of the total improvement costs were analyzed for the 2016 planning horizon, the 2030 planning horizon and a combined cost participation analysis. The analyses took the total cost estimates and split these costs between IDOT, KDOT, local and development. All of the analyses included the Settler's Ridge roadway improvements and dwelling unit count.

8.1 Roadway Improvement Cost Estimates

Roadway improvements in the 10 year and Year 2030 planning horizons were previously identified in Section 6.3 and 7.3 and Exhibits 7.1, 7.2, 10.1 and 10.2. Cost estimates were prepared for these identified improvements in both the 2016 planning horizon and the Year 2030 planning horizon. The cost estimates for the 2016 plan are located in Appendix B, Table 1 and the cost estimates for the Year 2030 are located in Appendix B, Table 2. As seen in the cost estimate tables the improvements are listed by roadway, intersection or link and individual leg of the intersection. The estimates included the cost for ROW, engineering and a contingency for work on IDOT routes. The additional cost for improvements on IDOT routes is due to the additional design standards, engineering and construction observation typically experienced on IDOT projects. The overall cost estimate for 2016 includes improvements associated with the Settler's Ridge development. The improvement costs by planning horizon are shown in Table 5.

Table 5
Total Cost Estimates

	2016	2030	2006-2030
Total Cost	$151,546,830	$160,078,000	$311,624,830

8.2 Roadway Improvement Cost Participation

The overall cost estimates shown in Appendix B identified improvements for each leg of an intersection and the links between each intersection. The improvements and cost estimates were consolidated to identify costs by intersection and link to simplify the cost sharing splits. The cost of improvements was split between IDOT, KDOT, residential development and non-residential development. The cost splits for each individual improvement can be seen in Appendix C Table 1-1 and Table 2-1. The IDOT and KDOT

cost splits are primarily on routes under their jurisdiction and known projects on other routes to be funded by them. Improvement costs for the non-residential category include commercial, retail, office and industrial uses. The improvements and associated costs for these uses were determined from the future land use map. A similar methodology was used for the residential category. The split of the improvement costs are shown in Table 6 for the 2016 and 2030 planning horizons and the combination of the two.

Table 6
Cost Participation

	Total Cost	IDOT Share	KDOT Share	*Non-Residential Share	Residential Share
2016	$151,546,830	$43,830,200	$1,232,000	$46,908,935	$59,574,695
2030	$160,078,000	$18,923,200	$46,507,500	$44,942,800	$49,704,500
(2006-2030) Total	$311,624,830	$62,754,400	$47,739,500	$91,851,735	$109,279,695

*Includes Commercial, Retail and Industrial uses

To determine a cost per dwelling unit the combined cost of the two planning horizons was used. These costs were calculated in two ways, the first with the residential share only and the second a combination of the residential and non-residential. The costs per dwelling unit are shown in Table 7.

Table 7
Cost Per Dwelling Unit

Residential and Non-Residential	$201,130,930	17400 DU's	$11,559/DU
Residential Only	$109,279,195	17400 DU's	$6,280/DU

As seen in Table 7 the combination of residential and non-residential costs are $11,559 per dwelling unit and for the residential only $6,280 per dwelling unit. The combined cost is higher as it includes all of the improvements related to the non-residential or commercial development roadway improvements.

8. CONCLUSION

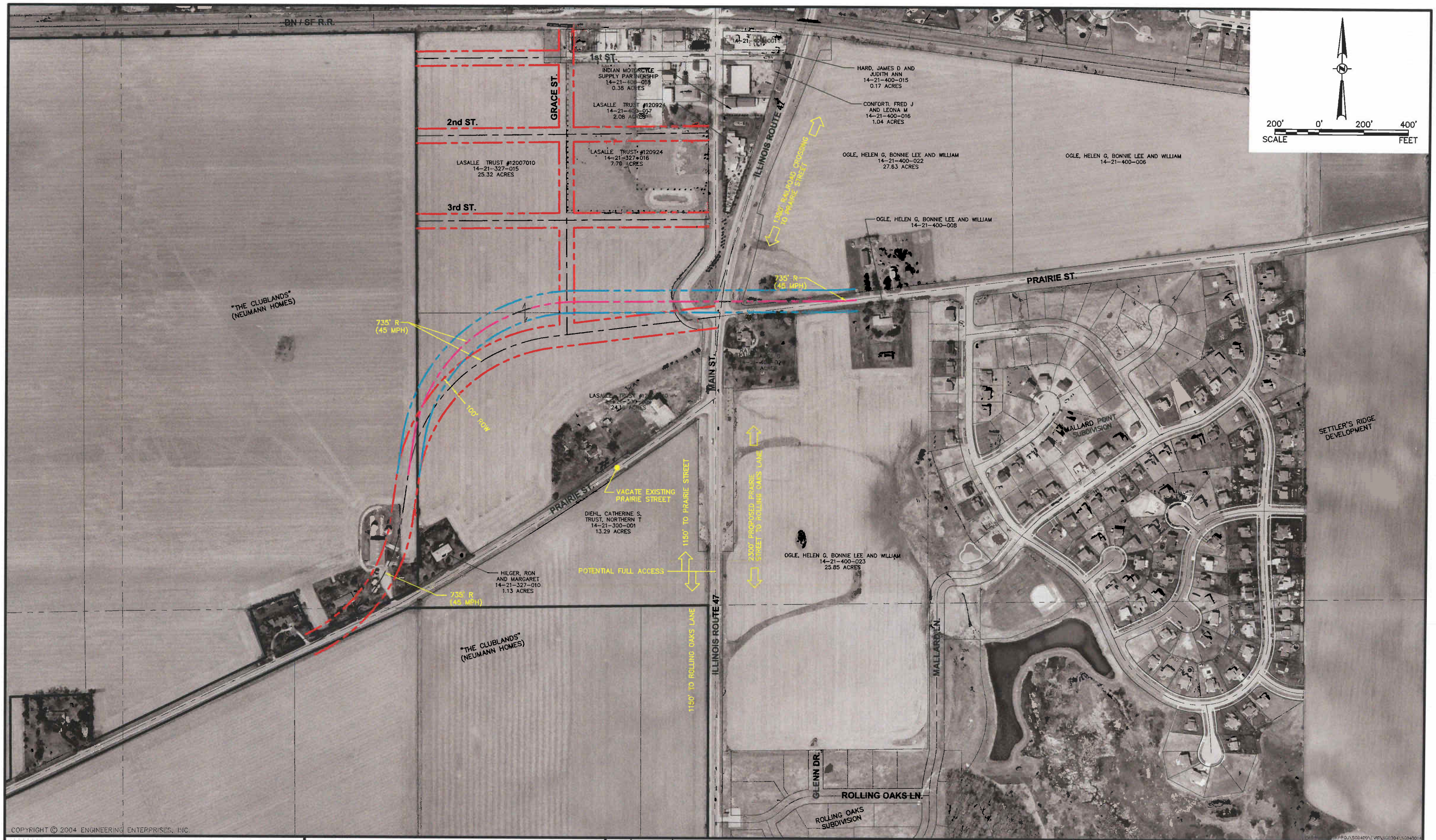
The updated Transportation Plan provides an efficient collector roadway system within the study area and will provide the capacity needed for the projected future traffic volumes. The traffic projections accounted for full development of the study area and outside development. Based on the traffic volumes and the collector road system, intersection and link improvements were recommended as well as other major improvements such as interchanges and grade separations. Cost estimates based on previous projects were estimated for each improvement for both planning horizons, which were then distributed between all stakeholders. The cost split determined the basis for a transportation fee for residential development which ranged in cost per dwelling unit from $6,280 to $11,559.

