Appendix 1-A

DuPage County Highway Inventory by Section

County Highway	Street Name*	From	To	FromStn	ToStn	Length (mi)	Design Xsec	Lane-Miles	Speed	Func Class	Right of Way	Average ADT on Segment	Latest Truck Percentages	Signals	Access	Access Density	Structures	Sidewalk	Drainage
01	Plainfield-Naperville Road	75TH ST	BAILEY RD	100000	101555	0.295	4-5 lanes	1.373	45	Minor Arterial	73-100	26500	3.1%		5	16.98		Complete 1 side, Part	Closed
01	Plainfield-Naperville Road	BAILEY RD	87TH ST	101555	107955	1.212	4-5 lanes	5.270	45	Minor Arterial	66-100	25000	3.1%	1	3	2.48	2	Partial 1 side	Closed
01	Raymond Drive	FERRY RD	DIEHL RD	80000	81930	0.366	4-5 lanes	1.682	45	Minor Arterial	140-210	18000	3.4%	2	1	2.74	1	Complete 2 side	Closed
01	Raymond Drive	DIEHL RD	MCDOWELL RD	81930	83850	0.364	4-5 lanes	1.705	45	Minor Arterial	66 - 86	30500	3.7%	1	2	5.50	1	Partial 1 side	Closed
01	Raymond Drive	MCDOWELL RD	BROOKDALE DR	83850	88375	0.857	4-5 lanes	3.393	40	Minor Arterial	66-100	31500	4.3%	1	5	5.83	1	Complete 1 side	Closed
01	Raymond Drive	BROOKDALE DR	US 34 (OGDEN AVE)	88375	90082	0.323	4-5 lanes	1.573	40	Minor Arterial	100	26500	4.6%	1	4	12.37	1	Complete 2 side	Closed
01	River Road	WARRENVILLE RD	FERRY RD	75744	80000	0.806	2-3 lanes	1.554	40	Collector	66	4000	NA	1	24	29.77		Partial 2 side	Mixed
02	Belmont Road	US 34 (OGDEN AVE)	PRAIRIE AVE	81220	83915	0.510	4-5 lanes	2.050	35	Minor Arterial	73-90	22500	4.0%	1	40	78.37		Complete 1 side	Closed
02	Belmont Road	PRAIRIE AVE	WARREN AVE	83915	85270	0.257	4-5 lanes	1.323	35	Minor Arterial	110-115	24000	4.0%	1	10	38.97		Complete 2 side	Closed
02	Belmont Road	WARREN AVE	CURTISS ST	85270	86370	0.208	4-5 lanes	0.920	35	Minor Arterial	100-120	24500	4.0%	1	5	24.00	1	Complete 2 side	Closed
02	Belmont Road	CURTISS ST	MAPLE AVE	86370	89265	0.548	4-5 lanes	2.128	35	Minor Arterial	73-94	24000	4.1%	1	26	47.42		Complete 2 side	Closed
02	Belmont Road	MAPLE AVE	59TH ST	89265	91145	0.356	4-5 lanes	1.399	40	Minor Arterial	63-90	24000	4.5%	1	24	67.40		Complete 2 side	Closed
02	Belmont Road	59TH ST	63RD ST	91145	93788	0.501	4-5 lanes	1.901	40	Minor Arterial	63-90	20500	5.0%	1	51	101.88		Complete 2 side	Closed
02	Finley Road	IL 56 (BUTTERFIELD RD)	OPUS PL	70000	72020	0.383	4-5 lanes	1.946	45	Minor Arterial	100	22500	6.7%	1	8	20.91		Complete 2 side	Closed
02	Finley Road	OPUS PL	LACEY RD	72020	75600	0.678	4-5 lanes	3.281	45	Minor Arterial	-115/Variable	19000	7.1%	1	7	10.32	3	Complete 1 side, Part	Closed
02	Finley Road	LACEY RD	WARRENVILLE RD	75600	81050	1.032	4-5 lanes	5.025	45	Minor Arterial	100-120	21500	4.8%		11	10.66	2	Complete 1 side	Closed
02	Finley Road	WARRENVILLE RD	US 34 (OGDEN AVE)	81050	81220	0.032	4-5 lanes	0.163	45	Minor Arterial	200	20500	6.0%	1	0	0.00		Complete 1 side	Closed
02	Hobson Road	WASHINGTON ST	OLESEN DR	50000	51765	0.334	3-4 lanes	1.157	40	Minor Arterial	100	15000	9.2%	2	5	14.96	1	Complete 2 side	Closed
02	Hobson Road	OLESON DR	NAPER BLVD	51765	54485	0.515	3-5 lanes	2.133	40	Minor Arterial	100	15000	4.2%	1	9	17.47		Complete 2 side	Closed
02	Hobson Road	NAPER BLVD	COLLEGE RD	54485	57730	0.615	3-5 lanes	2.470	40	Minor Arterial	84-100	16000	5.0%	1	8	13.02		Complete 2 side	Closed
02	Hobson Road	COLLEGE RD	GREENE RD	57730	65650	1.500	3-5 lanes	5.175	45	Minor Arterial	86-100	17000	5.3%	1	21	14.00		Complete 2 side	Closed
02	Hobson Road	GREENE RD	DOUBLE EAGLE DR	65650	67145	0.283	3-4 lanes	0.876	45	Minor Arterial	100	21000	8.5%	1	0	0.00	1	Complete 2 side	Closed
02	Hobson Road	DOUBLE EAGLE DR	IL 53	67145	68495	0.256	4-6 lanes	1.283	45	Minor Arterial	100	20500	NA	1	4	15.64		Complete 1 side, Part	Closed
02	Hobson Road	IL 53	WOODRIDGE DR	68495	71385	0.547	4-6 lanes	2.641	45	Minor Arterial	100-106	24000	3.7%	1	14	25.58		Complete 1 side, Part	Closed
02	Hobson Road	WOODRIDGE DR	63RD ST	71385	74605	0.610	4-5 lanes	2.658	45	Minor Arterial	100-127	29000	4.3%		24	39.35		Partial 2 side	Closed
03	Warrenville Road (78)	MILL ST	HERRICK RD	44500	46500	0.379	4-7 lanes	2.037	40	Minor Arterial	100 - 130	21000	3.2%	1	2	5.28	0	None	Mixed
03	Warrenville Road (78)	HERRICK RD	WASHINGTON ST	46500	49400	0.549	4-5 lanes	2.315	45	Minor Arterial	80 - 135	21000	6.0%	1	0	0.00	1*	None	Open
03	Warrenville Road (78)	WASHINGTON ST	INDIAN HILLS WEST	49400	52965	0.675	5-6 lanes	3.536	45	Minor Arterial	90 - 100	23500	5.6%	1	4	5.92	2*	Partial 1 side	Open
03	Warrenville Road (78)	INDIAN HILLS WEST	FREEDOM DRIVE	52965	54625	0.267	4-7 lanes	1.515	45	Minor Arterial	100-130	24500	6.9%	1	1	3.75		None	Mixed
03	Warrenville Road (78)	FREEDOM DRIVE	NAPERVILLE RD	54625	55870	0.284	6-7 lanes	1.985	45	Minor Arterial	155-164	31000	3.5%	1	0	0.00		Complete 1 side	Closed
03	Warrenville Road (78)	NAPERVILLE RD	CORPORATE WEST DR	55870	57590	0.326	5-7 lanes	1.979	45	Minor Arterial	100-136	24000	3.2%	1	2	6.14	3	Partial 1 side	Mixed
03	Warrenville Road (78)	CORPORATE WEST DR	CABOT DR	57590	60930	0.633	4-5 lanes	2.867	45	Minor Arterial	100-110	21500	4.6%	1	1	1.58		None	Mixed
03	Warrenville Road (78)	CABOT DR	LEASK LN	60930	62320	0.263	4-6 lanes	1.265	45	Minor Arterial	100	23000	6.4%	1	0	0.00		Complete 1 side, Part	Mixed
03	Warrenville Road (78)	LEASK LN	YACKLEY AVE	62320	62925	0.115	5-6 lanes	0.625	45	Minor Arterial	90-100	25000	6.0%	1	1	8.73		Complete 1 side	Mixed
03	Warrenville Road (78)	YACKLEY AVE	IL 53	62925	67165	0.803	4-7 lanes	3.844	45	Minor Arterial	100	23000	7.3%	1	13	16.19	2	Partial 2 side	Mixed
03	Warrenville Road (78)	IL 53	MAIN ST. LISLE	67165	68025	0.163	5-7 lanes	1.119	45	Minor Arterial	78-300	12000	3.4%	1	1	6.14		Complete 1 side	Closed
03	Warrenville Road (78)	MAIN ST. LISLE	ARBORETUM LAKES	68025	68735	0.134	5 lanes	0.701	45	Minor Arterial	100	11500	3.0%	1	1	7.44	1	None	Closed
03	Warrenville Road (78)	ARBORETUM LAKES	AUTHORITY DR	68735	74335	1.061	4-5 lanes	5.226	45/40	Minor Arterial	100-165	11500	3.3%	0	9	8.49		Partial 2 side	Closed
03	Warrenville Road (78)	AUTHORITY DR	CROSS ST	74335	75500	0.221	5 lanes	1.107	40	Minor Arterial	100-165	11000	4.3%	1	3	13.60		Complete 2 side	Closed
03	Warrenville Road (78)	CROSS ST	FINLEY RD	75500	77450	0.369	3 lanes	1.155	40	Minor Arterial	100	9500	5.9%		16	43.32		Partial 1 side	Open
03	Ferry Road	EOLA RD	IL 59	20000	29670	1.831	4-6 lanes	8.878	45	Minor Arterial	120 - 240	11500	7.0%	2	11	6.01	2	Complete 1 side, Part	Closed
03	Ferry Road	IL 59	RAYMOND DR	29670	33945	0.810	5-6 lanes	4.396	45	Minor Arterial	100 - 142	15000	4.8%	1	13	16.06		Complete 2 side	Closed
03	Ferry Road	RAYMOND DR	RIVER RD	33945	36580	0.500	4-5 lanes	2.449	40	Minor Arterial	78 - 134	20000	5.0%	1	16	32.02	1	Complete 2 side	Closed
03	Ferry Road	RIVER RD	WINFIELD RD	36580	39660	0.693	4-7 lanes	3.850	40	Minor Arterial	130	20000	3.0%	2	4	5.77	1	Complete 2 side	Closed
03	Ferry Road	WINFIELD RD	MILL ST	39660	42380	0.516	5-7 lanes	3.491	40	Minor Arterial	120 - 160	16500	4.1%	2	0	0.00	0	Complete 2 side	Closed
04	Bloomingdale Road (11)	FOSTER AVE	US 20 (LAKE ST)	18515	22365	0.729	4-6 lanes	2.916	35	Minor Arterial	66-100	22500	6.2%	1	16	21.94	1	Complete 2 side	Closed
04	Bloomingdale Road (11)	US 20 (LAKE ST)	SCHICK RD	22365	23645	0.242	4-6 lanes	1.119	35	Minor Arterial	66-104	30000	4.6%	1	8	33.00		Complete 2 side	Closed
04	Bloomingdale Road (11)	SCHICK RD	FAIRFIELD WAY	23645	25710	0.391	5 lanes	1.947	40	Minor Arterial	90-100	28000	4.0%	1	13	33.24		Complete 2 side	Closed
04	Bloomingdale Road (11)	FAIRFIELD WAY	EDGEWATER DR	25710	26670	0.182	5 lanes	0.907	40	Minor Arterial	90-100	28000	3.4%	1	1	5.50		Complete 2 side	Closed
04	Bloomingdale Road (11)	EDGEWATER DR	WHITMAN BLVD	26670	29365	0.510	5 lanes	2.421	40	Minor Arterial	100-110	28000	4.5%	1	3	5.88		Complete 2 side	Closed
04	Bloomingdale Road (11)	WHITMAN BLVD	ARMY TRAIL RD	29365	29870	0.096	6 lanes	0.580	40	Minor Arterial	100-128	28000	4.3%	1	2	20.91	1	Complete 2 side	Closed
04	Bloomingdale Road (11)	ARMY TRAIL RD	GLADSTONE	29870	31045	0.223	5 lanes	1.182	40	Minor Arterial	100	28000	5.3%	0	7	31.46		Complete 2 side	Closed
04	Bloomingdale Road (11)	GLADSTONE	N BRANDON	31045	32110	0.202	5 lanes	1.035	40	Minor Arterial	100	29000	5.3%	1	3	14.87		Complete 2 side	Closed
04	Bloomingdale Road (11)	N BRANDON	GLEN POINTE	32110	33865	0.332	4-6 lanes	1.688	40	Minor Arterial	100-212	28000	6.3%	1	1	3.01	1	Complete 2 side	Closed
04	Bloomingdale Road (11)	GLEN POINTE	STEVENSON	33865	34545	0.129	4-5 lanes	0.673	40	Minor Arterial	100	26000	6.3%	1	1	7.76		Complete 2 side	Closed
04	Bloomingdale Road (11)	STEVENSON	FULLERTON AVE	34545	37070	0.478	4-5 lanes	2.013	40	Minor Arterial	100	25000	7.6%	1	14	29.28		Complete 2 side	Closed
04	Bloomingdale Road (11)	FULLERTON AVE	QUEEN BEE	37070	38125	0.200	4-5 lanes	0.843	40	Minor Arterial	83-100	25000	7.6%	1	8	40.04		Complete 2 side	Closed
04	Bloomingdale Road (11)	QUEEN BEE	ARMITAGE AVE	38125	39735	0.305	4-5 lanes	1.287	40	Minor Arterial	90	24000	7.6%	1	26	85.27		Complete 2 side	Closed
04	Bloomingdale Road (11)	ARMITAGE AVE	SIDNEY	39735	41065	0.252	4-5 lanes	1.066	40	Minor Arterial	90-100	23000	6.4%	1	19	75.43		Complete 1 side, Part	Closed
04	Bloomingdale Road (11)	SIDNEY	IL 64 (NORTH AVE)	41065	42435	0.259	4-6 lanes	1.221	40	Minor Arterial	73-100	21500	6.4%	1	15	57.81		Complete 1 side, Part	Closed
04	Bloomingdale Road (11)	IL 64 (NORTH AVE)	SHOREWOOD	42435	43685	0.237	5-6 lanes	1.273	40	Minor Arterial	100-150	20000	5.5%	1	6	25.34		Complete 2 side	Closed
04	Bloomingdale Road (11)	SHOREWOOD	ST. CHARLES RD	43685	45440	0.332	4-5 lanes	1.425	40	Minor Arterial	83-100	19000	5.9%	1	9	27.08	1	Complete 1 side, Part	Closed
04	Bloomingdale Road (11)	ST. CHARLES RD	GENEVA RD	45440	47525	0.395	3-5 lanes	1.310	40	Minor Arterial	90-100	12000	3.2%	1	18	45.58		Partial 2 side	Closed