Appendix A

IL 47 at Prairie Street Alignment

Municipal Drive Alignment – US 30 to Prairie Street

Municipal Drive Alignment - US 30 to IL 47



Engineering Enterprises, Inc.
Consulting Engineers
52 Wheeler Road
Sugar Grove, Illinois 60554 630/466-9350

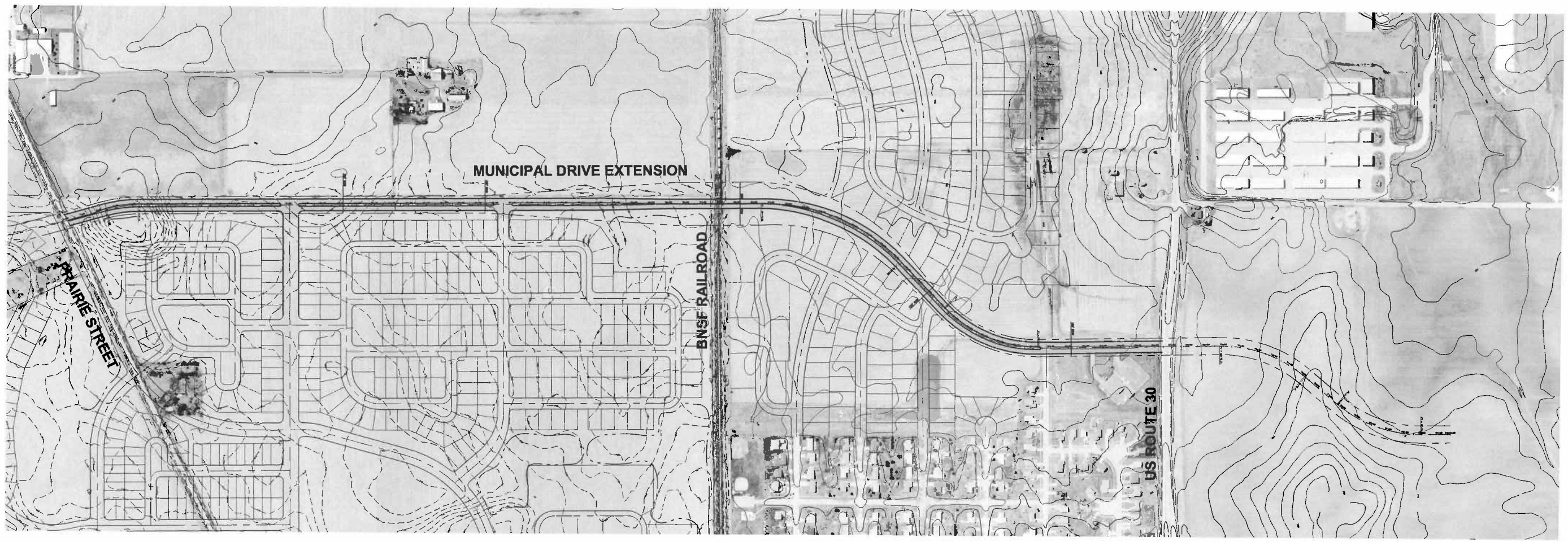
VILLAGE OF SUGAR GROVE
KANE COUNTY, ILLINOIS

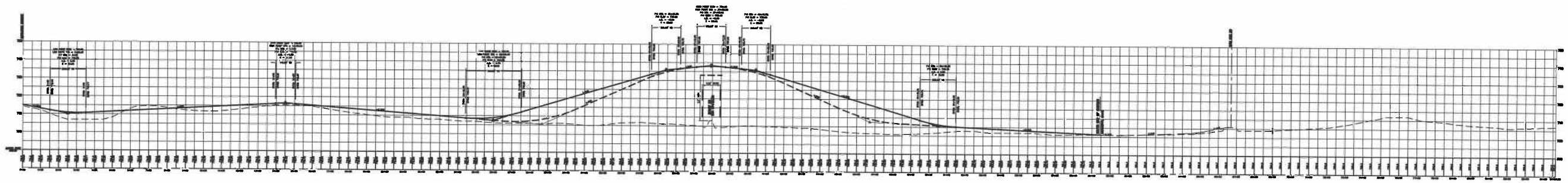
NO.	DATE	REVISIONS

PRAIRIE STREET ALIGNMENT
SUGAR GROVE, ILLINOIS

EXHIBIT 7
PREFERRED ALTERNATE

DATE	APRIL 2004
PROJ. NO.	SG0304
FILE NO.	SG040014
SHEET	1 OF 1





300' 0' 300' 600'
SCALE FEET

SCALE:
HORZ. 1" = 300'
VERT. 1" = 30'

Engineering Enterprises, Inc.
Consulting Engineers
52 Wheeler Road
Sugar Grove, Illinois 60554 630/466-9350

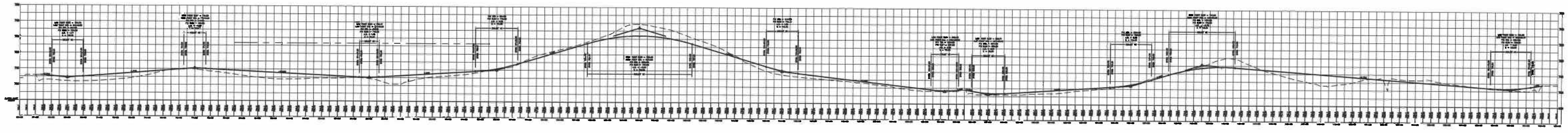
VILLAGE OF SUGAR GROVE
KANE COUNTY, ILLINOIS

NO.	DATE	REVISIONS

MUNICIPAL DRIVE EXTENSION
US30 TO PRAIRIE STREET

MUNICIPAL DRIVE
PLAN & PROFILE
STA 0+00 TO STA 72+00

DATE DECEMBER 2004
PROJ. NO. SG0241
FILE. NO. SG030312
SHEET 1 OF 1



SCALE:
HORZ. 1" = 300'
VERT. 1" = 30'

Engineering Enterprises, Inc.
Consulting Engineers
52 Wheeler Road
Sugar Grove, Illinois 60554 630/466-9350

VILLAGE OF SUGAR GROVE
10 MUNICIPAL DRIVE
SUGAR GROVE, ILLINOIS 60554

0 1
Bar represents 1"at FULL size plotted scale. Percentage to 1" to be applied to stated scales.