04	Roselle Road (65)	DEVON AVE	IL 19 (IRVING PARK RD)	10165	12285	0.402	4-5 lanes	1.710	30	Minor Arterial	73-80	21000	7.0%	1	14	34.87		Complete 2 side	Closed
04	Roselle Road (65)	IL 19 (IRVING PARK RD)	CENTRAL AVE	12285	12795	0.097	5 lanes	0.421	30	Minor Arterial	73-87	23000	10.4%	1	2	20.71	1	Complete 2 side	Closed

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04	Roselle Road (65)	CENTRAL AVE	MAPLE AVE	12795	13745	0.180	4-5 lanes	0.723	30	Minor Arterial	66-80	21500	5.6%	1	8	44.46	0	Complete 2 side	Closed
04	Roselle Road (65)	MAPLE AVE	BRYN MAWR AVE	13745	15500	0.332	4 lanes	1.321	30	Minor Arterial	66-100	21500	5.9%	1	19	57.16		Complete 2 side	Closed
04	Roselle Road (65)	BRYN MAWR AVE	WALNUT ST	15500	16500	0.189	4-5 lanes	0.802	35	Minor Arterial	83-100	21500	8.0%	1	11	58.08		Complete 2 side	Closed
04	Roselle Road (65)	WALNUT ST	FOSTER AVE	16500	18320	0.345	4-5 lanes	1.307	35	Minor Arterial	66-100	21500	6.2%	0	13	37.71		Complete 2 side	Closed
04	Roselle Road (65)	FOSTER AVE	END OF ROSELLE	18320	18515	0.037	4 lanes	0.168	35	Minor Arterial		21500	4.0%	0	3	81.23			
05	Glen Ellyn Road (30)	ARMY TRAIL RD	REGENCY DR	30000	31745	0.330	4-6 lanes	1.527	40	Minor Arterial	100-124	21500	5.7%	0	8	24.21		Complete 1 side, Part	Closed
05	Glen Ellyn Road (30)	REGENCY DR	GREGORY	31745	33090	0.255	5 lanes	1.266	40	Minor Arterial	100	22500	5.7%	1	2	7.85		Complete 1 side, Part	Closed
05	Glen Ellyn Road (30)	GREGORY	WINDY POINT DR	33090	34860	0.335	4-5 lanes	1.468	40	Minor Arterial	100	21500	5.8%	1	2	5.97	1	Complete 1 side	Closed
05	Glen Ellyn Road (30)	WINDY POINT DR	FULLERTON AVE	34860	36230	0.259	4-5 lanes	1.200	40	Minor Arterial	100	21500	5.2%	1	18	69.37		Complete 2 side	Closed
05	Glen Ellyn Road (30)	FULLERTON AVE	ARMITAGE AVE	36230	38845	0.495	4-5 lanes	2.107	40	Minor Arterial	100	20000	5.5%	1	44	88.84		Complete 2 side	Closed
05	Glen Ellyn Road (30)	ARMITAGE AVE	IL 64 (NORTH AVE)	38845	41617	0.525	4-7 lanes	2.503	40	Minor Arterial	100-160	20000	6.4%	1	32	60.95		Complete 2 side	Closed
05	Main Street GE (46)	IL 64 (NORTH AVE)	POSS ST	41617	44625	0.570	4-7 lanes	2.518	40	Minor Arterial	83-125	14000	6.2%		43	75.48		Complete 1 side, Part	Closed
05	Main Street GE (46)	POSS ST	GENEVA RD/ST. CHARLES RD	44625	46547	0.364	4-5 lanes	1.443	40	Minor Arterial	83-100	14000	7.1%	1	31	85.16		Complete 1 side, Part	Closed
05	Park Boulevard (57)	BUENA VISTA DR	FAWELL BLVD	70000	71315	0.249	4-5 lanes	0.992	35	Minor Arterial	100	18000	2.1%	1	15	60.23		Complete 2 side	Closed
05	Park Boulevard (57)	FAWELL BLVD	COLLEGE ST	71315	73020	0.323	4-5 lanes	1.377	40	Minor Arterial	100	16500	2.1%	1	5	15.48		Complete 2 side	Closed
05	Park Boulevard (57)	COLLEGE ST	RAIDER LN	73020	75215	0.416	4-5 lanes	1.699	40	Minor Arterial	100	20000	2.1%	1	15	36.08		Complete 2 side	Closed
05	Park Boulevard (57)	RAIDER LN	IL 56 (BUTTERFIELD RD)	75215	76185	0.184	4-5 lanes	0.813	40	Minor Arterial	100-110	20000	2.1%	1	5	27.22		Complete 2 side	Closed
05	Park Boulevard (57)	IL 56 (BUTTERFIELD RD)	IL 53	76185	80969	0.906	2-4 lanes	2.021	35	Minor Arterial	66-100	14000	3.8%	1	58	64.01		Partial 1 side	Open
06	Bartlett Road (9)	DEVON AVE	STEARNS RD	10000	15210	0.987	3-5 lanes	3.254	30/35	Minor Arterial	66-100	12000	6.3%	2	66	66.89		Complete 2 side	Closed
06	Bartlett Road (9)	STEARNS RD	STRUCKMAN BLVD	15215	19265	0.768	2-5 lanes	2.646	40	Minor Arterial	100	13500	3.5%	1	10	13.02		Complete 2 side	Closed
06	Bartlett Road (9)	STRUCKMAN BLVD	SCHICK RD	19265	23370	0.777	2-4 lanes	1.972	40	Minor Arterial	80-100	10000	3.3%	1	2	2.57		Complete 1 side	Mixed
06	Devon Avenue (21)	BARTLETT RD	PROSPECT AVE	40000	42757	0.522	4-5 lanes	2.049	35	Minor Arterial	50	11000	5.2%	1	9	17.24		Complete 1 side	Closed
06	Devon Avenue (21)	PROSPECT AVE	NEWPORT BLVD	42757	44420	0.315	4-5 lanes	1.280	35	Minor Arterial	50	11000	NA	0	1	3.17		Complete 1 side	Closed
06	Devon Avenue (21)	NEWPORT BLVD	BARTLETT CORP LIMIT	44420	46773	0.446	2-3 lanes	1.206	35	Minor Arterial	66-73	8000	NA	0	13	29.17		None	Closed
07	St. Charles Road (68)	IL 64 (NORTH AVE)	COUNTY FARM RD	40000	43993	0.756	2-3 lanes	1.851	45	Minor Arterial	66-73	5000	17.3%	1	7	9.26		None	Open
07	St. Charles Road (68)	COUNTY FARM RD	PLEASANT HILL RD	43993	48060	0.770	2-4 lanes	1.550	40	Minor Arterial	66-100	7000	8.3%	0	32	41.54	1	None	Mixed
07	St. Charles Road (68)	PLEASANT HILL RD	GARY AVE	48060	52368.4	0.816	2-3 lanes	1.603	40	Minor Arterial	66-100	6000	11.6%	1	13	15.93		None	Open
07	St. Charles Road (68)	GARY AVE	SCHMALE RD	52368.4	57570	0.985	2-5 lanes	2.485	40	Minor Arterial	66-80	9000	5.6%	1	35	35.53		None	Mixed
07	St. Charles Road (68)	SCHMALE RD	PRESIDENT ST	57570	60315	0.520	2-5 lanes	1.273	40	Minor Arterial	80-90	9000	4.7%	0	19	36.55		Partial 1 side	Mixed
07	St. Charles Road (68)	PRESIDENT ST	BLOOMINGDALE RD	60315	63055	0.519	2-5 lanes	1.203	40	Minor Arterial	86-110	10000	3.4%	1	24	46.25		Partial 1 side	Mixed
07	St. Charles Road (68)	BLOOMINGDALE RD	WESTERN AVE	63055	65835	0.527	2-5 lanes	1.134	35	Minor Arterial	100	10000	2.9%	0	24	45.58		Partial 2 side	Open
07	St. Charles Road (68)	WESTERN AVE	GLEN ELLYN RD	65835	68358	0.478	1-2 lanes	0.825	35	Minor Arterial	66-72	6500	NA	1	30	62.78		Partial 2 side	Open
07	St. Charles Road (68)	MAIN ST., GE	RIFORD RD	68358	70400	0.387	4-5 lanes	1.671	40	Minor Arterial	66-100	26000	4.0%	1	26	67.23		Partial 2 side	Closed
07	St. Charles Road (68)	RIFORD RD	SWIFT RD	70400	72340	0.367	4-5 lanes	1.597	40	Minor Arterial	83-100	24000	4.0%	1	7	19.05	1	Partial 1 side	Open
07	St. Charles Road (68)	SWIFT RD	IL 53	72340	76610	0.809	4-5 lanes	3.336	40	Minor Arterial	93-100	20000	3.5%	1	16	19.78	1	None	Open
08	Madison Street (42)	55TH ST	59TH ST	90000	92650	0.502	2-3 lanes	1.286	30	Minor Arterial	66-100	11000	6.3%	0	41	81.69		Complete 2 side	Closed
08	Madison Street (42)	59TH ST	63RD ST	92650	95320	0.506	2-3 lanes	1.321	35	Minor Arterial	66-83	11000	5.9%	1	16	31.64		Complete 1 side	Closed
08	Madison Street (42)	63RD ST	PLAINFIELD RD	95320	98980	0.693	2-3 lanes	1.857	35	Minor Arterial	100	13500	4.9%	1	24	34.62	1	Complete 2 side	Closed
08	Madison Street (42)	PLAINFIELD RD	71ST ST	98980	100630	0.313	3-4 lanes	1.091	40	Minor Arterial	100	13500	8.4%	0	6	19.20		Complete 2 side	Closed
08	Madison Street (42)	71ST ST	JOLIET ST	100630	104817	0.793	3 lanes	2.536	40	Minor Arterial	100	11000	5.8%	0	31	39.09		Complete 2 side	Closed
08	York Road (85)	DEVON AVE	THORNDALE AVE	10000	16025	1.141	5 lanes	5.944	45	Minor Arterial	100-200	27500	14.8%	1	13	11.39	5	Partial 1 side	Mixed
08	York Road (85)	THORNDALE AVE	FOSTER AVE	16025	17800	0.336	5-6 lanes	1.833	45	Minor Arterial	100	27500	17.8%	2	2	5.95		Partial 1 side	Mixed
08	York Road (85)	FOSTER AVE	GATEWAY	17800	20690	0.547	5 lanes	2.769	45	Minor Arterial	100-120	30000	17.8%	0	13	23.75		Complete 1 side	Mixed
08	York Road (85)	GATEWAY	IL 19 (IRVING PARK RD)	20690	21865	0.223	5 lanes	1.074	40	Minor Arterial	120	30000	17.8%	1	4	17.97	1	Complete 1 side	Mixed
08	York Road (86)	BEGIN CO JURIS	WINDSOR DR	66100	67340	0.708	5 lanes	1.166	40	Minor Arterial	100-120	16500	3.5%	0	4	5.65		Complete 1 side	Closed
08	York Road (86)	WINDSOR DR	31ST ST	67340	68945	0.304	4-5 lanes	1.425	40	Minor Arterial	80-115	16500	3.5%	1	0	0.00		Complete 1 side, Part	Closed
08	York Road (86)	31ST ST	SPRING RD	68945	74055	0.968	2-5 lanes	2.577	35	Minor Arterial	66-100	13500	5.8%	1	35	36.16	1	Complete 1 side, Part	Mixed
08	York Road (86)	SPRING RD	US 34 (OGDEN AVE)	74055	74500	0.216	3-5 lanes	0.273	35	Minor Arterial	66-100+	18500	6.8%	1	15	69.47		Complete 1 side, Part	Closed
09	Highland Avenue (36)	IL 56 RAMPS	I-88 WB RAMPS	70000	70330	0.063	9 lanes	0.548	35	Minor Arterial	Variable	39500	NA	2	2	32.00	1	None	Closed
09	Highland Avenue (36)	I-88 WB RAMPS	I-88 EB RAMPS	70330	71015	0.130	8 lanes	1.114	35	Minor Arterial	Variable	39500	NA	1	2	15.42	1	Complete 1 side	Closed
09	Highland Avenue (36)	I-88 EBD RAMPS	31ST ST	71015	71615	0.114	8-9 lanes	0.915	35	Minor Arterial	165 min	37500	3.5%	1	2	17.60		Complete 1 side	Mixed
09	Highland Avenue (36)	31ST ST	GOOD SAMARITAN HOSPITAL	71615	76275	0.883	4-6 lanes	4.393	40	Minor Arterial	100-120	27500	5.3%	1	13	14.73	1	Complete 2 side	Closed
09	Highland Avenue (36)	GOOD SAMARITAN HOSP	39TH ST	76275	76945	0.127	5-6 lanes	0.737	35	Minor Arterial	100	25000	5.3%	1	1	7.88		Complete 2 side	Closed
09	Lemont Road (41)	OLD MAIN ST	DUNHAM RD	98765	100140	0.260	4-5 lanes	1.238	40	Minor Arterial	100	18000	7.9%	1	1	3.84		Complete 2 side	Closed
09	Lemont Road (41)	DUNHAM RD	GROVE SHOPPING CENTER	100140	100760	0.117	5-6 lanes	0.653	40	Minor Arterial	100-116	21000	7.9%	1	1	8.52		Complete 2 side	Closed
09	Lemont Road (41)	GROVE SC	75TH ST	100760	101458	0.132	6-7 lanes	0.841	40	Minor Arterial	116	26000	7.9%	1	3	22.69		Complete 2 side	Closed
09	Lemont Road (41)	75TH ST	CHESTNUT CT	101458	102085	0.119	5-7 lanes	0.738	40	Principal Arterial	100+	30000	7.8%	1	3	25.26		Complete 1 side	Closed
09	Lemont Road (41)	CHESTNUT CT	83RD ST	102085	106767	0.887	4-6 lanes	4.243	40	Principal Arterial	100-112	30000	7.8%	1	25	28.19		Partial 2 sides	Mixed
09	Lemont Road (41)	83RD ST	87TH ST	106767	109430	0.504	5-6 lanes	2.512	40	Principal Arterial	100-118	30000	5.0%	1	14	27.76		Complete 1 side, Part	Closed
09	Lemont Road (41)	87TH ST	TIMBER TRAILS	109430	111700	0.430	4-5 lanes	1.908	40	Principal Arterial	83-100+	32500	5.9%	1	13	30.24		None	Mixed
09	Lemont Road (41)	TIMBER TRAILS	97TH ST/WESTGATE RD	111700	116325	0.876	4-5 lanes	4.262	50	Principal Arterial	Variable	32500	11.8%	1	8	9.13		None	Mixed
09	Lemont Road (41)	97TH ST/WESTGATE RD	101ST ST	116325	119065	0.519	4-5 lanes	2.274	50	Principal Arterial	100-128	26000	9.2%	1	32	61.66		None	Open