NO.	DATE	REVISIONS

MUNICIPAL DRIVE EXTENSION
US 30 TO IL 47

MUNICIPAL DRIVE
PLAN & PROFILE
STA 66+00 TO STA 163+00

DATE	MARCH 2005
PROJ. NO.	SG0309
FILE. NO.	SG030908
SHEET	1 OF 1

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Appendix B

Total Cost Estimates

TABLE 1
COST ESTIMATES FOR 2016 ROADWAY IMPROVEMENT PLAN
VILLAGE OF SUGAR GROVE KANE COUNTY, ILLINOIS

Project	Location	Leg	Improvement	Length	Total Const. Cost	Add 25% if State Work	ROW Cost	Total Cost
IL Route 47	At Baseline Road	North Leg	Add Right Turn Lane		$100,000	$63,000	$10,000	$73,000
		East Leg	Add Left Turn Lane		$200,000	$125,000	$10,000	$135,000
		South Leg	Add Left Turn Lane		$200,000	$125,000	$10,000	$135,000
			Add Right Turn Lane		$100,000	$63,000	$0	$63,000
			Add Through Lane		$200,000	$125,000	$0	$125,000
		West Leg	Add Left Turn Lane		$200,000	$125,000	$10,000	$135,000
	Baseline Road to Jericho Road	N/A	Widen 2L to 5L	2000	$1,440,000	$1,800,000	$38,000	$1,838,000
	At Jericho Road	North Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
		East Leg	Add Left Turn Lane		$200,000	$250,000	$10,000	$260,000
			Add Right Turn Lane		$100,000	$125,000	$0	$125,000
		South Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
		West Leg	Add Left Turn Lane		$200,000	$250,000	$10,000	$260,000
			Add Right Turn Lane		$100,000	$125,000	$0	$125,000
		N/A	Traffic Signal		$280,000	$350,000	$0	$350,000
		N/A	Temporary Signal		$65,000	$82,000	$0	$82,000
	Jericho Road to Prarie Street	N/A	Widen 2L to 5L	9800	$7,056,000	$8,820,000	$186,000	$9,006,000
	At Prairie Street	North Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
		East Leg	Add Left Turn Lane		$200,000	$250,000	$10,000	$260,000
			Add Right Turn Lane		$100,000	$125,000	$0	$125,000
		South Leg	Add Left Turn Lane		$200,000	$250,000	$10,000	$260,000
			Add Right Turn Lane		$100,000	$125,000	$0	$125,000
		West Leg	Add Left Turn Lane		$200,000	$250,000	$10,000	$260,000
			Add Right Turn Lane		$100,000	$125,000	$0	$125,000
		N/A	Traffic Signal		$280,000	$350,000	$0	$350,000
	Prairie Street to Cross Street	N/A	Widen 2L to 5L	2500	$1,800,000	$2,250,000	$48,000	$2,298,000
		N/A	Underpass		$20,000,000	$25,000,000	$0	$25,000,000
	At Cross Street	North Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
		East Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
			Add Left Turn Lane		$200,000	$250,000	$0	$250,000
		South Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
		N/A	Traffic Signal		$280,000	$350,000	$0	$350,000
		N/A	Temporary Signal		$65,000	$82,000	$0	$82,000
	At Galena Boulevard	North Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
			Add Left Turn Lane		$200,000	$250,000	$0	$250,000
		East Leg	Add Left Turn Lane		$200,000	$250,000	$10,000	$260,000

Project	Location	Leg	Improvement	Length	Total Const. Cost	Add 25% if State Work	ROW Cost	Total Cost
			Add Right Turn Lane		$100,000	$125,000	$0	$125,000
		South Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
			Add 2 Left Turn Lanes		$275,000	$344,000	$0	$344,000
		West Leg	Add 2 Left Turn Lanes		$275,000	$344,000	$10,000	$354,000
			Add Right Turn Lane		$100,000	$125,000	$0	$125,000
		N/A	Traffic Signal		$280,000	$350,000	$0	$350,000
		N/A	Temporary Signal		$65,000	$82,000	$0	$82,000
	At Bliss/Wheeler Road	East Leg	Add Left Turn Lane		$200,000	$250,000	$10,000	$260,000
		West Leg	Add Left Turn Lane		$200,000	$250,000	$10,000	$260,000
		N/A	Traffic Signal		$280,000	$350,000	$0	$350,000
		N/A	Temporary Signal		$65,000	$82,000	$0	$82,000
	At Municipal Drive	East Leg	Add Left Turn Lane		$200,000	$250,000	$10,000	$260,000
		West Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
		South Leg	Add Left Turn Lane		$200,000	$250,000	$10,000	$260,000
			Add Right Turn Lane		$100,000	$125,000	$0	$125,000
		N/A	Traffic Signal		$280,000	$350,000	$0	$350,000
	At Waubonsee Drive	N/A	Traffic Signal		$280,000	$350,000	$0	$350,000
	At North I-88 Interchange	N/A	Traffic Signal		$280,000	$350,000	$0	$350,000
			Add Off/On Ramp		$5,000,000	$6,250,000	$0	$6,250,000
	At South I-88 Interchange	N/A	Traffic Signal		$280,000	$350,000	$0	$350,000
			Add Off/On Ramp		$5,000,000	$6,250,000	$0	$6,250,000
Gordon Road	At Jericho Road	East Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
		West Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
		North Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
		South Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
			Add Through Lane		$200,000	$200,000	$0	$200,000
			Add Through Lane		$200,000	$200,000	$0	$200,000
		N/A	Traffic Signal		$280,000	$280,000	$0	$280,000
	Jericho Road to Prarie Street	N/A	Construct New 5 Lane Section	7400	$5,328,000	$5,328,000	$141,000	$5,469,000
	At Prairie Street	East Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Through Lane		$200,000	$200,000	$0	$200,000
		North Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		West Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		South Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		N/A	Traffic Signal		$280,000	$280,000	$0	$280,000
	Prairie Street to Galena Boulevard	N/A	Widen 2L to 5L	5000	$3,600,000	$3,600,000	$95,000	$3,695,000

Project	Location	Leg	Improvement	Length	Total Const. Cost	Add 25% if State Work	ROW Cost	Total Cost
			Above-Grade Structure		$4,500,000	$4,500,000	$0	$4,500,000
	At Galena Boulevard	N/A	Traffic Signal		$280,000	$280,000	$0	$280,000
		North Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
			Add Through Lane		$200,000	$200,000	$0	$200,000
		East Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Through Lane		$200,000	$200,000	$0	$200,000
		South Leg	Add 2 Left Turn Lanes		$275,000	$275,000	$10,000	$285,000
		West Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
Municipal Drive	At Jericho Road	North Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
		East Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
		West Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
	Jericho Road to Prarie Street	N/A	Construct New 5 Lane Section	6000	$4,320,000	$4,320,000	$114,000	$4,434,000
	At Prairie Street	East Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		West Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		North Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		South Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
	Prairie Street to US Route 30	N/A	Construct New 5 Lane Section	6500	$4,680,000	$4,680,000	$124,000	$4,804,000
			Above-Grade Structure		$4,500,000	$4,500,000	$0	$4,500,000
	At US Route 30	North Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
		East Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Through Lane		$200,000	$200,000	$0	$200,000
		South Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		West Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Through Lane		$200,000	$200,000	$0	$200,000
		N/A	Traffic Signal		$280,000	$280,000	$0	$280,000
	US Route 30 to Galena Boulevard	N/A	Construct New 5 Lane Section	2700	$1,944,000	$1,944,000	$52,000	$1,996,000
	At Galena Boulevard	North Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		East Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
	Galena Boulevard to Wheeler Road	N/A	Construct New 5 Lane Section	3500	$2,520,000	$2,520,000	$67,000	$2,587,000
	At Wheeler Road	North Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
		East Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		South Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		West Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000

Project	Location	Leg	Improvement	Length	Total Const. Cost	Add 25% if State Work	ROW Cost	Total Cost
	Wheeler Road to IL Route 47	N/A	Construct New 5 Lane Section	3700	$2,664,000	$2,664,000	$71,000	$2,735,000
School Site Road	At Wheeler Road	North Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
		East Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
		West Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
	Wheeler Road to Harter Road	N/A	Construct New 3 Lane Section	6800	$3,264,000	$3,264,000	$129,000	$3,393,000
	At Harter Road	South Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
		East Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		West Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
Dugan Road	US Route 30 to Wheeler Road	N/A	Construct New 3 Lane Section	6000	$2,880,000	$2,880,000	$114,000	$2,994,000
	At Wheeler Road	North Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		East Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
		South Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
	Wheeler Road to Scott Road	N/A	Construct New 3 Lane Section	5200	$2,496,000	$2,496,000	$99,000	$2,595,000
	At Scott Road	East Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		West Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
		South Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
Bliss Road	At Hankes Road	North Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
		South Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
Golfview Drive	At Galena Boulevard	North Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		East Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
		West Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
	Galena Boulevard to Hankes Road	N/A	Construct New 3 Lane Section	3500	$1,680,000	$1,680,000	$67,000	$1,747,000
			Above-Grade Structure		$4,500,000	$4,500,000	$0	$4,500,000
	At Hankes Road	East Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		South Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
		West Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
Galena Boulevard	Gordon Road to IL Route 47	N/A	Widen 2L to 5L	10000	$7,200,000	$7,200,000	$190,000	$7,390,000
	At East IL 56 Ramp	South Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		N/A	Traffic Signal		$280,000	$280,000	$0	$280,000
	At West IL 56 Ramp	North Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		N/A	Traffic Signal		$280,000	$280,000	$0	$280,000