09	Lemont Road (41)	101ST ST	103RD ST	119065	120275	0.229	4-5 lanes	1.072	50	Principal Arterial	90-100	24000	11.5%	1	2	8.73	1	None	Open
09	Lemont Road (41)	103RD ST	INTERNATIONALE PKWY	120275	121700	0.270	4-6 lanes	1.309	50	Principal Arterial	90-100	24000	11.5%	1	6	22.23		None	Open
09	Lemont Road (41)	INTERNATIONALE PKWY	SOUTH COUNTY LINE	121700	125700	0.758	4-6 lanes	3.761	45	Principal Arterial	86-100	24000	10.0%	1	20	26.40		None	Open

County Highway	Street Name*	From	To	FromStn	ToStn	Length (mi)	Design Xsec	Lane-Miles	Speed	Func Class	Right of Way	Average ADT on Segment	Latest Truck Percentages	Signals	Access	Access Density	Structures	Sidewalk	Drainage
09	Main Street DG (43)	39TH ST	US 34 (OGDEN AVE)	76945	79790	0.539	4-6 lanes	2.469	30	Minor Arterial	80-93	24000	3.3%	1	56	103.93		Complete 2 side	Closed
09	Main Street DG (45)	55TH ST	59TH ST	87575	90230	0.503	4 lanes	1.886	35	Minor Arterial	66-83	22000	5.6%	1	57	113.36		Complete 2 side	Closed
09	Main Street DG (45)	59TH ST	63RD ST	90230	92890	0.504	4-5 lanes	2.013	35	Minor Arterial	66-100	22000	4.1%	1	15	29.77	1	Complete 2 side	Closed
09	Main Street DG (45)	63RD ST	67TH ST	92890	95525	0.499	4-5 lanes	2.109	40	Minor Arterial	100	24000	4.5%	1	34	68.13		Complete 2 side	Closed
09	Main Street DG (45)	67TH ST	VALLEYVIEW DR	95525	97680	0.408	4-5 lanes	1.642	40	Minor Arterial	100	22000	3.0%		15	36.75		Complete 2 side	Closed
09	Main Street DG (45)	VALLEYVIEW DR	OLD MAIN ST	97680	98765	0.205	5 lanes	0.981	40	Minor Arterial	100+	22000	3.0%		2	9.73		Complete 2 side	Closed
10	Arlington Heights Road (7)	DEVON AVE	MARINO CT	10000	11750	0.331	4-6 lanes	1.656	35	Minor Arterial	120-130	17500	3.4%	1	9	27.15		Complete 1 side, Part	Closed
10	Prospect Avenue (62)	MARINO COURT/PIERCE	THORNDALE AVE	11750	13638	0.358	5-6 lanes	1.843	35	Minor Arterial	120-125	10500	3.7%	1		0.00		Complete 1 side	Closed
10	Prospect Avenue (62)	THORNDALE AVE	IL 19 (IRVING PARK RD)	13638	19907	1.187	4-6 lanes	5.643	40/35	Minor Arterial	100-168	15000	8.8%	1	20	16.84	1	Partial 2 sides	Mixed
11	Army Trail Road (8)	MUNGER RD	IL 59	30000	34100	0.777	2-5 lanes	2.107	40	Minor Arterial	83-130	7500	9.1%	1	19	24.47		None	Open
11	Army Trail Road (8)	IL 59	PETERSDORF RD	34100	38175	0.772	4-5 lanes	3.293	45/50	Minor Arterial	100-130	16500	9.8%	1	9	11.66		None	Open
11	Army Trail Road (8)	PETERSDORF RD	SMITH RD	38175	40775	0.492	4-5 lanes	2.107	45	Minor Arterial	100	16500	9.5%		11	22.34		None	Open
11	Army Trail Road (8)	SMITH RD	GERBER RD	40775	42735	0.371	4-6 lanes	1.713	45	Minor Arterial	100-113	18500	9.5%	1	5	13.47	1	Partial 1 side	Mixed
11	Army Trail Road (8)	GERBER RD	FAIR OAKS RD	42735	43950	0.230	5 lanes	1.163	45	Minor Arterial	100-105	21000	5.3%	1	8	34.77		Complete 2 side	Closed
11	Army Trail Road (8)	FAIR OAKS RD	SPRING VALLEY DR	43950	45040	0.206	5 lanes	1.031	45	Minor Arterial	100	22000	5.5%	1	3	14.53		Complete 2 side	Closed
11	Army Trail Road (8)	SPRING VALLEY DR	BAYSIDE	45040	46200	0.220	5 lanes	1.095	45	Minor Arterial	100	22000	8.0%	1	4	18.21		Complete 2 side	Closed
11	Army Trail Road (8)	BAYSIDE	WOODLAKE DR	46200	47485	0.243	5 lanes	1.240	45	Minor Arterial	100	22000	8.0%		1	4.11		Complete 2 side	Closed
11	Army Trail Road (8)	WOODLAKE DR	SANDPIPER	47485	48840	0.257	5 lanes	1.300	45	Minor Arterial	100	24000	7.3%		1	3.90		Complete 2 side	Closed
11	Army Trail Road (8)	SANDPIPER	COUNTY FARM RD	48840	50125	0.243	5 lanes	1.228	40	Minor Arterial	100	26000	7.3%	1	6	24.65		Complete 2 side	Closed
11	Army Trail Road (8)	COUNTY FARM RD	CLIPPER DR	50125	52015	0.358	5 lanes	1.801	40	Minor Arterial	100	26000	4.4%	1	6	16.76		Complete 2 side	Closed
11	Army Trail Road (8)	CLIPPER DR	KUHN RD	52015	53815	0.341	5-6 lanes	1.763	40	Minor Arterial	100-110	30000	4.5%	1	2	5.87		Complete 2 side	Closed
11	Army Trail Road (8)	KUHN RD	MERBACH DR	53815	55650	0.348	4-6 lanes	1.703	40	Minor Arterial	100-110	30000	4.5%	1	5	14.39		Complete 1 side, Part	Mixed
11	Army Trail Road (8)	MERBACH DR	BRIGHTON DR	55650	57990	0.443	4-5 lanes	1.983	40	Minor Arterial	100	32000	6.6%	1	6	13.54		Partial 2 sides	Mixed
11	Army Trail Road (8)	BRIGHTON DR	GARY AVE	57990	58775	0.149	5-7 lanes	0.880	40	Minor Arterial	83-100	32000	6.6%	1	3	20.18		Complete 2 side	Closed
11	Army Trail Road (8)	GARY AVE	KNOLLWOOD DR	58775	59795	0.193	5-7 lanes	1.043	40	Principal Arterial	100-130	37500	5.1%	1	7	36.24		Complete 2 side	Closed
11	Army Trail Road (8)	KNOLLWOOD DR	SPRINGFIELD DR	59795	60950	0.219	4-6 lanes	1.102	40	Principal Arterial	100-125	37500	5.9%	1	6	27.43		Complete 2 side	Closed
11	Army Trail Road (8)	SPRINGFIELD DR	BLOOMINGDALE CT SC	60950	62250	0.246	5-6 lanes	1.419	40	Principal Arterial	115	37500	5.6%	1	2	8.12		Complete 2 side	Closed
11	Army Trail Road (8)	BLOOMINGDALE CT SC	SCHMALE RD	62250	63590	0.254	5-6 lanes	1.348	40	Principal Arterial	115-125	37500	5.1%	1	5	19.70		Complete 2 side	Closed