Project	Location	Leg	Improvement	Length	Total Const. Cost	Add 25% if State Work	ROW Cost	Total Cost
	IL Route 47 to Municipal Drive	N/A	Construct New 5 Lane Section	3000	$2,160,000	$2,160,000	$57,000	$2,217,000
Prairie Street	Gordon Road to IL Route 47	N/A	Construct New 5 Lane Section	10000	$7,200,000	$7,200,000	$190,000	$7,390,000
	At Collector D	North Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
			Add Through Lane		$200,000	$200,000	$0	$200,000
		East Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
		South Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
		West Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
	IL Route 47 to Municipal Drive	N/A	Construct New 5 Lane Section	5800	$4,176,000	$4,176,000	$110,000	$4,286,000
	Municipal Drive to Mighell Road	N/A	Construct New 3 Lane Section	3000	$1,440,000	$1,440,000	$57,000	$1,497,000
Wheeler Road	From Dugan Road to Dugan Road West	N/A	Construct New 3 Lane Section	1400	$672,000	$672,000	$27,000	$699,000
Collector D	From Prairie Street to Collector C	N/A	Construct New 3 Lane Section	4600	$2,208,000	$2,208,000	$88,000	$2,296,000
				Total	$137,913,000	$149,848,000	$2,814,000	$153,328,000

Note:

1. Cost Estimates based on the following (Costs include 20% engineering):

Add Through Lane	$200,000	lump sum
Add Right Turn Lane	$100,000	lump sum
Add Left Turn Lane	$200,000	lump sum
Add 2 Left Turn Lanes	$275,000	lump sum
Construct New 3 Lane Section	$480	per foot
Construct New 5 Lane Section	$720	per foot
Widen 2L to 5L	$720	per foot
Traffic Signal	$280,000	lump sum
Temporary Signal	$65,000	lump sum
Underpass	$20,000,000	lump sum
Above-Grade Structure	$4,500,000	lump sum
Pedestrian Bridge	$560,000	lump sum
Add Off/On Ramp	$5,000,000	lump sum

*Right of way costs assumed to be $100,000/mile and $10,000 for each leg of an intersection

*The cost for IL Route 47 @ Baseline Road was halved

G:\Public\SUGARGRO\2005\SG0552 Transportation Planning Study\Eng\[10 Year Improvement Costs comm. 3-6-07.xls]APPENDIX A - 10y cost'.xls]APPENDIX A - 10y cost'.xls]APPENDIX A - 10y cost'.xls]APPENDIX A - 10y cost

TABLE 2
COST ESTIMATES FOR 2030 ROADWAY IMPROVEMENT PLAN
VILLAGE OF SUGAR GROVE KANE COUNTY, ILLINOIS

Project	Location	Leg	Improvement	Length	Total Const. Cost	Add 25% if State Work	ROW Cost	Total Cost
IL Route 47	At Seavey Road	North Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
			Add Left Turn Lane		$200,000	$250,000	$0	$250,000
			Add Through Lane		$200,000	$250,000	$0	$250,000
		East Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
			Add Left Turn Lane		$200,000	$250,000	$0	$250,000
		South Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
			Add Left Turn Lane		$200,000	$250,000	$0	$250,000
		West Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
			Add Left Turn Lane		$200,000	$250,000	$0	$250,000
		N/A	Traffic Signal		$280,000	$350,000	$0	$350,000
	From Seavey Road to North I-88 Interchan	N/A	Construct New 5 Lane Section	1300	$936,000	$1,170,000	$25,000	$1,195,000
	From North I-88 Interchange to South I-88	N/A	Construct New 5 Lane Section	1000	$720,000	$900,000	$19,000	$919,000
	From South I-88 Interchange to Scott Road	N/A	Construct New 5 Lane Section	3000	$2,160,000	$2,700,000	$57,000	$2,757,000
	At Scott Road	North Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
			Add Left Turn Lane		$200,000	$250,000	$0	$250,000
		East Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
			Add Left Turn Lane		$200,000	$250,000	$0	$250,000
		South Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
		West Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
			Add Through Lane		$200,000	$250,000	$0	$250,000
	From Scott Road to School Site Road	N/A	Construct New 5 Lane Section	3500	$2,520,000	$3,150,000	$67,000	$3,217,000
	At School Site Road	North Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
		South Leg	Add Left Turn Lane		$200,000	$250,000	$10,000	$260,000
			Add Through Lane		$200,000	$250,000	$0	$250,000
		West Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
			Add Left Turn Lane		$200,000	$250,000	$0	$250,000
	At Municipal Drive	Southwest Leg	Add Left Turn Lane		$200,000	$250,000	$10,000	$260,000
	At Bliss Road	East Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
			Add Left Turn Lane		$200,000	$250,000	$0	$250,000
		West Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
		N/A	Traffic Signal		$280,000	$350,000	$0	$350,000
		N/A	Temporary Signal		$65,000	$82,000	$0	$82,000
	From Bliss Road to Galena Boulevard	N/A	Add 2 Through Lanes	2400	$1,200,000	$1,500,000	$46,000	$1,546,000

Project	Location	Leg	Improvement	Length	Total Const. Cost	Add 25% if State Work	ROW Cost	Total Cost
	At Galena Boulevard	N/A	Traffic Signal		$280,000	$350,000	$0	$350,000
		N/A	Temporary Signal		$65,000	$82,000	$0	$82,000
	From Galena Boulevard to Prairie Street	N/A	Add 2 Through Lanes	6400	$3,200,000	$4,000,000	$122,000	$4,122,000
	At Prairie Street	North Leg	Add Left Turn Lane		$200,000	$250,000	$10,000	$260,000
		South Leg	Add Left Turn Lane		$200,000	$250,000	$10,000	$260,000
		West Leg	Add Left Turn Lane		$200,000	$250,000	$10,000	$260,000
		N/A	Traffic Signal		$280,000	$350,000	$0	$350,000
		N/A	Temporary Signal		$65,000	$82,000	$0	$82,000
	At Collector C	North Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
			Add Left Turn Lane		$200,000	$250,000	$0	$250,000
		East Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
			Add Left Turn Lane		$200,000	$250,000	$0	$250,000
		South Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
			Add Left Turn Lane		$200,000	$250,000	$0	$250,000
		West Leg	Add Right Turn Lane		$100,000	$125,000	$10,000	$135,000
			Add Left Turn Lane		$200,000	$250,000	$0	$250,000
		N/A	Traffic Signal		$280,000	$350,000	$0	$350,000
	At Jericho Road	West Leg	Add Through Lane		$200,000	$250,000	$10,000	$260,000
		N/A	Traffic Signal		$280,000	$350,000	$0	$350,000
		N/A	Temporary Signal		$65,000	$82,000	$0	$82,000
Healy Road	At Seavey Road	North Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		East Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
		West Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
	From Seavey Road to Collector A	N/A	Construct New 5 Lane Section	5300	$3,816,000	$3,816,000	$101,000	$3,917,000
	At Collector A	North Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		East Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		South Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		West Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
	From Collector A to Bliss Road	N/A	Construct New 5 Lane Section	4100	$2,952,000	$2,952,000	$78,000	$3,030,000
	At Bliss Road	North Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		East Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000

Project	Location	Leg	Improvement	Length	Total Const. Cost	Add 25% if State Work	ROW Cost	Total Cost
		South Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		West Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		N/A	Traffic Signal		$280,000	$280,000	$0	$280,000
	From Bliss Road to East of Tanner Road	N/A	Construct New 3 Lane Section	6600	$3,168,000	$3,168,000	$125,000	$3,293,000
Norris Road	From Collector A to Bliss Road	N/A	Construct New 3 Lane Section	3200	$1,536,000	$1,536,000	$61,000	$1,597,000
Collector A	At Main Street	East Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		South Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		West Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
	From Main Street to Seavey Road	N/A	Construct New 3 Lane Section	4900	$2,352,000	$2,352,000	$93,000	$2,445,000
	At Seavey Road	North Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		East Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
		South Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
	From Seavey Road to Norris Road	N/A	Construct New 3 Lane Section	3100	$1,488,000	$1,488,000	$59,000	$1,547,000
	At Norris Road	North Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		East Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		South Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		West Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
	From Norris Road to Healy Road	N/A	Construct New 3 Lane Section	4300	$2,064,000	$2,064,000	$82,000	$2,146,000
	From Healy Road to Denny Road	N/A	Construct New 3 Lane Section	3300	$1,584,000	$1,584,000	$63,000	$1,647,000
		N/A	Above-Grade Structure		$4,500,000	$4,500,000	$0	$4,500,000
Denny Road	From IL Route 47 to Collector A	N/A	Construct New 3 Lane Section	4400	$2,112,000	$2,112,000	$84,000	$2,196,000
	At Collector A	North Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		East Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
		West Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
	From Collector A to Bliss Road	N/A	Construct New 3 Lane Section	5800	$2,784,000	$2,784,000	$110,000	$2,894,000
	At Bliss Road	East Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		N/A	Traffic Signal		$280,000	$280,000	$0	$280,000
Bliss Road	From Main Street to Seavey Road	N/A	Construct New 5 Lane Section	5900	$4,248,000	$4,248,000	$112,000	$4,360,000
	At Seavey Road	North Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000

Project	Location	Leg	Improvement	Length	Total Const. Cost	Add 25% if State Work	ROW Cost	Total Cost
		East Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		South Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		West Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
	From Seavey Road to Norris Road	N/A	Construct New 5 Lane Section	3900	$2,808,000	$2,808,000	$74,000	$2,882,000
	At Norris Road	North Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		East Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		South Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		West Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
	From Norris Road to Healy Road	N/A	Construct New 5 Lane Section	4700	$3,384,000	$3,384,000	$90,000	$3,474,000
	From Healy Road to I-88	N/A	Construct New 5 Lane Section	2500	$1,800,000	$1,800,000	$48,000	$1,848,000
	At I-88	North Leg	Add Off/On Ramp		$5,000,000	$5,000,000	$10,000	$5,010,000
		East Leg	Add Off/On Ramp		$5,000,000	$5,000,000	$10,000	$5,010,000
		South Leg	Add Off/On Ramp		$5,000,000	$5,000,000	$10,000	$5,010,000
		West Leg	Add Off/On Ramp		$5,000,000	$5,000,000	$10,000	$5,010,000
	From I-88 to Denny Road	N/A	Construct New 5 Lane Section	1500	$1,080,000	$1,080,000	$29,000	$1,109,000
	From Denny Road to Hankes Road	N/A	Construct New 5 Lane Section	4000	$2,880,000	$2,880,000	$76,000	$2,956,000
	From Hankes Road to IL Route 47	N/A	Construct New 3 Lane Section	4500	$2,160,000	$2,160,000	$86,000	$2,246,000
School Site Road	From IL Route 47 to Harter Road	N/A	Construct New 3 Lane Section	3600	$1,728,000	$1,728,000	$69,000	$1,797,000
	At Harter Road	North Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		East Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
		South Leg	Add Through Lane		$200,000	$200,000	$10,000	$210,000
		West Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
Harter Road	At Scott Road	Northwest Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		Norheast Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		Southwest Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		Southeast Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
Dugan Road	From Lasher Road to Scott Road	N/A	Construct New 3 Lane Section	5300	$2,544,000	$2,544,000	$101,000	$2,645,000
	At Scott Road	North Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		West Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
	At Jericho Road	North Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		East Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000

Project	Location	Leg	Improvement	Length	Total Const. Cost	Add 25% if State Work	ROW Cost	Total Cost
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
		South Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
		West Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
	From Jericho Road to Ashe Road	N/A	Construct New 3 Lane Section	5000	$2,400,000	$2,400,000	$95,000	$2,495,000
	At Baseline Road	North Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		East Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
		South Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
Collector B	From Lasher Road to Scott Road	N/A	Construct New 3 Lane Section	5300	$2,544,000	$2,544,000	$101,000	$2,645,000
	At Scott Road	North Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		East Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		South Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		West Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
	From Scott Road to Wheeler Road	N/A	Construct New 3 Lane Section	5300	$2,544,000	$2,544,000	$101,000	$2,645,000
	At Wheeler Road	North Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		East Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		South Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		West Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
	From Wheeler Road to US Route 30	N/A	Construct New 3 Lane Section	5400	$2,592,000	$2,592,000	$103,000	$2,695,000
	From US Route 30 to South of Granart Ro	N/A	Construct New 3 Lane Section	2800	$1,344,000	$1,344,000	$54,000	$1,398,000
Wheeler Road	From Dugan Road to Collector B	N/A	Construct New 3 Lane Section	4500	$2,160,000	$2,160,000	$86,000	$2,246,000
	At Dugan Road	North Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
		South Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		West Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
			Add Right Turn Lane		$100,000	$100,000	$0	$100,000
		East Leg	Add Through Lane		$200,000	$200,000	$10,000	$210,000
Prairie Street	From West of Dugan Road	N/A	Construct New 3 Lane Section	3000	$1,440,000	$1,440,000	$57,000	$1,497,000
	At Dugan Road	North Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		East Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		South Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		West Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
Municipal Drive	From Jericho Road to Baseline Road	N/A	Construct New 5 Lane Section	4000	$2,880,000	$2,880,000	$76,000	$2,956,000
	At Baseline Road	North Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000

Project	Location	Leg	Improvement	Length	Total Const. Cost	Add 25% if State Work	ROW Cost	Total Cost
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		East Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
		West Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
Jericho Road	At Collector C	North Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		East Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		West Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
	At Municipal Drive	North Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		South Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		West Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
	From Municipal Drive to IL Route 47	N/A	Construct New 3 Lane Section	4900	$2,352,000	$2,352,000	$93,000	$2,445,000
	From IL Route 47 to Collector D	N/A	Construct New 5 Lane Section	4000	$2,880,000	$2,880,000	$76,000	$2,956,000
	At Collector D	North Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		East Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		South Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		West Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
	From Collector D to Gordon Road	N/A	Construct New 5 Lane Section	5600	$4,032,000	$4,032,000	$107,000	$4,139,000
	At Gordon Road	East Leg	Add Through Lane		$200,000	$200,000	$10,000	$210,000
Collector C	From Jericho Road to Municipal Drive	N/A	Construct New 3 Lane Section	2600	$1,248,000	$1,248,000	$50,000	$1,298,000
	At Municipal Drive	North Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
		East Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		South Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
		West Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
	From Municipal Drive to IL Route 47	N/A	Construct New 3 Lane Section	4500	$2,160,000	$2,160,000	$86,000	$2,246,000
	From IL Route 47 to Collector D	N/A	Construct New 3 Lane Section	4300	$2,064,000	$2,064,000	$82,000	$2,146,000
	At Collector D	North Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		East Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		South Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000