11	Army Trail Road (8)	SCHMALE RD	MEADOWLARK	63590	65600	0.381	5-6 lanes	1.999	40	Principal Arterial	105-115	40000	9.6%	0	13	34.15		Complete 2 side	Closed
11	Army Trail Road (8)	MEADOWLARK	CARDINAL DR	65600	66255	0.124	5 lanes	0.619	40	Principal Arterial	105	44000	9.6%	1	5	40.31		Complete 2 side	Closed
11	Army Trail Road (8)	CARDINAL DR	ORIOLE LN	66255	67340	0.205	4-5 lanes	0.890	40	Principal Arterial	83-105	44000	9.5%	0	9	43.80		Complete 2 side	Closed
11	Army Trail Road (8)	ORIOLE LN	GLADSTONE DR	67340	68000	0.125	4-5 lanes	0.575	40	Principal Arterial	100	44000	9.5%	1	2	16.00		Complete 2 side	Closed
11	Army Trail Road (8)	GLADSTONE DR	BLOOMINGDALE RD	68000	69308	0.248	5-8 lanes	1.653	40	Principal Arterial	115-130	44000	6.9%	1	5	20.18		Complete 2 side	Closed
11	Army Trail Road (8)	BLOOMINGDALE RD	HOME DEPOT	69308	70370	0.201	7-8 lanes	1.429	40	Principal Arterial	115-125	47500	10.6%	1	7	34.80		Complete 2 side	Closed
11	Army Trail Road (8)	HOME DEPOT	WHITMAN BLVD	70370	71250	0.167	6-7 lanes	1.054	40	Principal Arterial	105-130	47500	9.7%	0	2	12.00		Complete 2 side	Closed
11	Army Trail Road (8)	WHITMAN BLVD	REGENCY DR	71250	72535	0.243	6-7 lanes	1.492	40	Principal Arterial	125-135	50000	9.7%	1	6	24.65		Complete 2 side	Closed
11	Army Trail Road (8)	REGENCY DR	GLEN ELLYN RD	72535	73735	0.227	6-7 lanes	1.506	40	Principal Arterial	115-145	50000	6.9%	1	4	17.60		Complete 2 side	Closed
11	Army Trail Road (8)	GLEN ELLYN RD	CREEKSIDE DR	73735	75422	0.320	6-8 lanes	2.170	45	Principal Arterial	120-130	50000	7.8%	1	10	31.30		Complete 2 side	Closed
11	Army Trail Road (8)	CREEKSIDE DR	WALTER DR	75422	76400	0.185	6-7 lanes	1.122	45	Principal Arterial	100-135	52500	8.6%	0	2	10.80		None	Mixed
11	Army Trail Road (8)	WALTER DR	MEADOW RD	76400	78425	0.384	6-7 lanes	2.316	45	Principal Arterial	100-135	52500	8.6%	1	2	5.21		None	Closed
11	Army Trail Road (8)	MEADOW RD	SWIFT RD	78425	79710	0.243	6-7 lanes	1.757	45	Principal Arterial	115-135	52500	11.6%	1	14	57.53		Complete 2 side	Closed
11	Army Trail Road (8)	SWIFT RD	IL 53	79710	82578	0.543	6-9 lanes	4.337	45	Principal Arterial	158-200	52000	10.3%	3	8	14.73		None	Closed
13	Winfield Road (81)	IL 38 (ROOSEVELT RD)	PURNELL RD	61600	67265	1.073	4-6 lanes	4.381	45	Minor Arterial	83-100	27500	7.3%	1	17	15.84		Complete 1 side	Closed
13	Winfield Road (81)	PURNELL RD	MACK RD	67265	67665	0.076	5 lanes	0.365	45	Minor Arterial	Variable	30000	7.3%	1	0	0.00		Complete 1 side	Closed
13	Winfield Road (81)	MACK RD	IL 56 (BUTTERFIELD RD)	67665	72140	0.848	4-7 lanes	3.958	45	Minor Arterial	83-130	32500	7.8%	1	2	2.36	1	Complete 1 side	Closed
13	Winfield Road (81)	IL 56 (BUTTERFIELD RD)	WARRENVILLE RD	72140	77105	0.940	4-6 lanes	3.812	40	Minor Arterial	73-140	30000	6.0%	1	24	25.52		Complete 2 side	Closed
13	Winfield Road (81)	WARRENVILLE RD	FERRY RD	77105	79225	0.402	4-6 lanes	2.533	40	Minor Arterial	120-150	28000	4.4%	2	6	14.94		Complete 2 side	Closed
13	Winfield Road (81)	FERRY RD	I-88 WB RAMPS	79225	80205	0.186	4-6 lanes	1.311	40	Minor Arterial	140	30000	3.4%	1	2	10.78		Complete 2 side	Closed
13	Winfield Road (81)	I-88 WB RAMPS	I-88 EB RAMPS	80205	81630	0.270	4-5 lanes	1.471	40	Minor Arterial	Variable	30000	3.9%	1	0	0.00	1	Complete 2 side	Closed
13	Winfield Road (81)	I-88 EB RAMPS	DIEHL RD	81630	82570	0.178	5-7 lanes	1.184	40	Minor Arterial	140	30000	5.6%	1	2	11.23		Complete 2 side	Closed
14	Eola Road (23)	IL 56 (BUTTERFIELD RD)	FERRY RD	80000	84848	0.918	4-5 lanes	4.230	45	Principal Arterial	100-150	22000	8.4%	2	6	6.53	1	Complete 2 side	Closed
14	Eola Road (23)	FERRY RD	I-88 BRIDGE N	84848	87202	0.446	4-5 lanes	2.003	45	Principal Arterial	100-160	24000	10.2%		3	6.73	1	Complete 2 side	Closed
14	Eola Road (23)	I-88 BRIDGE N	I-88 BRIDGE S	87202	87695	0.093	4 lanes	0.389	45	Principal Arterial	VAriable	26000	10.2%		0	0.00	1	Complete 2 side	Closed
14	Eola Road (23)	I-88 BRIDGE S	DIEHL RD	87695	88525	0.157	4-7 lanes	0.980	45	Principal Arterial	120-145	26000	10.2%	1	0	0.00		Complete 2 side	Closed
14	Eola Road (23)	DIEHL RD	MOLITOR RD	88525	90635	0.400	4-7 lanes	2.608	45	Principal Arterial	96-160	35000	6.9%	2	5	12.51	1	Complete 2 side	Closed
14	Eola Road (23)	MOLITOR RD	NORTH AURORA RD	90635	94600	0.751	4-6 lanes	3.980	45	Principal Arterial	96-116	38000	7.9%	2	7	9.32		Complete 2 side	Closed
14	Eola Road (23)	NORTH AURORA RD	BNSF BRIDGE N	94600	96700	0.398	4-7 lanes	2.399	45	Principal Arterial	115-250	48000	9.2%	1	5	12.57		Complete 1 side, Part	Closed
14	Eola Road (23)	BNSF BRIDGE N	BNSF BRIDGE S	96700	97135	0.082	4 lanes	0.339	45	Principal Arterial	NA	48000	9.2%	0	0	0.00	1	Complete 2 side	Closed
14	Eola Road (23)	BNSF BRIDGE S	LIBERTY ST	97135	100080	0.558	4-6 lanes	2.598	45	Principal Arterial	125-250	48000	9.2%	1	3	5.38		Complete 2 side	Closed