Project	Location	Leg	Improvement	Length	Total Const. Cost	Add 25% if State Work	ROW Cost	Total Cost
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
		West Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
	From Collector D to Gordon Road	N/A	Construct New 3 Lane Section	5400	$2,592,000	$2,592,000	$103,000	$2,695,000
	At Gordon Road	North Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
		South Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		West Leg	Add Right Turn Lane		$100,000	$100,000	$10,000	$110,000
			Add Left Turn Lane		$200,000	$200,000	$0	$200,000
Collector D	From Collector C to Jericho Road	N/A	Construct New 3 Lane Section	5400	$2,592,000	$2,592,000	$103,000	$2,695,000
Granart Road	From Dugan Road to West of Dugan Road	N/A	Construct New 3 Lane Section	2100	$1,008,000	$1,008,000	$40,000	$1,048,000
	At Dugan Road	North Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		East Leg	Add Through Lane		$200,000	$200,000	$10,000	$210,000
		South Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
		West Leg	Add Left Turn Lane		$200,000	$200,000	$10,000	$210,000
				Total	$150,956,000	$155,578,000	$4,500,000	$160,078,000

Note:

1. Cost Estimates are in 2006 dollars and are based on the following (Costs include 20% engineering):

Add Through Lane	$200,000	lump sum
Add Right Turn Lane	$100,000	lump sum
Add Left Turn Lane	$200,000	lump sum
Add 2 Left Turn Lanes	$275,000	lump sum
Construct New 3 Lane Section	$480	per foot
Construct New 5 Lane Section	$720	per foot
Widen 2L to 5L	$720	per foot
Traffic Signal	$280,000	lump sum
Temporary Signal	$65,000	lump sum
Underpass	$20,000,000	lump sum
Above-Grade Structure	$4,500,000	lump sum
Pedestrian Bridge	$560,000	lump sum
Add 2 Through Lanes	$500	per foot
Add Off/On Ramp	$5,000,000	lump sum

*Right of way costs assumed to be $100,000/mile and $10,000 for each leg of an intersection

Appendix C

Cost Participation

TABLE 1-1
COST ESTIMATES FOR 2006 TO 2016 ROADWAY IMPROVEMENT PLAN AND ASSOCIATED COST SHARING
VILLAGE OF SUGAR GROVE KANE COUNTY, ILLINOIS

Project	Location	Improvement	Length	Total Const. Cost	Roadway Jurisdiction	Cost Sharing %				Construction Cost Sharing			
						IDOT	KDOT	Non-Res	Res	IDOT	KDOT	Non-Res	Residential
IL Route 47	At Baseline Road	Intersection	N/A	$666,000	State	80%		20%		$532,800	$0	$133,200	$0
	Baseline Road to Jericho Road	Link	2000	$1,838,000	State	80%		20%		$1,470,400	$0	$367,600	$0
	At Jericho Road	Intersection	N/A	$1,472,000	State	50%	50%			$736,000	$736,000	$0	$0
	Jericho Road to Prarie Street	Link	9800	$9,006,000	State	80%			20%	$7,204,800	$0	$0	$1,801,200
	At Prairie Street	Intersection	N/A	$1,640,000	State			100%		$0	$0	$1,640,000	$0
	Prairie Street to Cross Street	Link	2500	$2,298,000	State	80%			20%	$1,838,400	$0	$0	$459,600
	Prairie Street to Cross Street	Underpass	N/A	$25,000,000	State	100%				$25,000,000	$0	$0	$0
	At Cross Street	Intersection	N/A	$894,680	State				100%	$0	$0	$0	$894,680
	At Galena Boulevard	Intersection	N/A	$2,160,000	State	20%		80%		$432,000	$0	$1,728,000	$0
	At Bliss/Wheeler Road	Intersection	N/A	$952,000	State	20%		80%		$190,400	$0	$761,600	$0
	At Municipal Drive	Intersection	N/A	$1,130,000	State			80%	20%	$0	$0	$904,000	$226,000
	At Waubonsee Drive	Intersection	N/A	$350,000	State			100%		$0	$0	$350,000	$0
	At North I-88 Interchange	Add Ramp	N/A	$6,600,000	IDOT	20%		80%		$1,320,000	$0	$5,280,000	$0
	At South I-88 Interchange	Add Ramp	N/A	$6,600,000	IDOT	20%		80%		$1,320,000	$0	$5,280,000	$0
Gordon Road	At Jericho Road	Intersection	N/A	$1,920,000	Local			100%		$0	$0	$1,920,000	$0
	Jericho Road to Prarie Street	Link	7400	$5,469,000	Local				100%	$0	$0	$0	$5,469,000
	At Prairie Street	Intersection	N/A	$1,320,000	Local				100%	$0	$0	$0	$1,320,000
	Prairie Street to Galena Boulevard	Link	5000	$8,195,000	Local				100%	$0	$0	$0	$8,195,000
	At Galena Boulevard	Intersection	N/A	$1,795,000	Local				100%	$0	$0	$0	$1,795,000
Municipal Drive	At Jericho Road	Intersection	N/A	$830,000	Local				100%	$0	$0	$0	$830,000
	Jericho Road to Prarie Street	Link	6000	$4,434,000	Local				100%	$0	$0	$0	$4,434,000
	At Prairie Street	Intersection	N/A	$840,000	Local				100%	$0	$0	$0	$840,000
	Prairie Street to US Route 30	Link	6500	$9,304,000	Local				100%	$0	$0	$0	$9,304,000
	At US Route 30	Intersection	N/A	$1,520,000	Local				100%	$0	$0	$0	$1,520,000
	US Route 30 to Galena Boulevard	Link	2700	$1,996,000	Local	80%			20%	$1,596,800	$0	$0	$399,200
	At Galena Boulevard	Intersection	N/A	$520,000	Local	80%			20%	$416,000	$0	$0	$104,000
	Galena Boulevard to Wheeler Road	Link	3500	$2,587,000	Local			100%		$0	$0	$2,587,000	$0
	At Wheeler Road	Intersection	N/A	$940,000	Local			100%		$0	$0	$940,000	$0
	Wheeler Road to IL Route 47	Link	3700	$2,735,000	Local			100%		$0	$0	$2,735,000	$0
School Site Road	At Wheeler Road	Intersection	N/A	$630,000	Local			100%		$0	$0	$630,000	$0
	Wheeler Road to Harter Road	Link	6800	$3,393,000	Local			100%		$0	$0	$3,393,000	$0
	At Harter Road	Intersection	N/A	$630,000	Local			100%		$0	$0	$630,000	$0
Dugan Road	US Route 30 to Wheeler Road	Link	6000	$2,994,000	Local			100%		$0	$0	$2,994,000	$0
	At Wheeler Road	Intersection	N/A	$830,000	Local			100%		$0	$0	$830,000	$0
	Wheeler Road to Scott Road	Link	5200	$2,595,000	Local			100%		$0	$0	$2,595,000	$0
	At Scott Road	Intersection	N/A	$830,000	Local			100%		$0	$0	$830,000	$0
Bliss Road	At Hankes Road	Intersection	N/A	$620,000	County		80%		20%	$0	$496,000	$0	$124,000
Golfview Drive	At Galena Boulevard	Intersection	N/A	$530,000	Local				100%	$0	$0	$0	$530,000
	Galena Boulevard to Hankes Road	Link	3500	$6,247,000	Local			30%	70%	$0	$0	$1,874,100	$4,372,900
	At Hankes Road	Intersection	N/A	$630,000	Local				100%	$0	$0	$0	$630,000
Galena Boulevard	Gordon Road to IL Route 47	Link	10000	$5,801,150	State			90%	10%	$0	$0	$5,221,035	$580,115
	At East IL 56 Ramp	Intersection	N/A	$490,000	State				100%	$0	$0	$0	$490,000
	At West IL 56 Ramp	Intersection	N/A	$490,000	State				100%	$0	$0	$0	$490,000