14	Eola Road (23)	LIBERTY ST	NEW YORK ST	100080	102745	0.505	4-6 lanes	2.539	45	Principal Arterial	120-140	42000	5.8%	1	14	27.74		Partial 2 side	Closed
15	Cass Avenue (13)	OAKLEY DR	39TH ST	74920	76445	0.289	5 lanes	1.450	35	Minor Arterial	83-110	20000	4.0%	0	2	6.92		Complete 2 side	Closed
15	Cass Avenue (13)	39TH ST	US 34 (OGDEN AVE)	76445	79060	0.495	5 lanes	2.421	35	Minor Arterial	100	20000	4.0%	1	41	82.78		Complete 2 side	Closed
15	Cass Avenue (15)	55TH ST	59TH ST	87052	89700	0.502	4-5 lanes	2.046	35	Minor Arterial	66-100	18000	4.3%	2	34	67.79		Complete 2 side	Closed
15	Cass Avenue (15)	59TH ST	63RD ST	89700	92350	0.502	4-5 lanes	2.139	35/40	Minor Arterial	83-100	20000	5.2%	1	31	61.77		Complete 2 side	Closed
15	Cass Avenue (15)	63RD ST	65TH ST	92350	93670	0.250	5 lanes	1.213	40	Minor Arterial	83-100	24000	5.6%	1	16	64.00		Complete 2 side	Closed

County Highway	Street Name*	From	To	FromStn	ToStn	Length (mi)	Design Xsec	Lane-Miles	Speed	Func Class	Right of Way	Average ADT on Segment	Latest Truck Percentages	Signals	Access	Access Density	Structures	Sidewalk	Drainage
15	Cass Avenue (15)	65TH ST	67TH ST	93670	95000	0.252	4-5 lanes	1.163	40	Minor Arterial	100	24000	4.4%	1	5	19.85		Complete 2 side	Closed
15	Cass Avenue (15)	67TH ST	71ST ST	95000	97820	0.534	5 lanes	2.659	40	Minor Arterial	100	24000	4.9%	0	9	16.85		Complete 2 side	Closed
15	Cass Avenue (15)	71ST ST	75TH ST	97820	100300	0.470	5 lanes	2.275	40	Minor Arterial	100	26000	4.9%	1	15	31.94		Complete 2 side	Closed
15	Cass Avenue (15)	75TH ST	PLAINFIELD RD	100300	101145	0.160	5 lanes	0.782	40	Minor Arterial	100	26000	4.7%	1		0.00		Complete 2 side	Closed
15	Cass Avenue (15)	PLAINFIELD RD	CONCORD PL	101145	103335	0.415	5 lanes	2.080	40	Minor Arterial	100	28000	4.2%	1	11	26.52		Complete 2 side	Closed
15	Cass Avenue (15)	CONCORD PL	I-55 N FRONTAGE	103335	105715	0.451	5 lanes	2.334	40	Minor Arterial	100-110	28000	3.4%	1	14	31.06		Complete 2 side	Closed
15	Cass Avenue (15)	I-55 N FRONTAGE RD	NORTHGATE RD	105715	110125	0.835	4-5 lanes	4.287	45	Minor Arterial	Variable	22000	4.3%	0	8	9.58	1	None	Open
15	Cass Avenue (15)	NORTHGATE	91ST	110125	111000	0.166	3-5 lanes	0.789	45	Minor Arterial	100-135	12500	4.3%	0	2	12.07	1	None	Open
15	Midwest Road (50)	IL 56 (BUTTERFIELD RD)	22ND ST	63430	65210	0.337	5-6 lanes	1.579	35	Minor Arterial	80-100	20000	6.4%	1	23	68.22		Complete 2 side	Closed
15	Midwest Road (50)	22ND ST	I-88/BAYBROOK	65210	66400	0.225	5-6 lanes	1.265	35	Minor Arterial	86-93	26000	5.7%	1	5	22.18	1	Complete 1 side	Closed
15	Midwest Road (50)	I-88/BAYBROOK	MOCKINGBIRD	66400	68610	0.419	4-5 lanes	1.759	35	Minor Arterial	86-100	18000	2.8%	0	4	9.56		Complete 1 side, Part	Closed
15	Midwest Road (50)	MOCKINGBIRD	31ST ST	68610	70555	0.368	4-5 lanes	1.587	35	Minor Arterial	80-90	18000	2.8%	1	2	5.43		Complete 1 side	Closed
15	Midwest Road (50)	31ST ST	35TH ST	70555	73080	0.478	4-5 lanes	2.146	35	Minor Arterial	80-90	22000	3.2%	1	4	8.36		Complete 1 side	Closed
15	Midwest Road (50)	35TH ST	OAKLEY DR	73080	74920	0.348	4-5 lanes	1.536	35	Minor Arterial	100	22000	3.2%	2	2	5.74		Complete 2 side	Closed
15	Summit Avenue (71)	IL 38 (ROOSEVELT RD)	14TH ST	60000	61300	0.246	4-5 lanes	1.032	35	Minor Arterial	80-90	18000	3.1%	2	23	93.42		Partial 1 side	Closed
15	Summit Avenue (71)	14TH ST	IL 56 (BUTTERFIELD RD)	61300	63430	0.403	4-5 lanes	1.733	35	Minor Arterial	80-90	18000	3.1%	1	29	71.89		Complete 1 side	Closed
17	Chicago Avenue (16)	JULIAN ST	CHARLES ST	50000	52165	0.410	4-5 lanes	1.712	30	Minor Arterial	83-100	16500	2.5%	1	10	24.39		Complete 1 side, Part	Closed
17	Chicago Avenue (16)	CHARLES AVE	OLESEN DR	52165	54900	0.518	4-5 lanes	2.318	40	Minor Arterial	80-110	20000	3.4%	1	19	36.68		Complete 1 side	Closed
17	Chicago Avenue (16)	OLESEN DR	NAPER BLVD	54900	57697	0.530	4-5 lanes	2.558	40	Minor Arterial	66-100	22000	2.8%	1	9	16.99		Complete 2 side	Closed
17	Maple Avenue (47)	NAPER BLVD	STEEPLE RUN DR	57697	59265	0.297	4-5 lanes	1.361	40	Minor Arterial	100	22000	3.0%	1	3	10.10		Complete 2 side	Closed
17	Maple Avenue (47)	STEEPLE RUN DR	COLLEGE RD/YACKLEY AVE	59265	62535	0.619	4-5 lanes	3.063	40	Minor Arterial	100-107	22000	4.8%	2	5	8.07		Complete 2 side	Closed
17	Maple Avenue (47)	COLLEGE RD/YACKLEY AVE	BURR OAK	62535	65115	0.489	4-5 lanes	2.292	40	Minor Arterial	100	24000	4.3%	1	2	4.09		Complete 1 side	Closed
17	Maple Avenue (47)	BURR OAK RD	IL 53	65115	67890	0.526	4-6 lanes	2.539	35	Minor Arterial	83-100	28000	3.4%	2	16	30.44	1	Complete 1 side	Closed
17	Maple Avenue (47)	IL 53	PRIMROSE AVE	67890	70617	0.516	4-6 lanes	2.635	35	Minor Arterial	80-113	28000	4.0%	1	43	83.26		Complete 1 side, Part	Closed
17	Maple Avenue (47)	PRIMROSE AVE	I-355 SB RAMPS	70617	72735	0.401	4-7 lanes	1.974	35	Minor Arterial	100-106	28000	4.5%	1	23	57.34	1	Partial 2 side	Closed
17	Maple Avenue (47)	I-355 SB RAMPS	I-355 NB RAMPS	72735	73110	0.071	8 lanes	0.588	35	Minor Arterial	NA	26000	NA	2	0	0.00	1	Complete 2 side	Closed