Project	Location	Improvement	Length	Total Const. Cost	Roadway Jurisdiction	Cost Sharing %				Construction Cost Sharing			
						IDOT	KDOT	Non-Res	Res	IDOT	KDOT	Non-Res	Residential
	IL Route 47 to Municipal Drive	Link	3000	$2,217,000	State	80%		20%		$1,773,600	$0	$443,400	$0
Prairie Street	Gordon Road to IL Route 47	Link	10000	$7,390,000	Local				100%	$0	$0	$0	$7,390,000
	At Collector D	Intersection	N/A	$1,440,000	Local				100%	$0	$0	$0	$1,440,000
	IL Route 47 to Municipal Drive	Link	5800	$4,286,000	Local			50%	50%	$0	$0	$2,143,000	$2,143,000
	Municipal Drive to Mighell Road	Link	3000	$1,497,000	Local				100%	$0	$0	$0	$1,497,000
Wheeler Road	From Dugan Road to Dugan Road West	Link	1400	$699,000	Local			100%		$0	$0	$699,000	$0
Collector D	From Prairie Street to Collector C	Link	4600	$2,296,000	Local				100%	$0	$0	$0	$2,296,000
										$0	$0	$0	$0
										$0	$0	$0	$0
										$0	$0	$0	$0
										$0	$0	$0	$0
										$0	$0	$0	$0
										$0	$0	$0	$0
										$0	$0	$0	$0
										$0	$0	$0	$0
			Total	*$151,546,830*						*$43,831,200*	*$1,232,000*	*$46,908,935*	*$59,574,695*

Note:

1. Cost Estimates based on the following (Costs include 20% engineering but not ROW acquisition):

		Total Local Share	**$59,574,695**
		New Total	**$59,574,695**
6300	**DU's**	**Cost Per Dwelling Unit**	**$9,456**

G:\Public\SUGARGRO\2005\SG0552 Transportation Planning Study\Engl\[10 Year Improvement Costs comm 3-6-07 x's]Table 1-1

TABLE 2-1
COST ESTIMATES FOR 2016 TO 2030 ROADWAY IMPROVEMENT PLAN AND ASSOCIATED COST SHARING
VILLAGE OF SUGAR GROVE KANE COUNTY, ILLINOIS

Project	Location	Improvement	Length	Total Const. Cost	Roadway Jurisdiction	Cost Sharing %				Construction Cost Sharing			
						IDOT	KDOT	Non-Res	Res	IDOT	KDOT	Non-Res	Residential
IL Route 47	At Seavey Road	Intersection	N/A	$2,140,000	IDOT	80%		20%		$1,712,000	$0	$428,000	$0
	From Seavey Road to North I-88 Interchan	Link	1300	$1,195,000	IDOT	80%		20%		$956,000	$0	$239,000	$0
	From North I-88 Interchange to South I-88	Link	1000	$919,000	IDOT	80%			20%	$735,200	$0	$0	$183,800
	From South I-88 Interchange to Scott Roa	Link	3000	$2,757,000	IDOT	80%			20%	$2,205,600	$0	$0	$551,400
	At Scott Road	Intersection	N/A	$1,290,000	IDOT	80%		20%		$1,032,000	$0	$258,000	$0
	From Scott Road to School Site Road	Link	3500	$3,217,000	IDOT	80%			20%	$2,573,600	$0	$0	$643,400
	At School Site Road	Intersection	N/A	$1,030,000	IDOT	80%			20%	$824,000	$0	$0	$206,000
	At Municipal Drive	Intersection	N/A	$260,000	IDOT	80%			20%	$208,000	$0	$0	$52,000
	At Bliss Road	Intersection	N/A	$952,000	IDOT	80%		20%		$761,600	$0	$190,400	$0
	From Bliss Road to Galena Boulevard	Link	2400	$1,546,000	IDOT	80%		20%		$1,236,800	$0	$309,200	$0
	At Galena Boulevard	Intersection	N/A	$432,000	IDOT	80%		20%		$345,600	$0	$86,400	$0
	From Galena Boulevard to Prairie Street	Link	6400	$4,122,000	IDOT	80%			20%	$3,297,600	$0	$0	$824,400
	At Prairie Street	Intersection	N/A	$1,212,000	IDOT	80%		20%		$969,600	$0	$242,400	$0
	At Collector C	Intersection	N/A	$1,890,000	IDOT	80%			20%	$1,512,000	$0	$0	$378,000
	At Jericho Road	Intersection	N/A	$692,000	IDOT	80%		20%		$553,600	$0	$138,400	$0
Healy Road	At Seavey Road	Intersection	N/A	$630,000	County			100%		$0	$0	$630,000	$0
	From Seavey Road to Collector A	Link	5300	$3,917,000	County			100%		$0	$0	$3,917,000	$0
	At Collector A	Intersection	N/A	$1,240,000	County			100%		$0	$0	$1,240,000	$0
	From Collector A to Bliss Road	Link	4100	$3,030,000	County			100%		$0	$0	$3,030,000	$0
	At Bliss Road	Intersection	N/A	$1,520,000	County			100%		$0	$0	$1,520,000	$0
	From Bliss Road to East of Tanner Road	Link	6600	$3,293,000	County				100%	$0	$0	$0	$3,293,000
Norris Road	From Collector A to Bliss Road	Link	3200	$1,597,000	Local				100%	$0	$0	$0	$1,597,000
Collector A	At Main Street	Intersection	N/A	$630,000	Local				100%	$0	$0	$0	$630,000
	From Main Street to Seavey Road	Link	4900	$2,445,000	Local				100%	$0	$0	$0	$2,445,000
	At Seavey Road	Intersection	N/A	$430,000	Local				100%	$0	$0	$0	$430,000
	From Seavey Road to Norris Road	Link	3100	$1,547,000	Local				100%	$0	$0	$0	$1,547,000
	At Norris Road	Intersection	N/A	$1,240,000	Local				100%	$0	$0	$0	$1,240,000
	From Norris Road to Healy Road	Link	4300	$2,146,000	Local				100%	$0	$0	$0	$2,146,000
	From Healy Road to Denny Road	Link	3300	$6,147,000	Local			100%		$0	$0	$6,147,000	$0
Denny Road	From IL Route 47 to Collector A	Link	4400	$2,196,000	Local			100%		$0	$0	$2,196,000	$0
	At Collector A	Intersection	N/A	$630,000	Local			100%		$0	$0	$630,000	$0
	From Collector A to Bliss Road	Link	5800	$2,894,000	Local				100%	$0	$0	$0	$2,894,000
	At Bliss Road	Intersection	N/A	$490,000	Local				100%	$0	$0	$0	$490,000
Bliss Road	From Main Street to Seavey Road	Link	5900	$4,360,000	County		100%			$0	$4,360,000	$0	$0
	At Seavey Road	Intersection	N/A	$1,240,000	County		100%			$0	$1,240,000	$0	$0
	From Seavey Road to Norris Road	Link	3900	$2,882,000	County		100%			$0	$2,882,000	$0	$0
	At Norris Road	Intersection	N/A	$1,240,000	County		100%			$0	$1,240,000	$0	$0
	From Norris Road to Healy Road	Link	4700	$3,474,000	County		100%			$0	$3,474,000	$0	$0
	From Healy Road to I-88	Link	2500	$1,848,000	County		100%			$0	$1,848,000	$0	$0
	At I-88	Interchange	N/A	$20,040,000	County		100%			$0	$20,040,000	$0	$0
	From I-88 to Denny Road	Link	1500	$1,109,000	County		100%			$0	$1,109,000	$0	$0
	From Denny Road to Hankes Road	Link	4000	$2,956,000	County		100%			$0	$2,956,000	$0	$0
	From Hankes Road to IL Roue 47	Link	4500	$2,246,000	County		100%			$0	$2,246,000	$0	$0
School Site Road	From IL Route 47 to Harter Road	Link	3600	$1,797,000	Local			100%		$0	$0	$1,797,000	$0
	At Harter Road	Intersection	N/A	$740,000	Local			100%		$0	$0	$740,000	$0
Harter Road	At Scott Road	Intersection	N/A	$840,000	County		100%			$0	$840,000	$0	$0
Dugan Road	From Lasher Road to Scott Road	Link	5300	$2,645,000	Local			50%	50%	$0	$0	$1,322,500	$1,322,500
	At Scott Road	Intersection	N/A	$420,000	Local			100%		$0	$0	$420,000	$0

TABLE 2-1
COST ESTIMATES FOR 2016 TO 2030 ROADWAY IMPROVEMENT PLAN AND ASSOCIATED COST SHARING
VILLAGE OF SUGAR GROVE KANE COUNTY, ILLINOIS

Project	Location	Improvement	Length	Total Const. Cost	Roadway Jurisdiction	Cost Sharing %				Construction Cost Sharing			
						IDOT	KDOT	Non-Res	Res	IDOT	KDOT	Non-Res	Residential
	At Jericho Road	Intersection	N/A	$1,140,000	Local			100%		$0	$0	$1,140,000	$0
	From Jericho Road to Ashe Road	Link	5000	$2,495,000	Local				100%	$0	$0	$0	$2,495,000
	At Baseline Road	Intersection	N/A	$430,000	Local				100%	$0	$0	$0	$430,000
Collector B	From Lasher Road to Scott Road	Link	5300	$2,645,000	Local			50%	50%	$0	$0	$1,322,500	$1,322,500
	At Scott Road	Intersection	N/A	$840,000	Local			100%		$0	$0	$840,000	$0
	From Scott Road to Wheeler Road	Link	5300	$2,645,000	Local			100%		$0	$0	$2,645,000	$0
	At Wheeler Road	Intersection	N/A	$840,000	Local			100%		$0	$0	$840,000	$0
	From Wheeler Road to US Route 30	Link	5400	$2,695,000	Local			100%		$0	$0	$2,695,000	$0
	From US Route 30 to South of Granart Ro	Link	2800	$1,398,000	Local			100%		$0	$0	$1,398,000	$0
Wheeler Road	From Dugan Road to Collector B	Link	4500	$2,246,000	Local			100%		$0	$0	$2,246,000	$0
	At Dugan Road	Intersection	N/A	$840,000	Local			100%		$0	$0	$840,000	$0
Prairie Street	From West of Dugan Road	Link	3000	$1,497,000	Local				100%	$0	$0	$0	$1,497,000
	At Dugan Road	Intersection	N/A	$1,240,000	Local				100%	$0	$0	$0	$1,240,000
Municipal Drive	From Jericho Road to Baseline Road	Link	4000	$2,956,000	Local				100%	$0	$0	$0	$2,956,000
	At Baseline Road	Intersection	N/A	$630,000	Local				100%	$0	$0	$0	$630,000
Jericho Road	At Collector C	Intersection	N/A	$630,000	County				100%	$0	$0	$0	$630,000
	At Municipal Drive	Intersection	N/A	$730,000	County				100%	$0	$0	$0	$730,000
	From Municipal Drive to IL Route 47	Link	4900	$2,445,000	County			50%	50%	$0	$0	$1,222,500	$1,222,500
	From IL Route 47 to Collector D	Link	4000	$2,956,000	County		50%	50%		$0	$1,478,000	$1,478,000	$0
	At Collector D	Intersection	N/A	$1,240,000	County		50%	50%		$0	$620,000	$620,000	$0
	From Collector D to Gordon Road	Link	5600	$4,139,000	County		50%	50%		$0	$2,069,500	$2,069,500	$0
	At Gordon Road	Intersection	N/A	$210,000	County		50%	50%		$0	$105,000	$105,000	$0
Collector C	From Jericho Road to Municipal Drive	Link	2600	$1,298,000	Local				100%	$0	$0	$0	$1,298,000
	At Municipal Drive	Intersection	N/A	$840,000	Local				100%	$0	$0	$0	$840,000
	From Municipal Drive to IL Route 47	Link	4500	$2,246,000	Local				100%	$0	$0	$0	$2,246,000
	From IL Route 47 to Collector D	Link	4300	$2,146,000	Local				100%	$0	$0	$0	$2,146,000
	At Collector D	Intersection	N/A	$1,240,000	Local				100%	$0	$0	$0	$1,240,000
	From Collector D to Gordon Road	Link	5400	$2,695,000	Local				100%	$0	$0	$0	$2,695,000
	At Gordon Road	Intersection	N/A	$630,000	Local				100%	$0	$0	$0	$630,000
Collector D	From Collector C to Jericho Road	Link	5400	$2,695,000	Local				100%	$0	$0	$0	$2,695,000
Granart Road	From Dugan Road to West of Dugan Roa	Link	2100	$1,048,000	Local				100%	$0	$0	$0	$1,048,000
	At Dugan Road	Intersection	N/A	$840,000	Local				100%	$0	$0	$0	$840,000
										$0	$0	$0	$0
										$0	$0	$0	$0
Note:			*Total*	*$160,078,000*						*$18,923,200*	*$46,507,500*	*$44,942,800*	*$49,704,500*

Total Local Share **$49,704,500**

11100 **DU's** **Cost Per Dwelling Unit** **$4,478**

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Appendix D

Glossary

Glossary

arterial street	A classification of roadway characterized by the ability to quickly move relatively large volumes of traffic but often with restricted capacity to serve abutting properties and provide for high travel speeds and long trip movements
auxiliary lanes	Separate left or right turn lanes
average daily traffic (ADT)	The volume of two way traffic in a 24 hour period on a roadway segment
background growth	The increases in traffic volumes on study area roadways from development outside the planning area
collector street	A classification of roadway that collects and distributes traffic from local roads to arterial streets
Comprehensive Transportation Plan	A plan that provides for future transportation facilities to accommodate the anticipated development
design speed	A speed which establishes the criteria for geometric design elements
Environmental Impact Statement	A detailed written environmental analysis prepared for major improvement actions significantly affecting the quality of the human environment
IDOT	Illinois Department of Transportation
KDOT	Kane County Division of Transportation
KDOT 2030 Transportation Plan	A comprehensive transportation investment strategy for the next 20 years, which indicates the transportation infrastructure to support future land development
pass by trips	An intermediate stop on the way from an origin to a primary trip destination without a route diversion
Phase I Engineering Reports	A report that documents the coordinated efforts for identification and evaluation of the location design and environmental consideration of an improvement and of the decision making process.
planning area	Limits of the area analyzed in the study
planning horizon	The period of time in which the planning activities are focused

right in/ right out access	An access driveway that is limited physically or by signing to only right turns in and right turns out
Strategic Regional Arterial	A classification of roadway that supplements existing and proposed expressway facilities in accommodating long distance high volume automobile and commercial traffic
trip generation	the number of vehicular trips generated by a particular land use
Village	Village of Sugar Grove