17	Maple Avenue (47)	I-355 NB RAMPS	WALNUT AVE	73110	74035	0.175	5-7 lanes	0.975	35	Minor Arterial	136-158	26000	7.0%	1	0	0.00		Complete 1 side	Closed
17	Maple Avenue (47)	WALNUT AVE	BELMONT RD	74035	78040	0.759	4-5 lanes	2.966	40	Minor Arterial	66-100	22000	4.6%	1	50	65.92		Partial 2 side	Closed
17	Maple Avenue (47)	BELMONT AVE	WOODWARD AVE	78040	79385	0.255	4-5 lanes	1.019	40	Minor Arterial	66-100	20000	3.9%	0	19	74.59		Partial 2 side	Closed
17	Maple Avenue (47)	WOODWARD AVE	DUNHAM RD	79385	83230	0.728	4-5 lanes	2.689	40	Minor Arterial	66-83	20000	3.9%	1	44	60.42		Partial 2 side	Closed
18	Hawthorne Lane (33)	POWIS RD	KRESS RD	47457	48775	0.250	2-3 lanes	0.614	45	Minor Arterial	83	8500	12.3%	0	7	28.04	0	Partial 1 side	Open
18	Kress Road (40)	HAWTHORNE LN	IL 38 (ROOSEVELT RD)	48775	56224	1.411	2-4 lanes	3.295	45	Minor Arterial	100-110/Var	8500	20.5%	1	11	7.80	1	None	Open
18	Munger Road (52)	N COUNTY LINE	STEARNS RD	10000	14667	0.884	4-5 lanes	4.308	45	Minor Arterial	120	10000	10.0%	1	7	7.92	0	None	Closed
18	Powis Road (60)	IL 64 (NORTH AVE)	HAWTHORNE LN	40000	47457	1.412	2-3 lanes	3.002	45	Minor Arterial	66-98	8500	15.2%	1	24	16.99	0	None	Open
20	Grand Avenue (31)	US 20 (LAKE ST)	OAKLAWN AVE	100000	103255	0.616	4-7 lanes	3.325	45	Minor Arterial	135-150	30000	5.7%	2	4	6.49	2	None	Closed
20	Grand Avenue (31)	OAKLAWN AVE	CHURCH RD	103255	104155	0.170	5-6 lanes	0.921	40	Minor Arterial	130/Var	26000	7.0%	1	0	0.00	0	None	Closed
20	Grand Avenue (31)	CHURCH RD	INDUSTRIAL DR	104155	106135	0.375	5 lanes	1.901	35	Minor Arterial	106-125	30000	8.4%	1	18	48.00	0	Complete 1 side	Closed
20	Grand Avenue (31)	INDUSTRIAL DR	YORK RD	106135	107955	0.345	5 lanes	1.738	35	Minor Arterial	73-104	30000	8.0%	1	16	46.42	0	Complete 1 side, Part	Closed
20	Grand Avenue (31)	YORK RD	CROWN RD	107955	109365	0.267	4-5 lanes	1.350	40	Minor Arterial	86-90	32000	8.5%	1	10	37.45	0	Complete 1 side, Part	Closed
20	Grand Avenue (31)	CROWN RD	COUNTY LINE RD	109365	113235	0.733	4-5 lanes	3.092	40	Minor Arterial	66 -73	32000	NA	1	7	9.55	1	Partial 2 side	Closed
21	Fabyan Parkway (24)	WEST COUNTY LINE	IL 38 (ROOSEVELT RD)	10000	18682	1.644	2-3 lanes	4.046	50	Minor Arterial	100-120	16500	9.0%	2	3	1.82	1	None	Open
21	Geneva Road (29)	IL 59	PRINCE CROSSING RD	30000	32675	0.507	4-5 lanes	2.171	35	Minor Arterial	93-104	16500	5.1%	2	23	45.40	0	Complete 2 side	Closed
21	Geneva Road (29)	PRINCE CROSSING RD	INDIAN KNOLL	32675	35335	0.504	4-5 lanes	2.088	35/45	Minor Arterial	80-110	19500	5.2%	0	10	19.85	0	Partial 2 side	Closed
21	Geneva Road (29)	INDIAN KNOLL	WINFIELD RD	35335	40283	0.937	4-5 lanes	3.746	45	Minor Arterial	73-100	19500	5.2%	1	2	2.13	1	None	Mixed
21	Geneva Road (29)	WINFIELD RD	COUNTY FARM RD	40283	42010	0.327	4-5 lanes	1.494	40	Minor Arterial	80/Var	25500	4.7%	1	12	36.69	0	Complete 2 side	Closed
21	Geneva Road (29)	COUNTY FARM RD	PLEASANT HILL RD	42010	46085	0.772	4-5 lanes	3.299	40	Minor Arterial	90-100	25500	4.7%	1	39	50.53	0	Complete 2 side	Closed
21	Geneva Road (29)	PLEASANT HILL RD	GARY AVE	46085	50065	0.754	4-5 lanes	3.157	40	Minor Arterial	83-100	28000	4.2%	1	19	25.21	0	Complete 2 side	Closed
21	Geneva Road (29)	GARY AVE	SCHMALE RD	50065	54065	0.758	4-6 lanes	3.900	40	Minor Arterial	90-110	25500	3.6%	3	25	33.00	0	Complete 1 side, Part	Closed
21	Geneva Road (29)	SCHMALE RD	PRESIDENT ST	54065	58095	0.763	4-5 lanes	3.351	40	Minor Arterial	90-100	25500	3.2%	1	18	23.58	1	Complete 1 side, Part	Closed
21	Geneva Road (29)	PRESIDENT ST	BLOOMINGDALE RD	58095	60770	0.507	4-5 lanes	2.146	35	Minor Arterial	84-96	25500	3.8%	1	26	51.32		Complete 1 side, Part	Closed
21	Geneva Road (29)	BLOOMINGDALE RD	WESTERN AVE	60770	63425	0.503	4-5 lanes	2.182	35	Minor Arterial	66-83	19500	4.8%	2	34	67.62		Complete 1 side, Part	Closed
21	Geneva Road (29)	WESTERN AVE	MAIN ST. GE	63425	65807	0.451	4-5 lanes	1.920	35	Minor Arterial	77-83	19500	4.4%	1	27	59.85		Complete 1 side, Part	Closed
22	Addison Road (6)	IL 19 (IRVING PARK RD)	POTTER ST	20000	21800	0.341	4-5 lanes	1.396	35	Minor Arterial	80	14500	5.1%	2	41	120.27		Complete 2 side	Closed
22	Addison Road (6)	POTTER ST	ELIZABETH DR	21800	24828	0.573	4-5 lanes	2.301	35	Minor Arterial	66-100	15500	3.2%	1	36	62.77		Complete 2 side	Closed
22	Addison Road (6)	ELIZABETH DR	BYRON AVE	24828	28545	0.704	4-5 lanes	2.967	45	Minor Arterial	100/Var	14500	4.7%	0	6	8.52	2	Complete 1 side, Part	Closed
22	Addison Road (6)	BYRON AVE	GREEN MEADOW	28545	30820	0.431	4-5 lanes	1.721	35	Minor Arterial	76-100	20000	7.7%	1	9	20.89	1	Partial 1 side	Closed
22	Addison Road (6)	GREEN MEADOW	US 20 (LAKE ST)	30820	32184	0.258	4-6 lanes	1.138	335	Minor Arterial	66-100	20000	7.7%	1	16	61.94		Complete 2 side	Closed
23	Gary Avenue (28)	NORTH COUNTY LINE	CENTRAL AVE	10000	12785	0.527	4-5 lanes	2.568		Minor Arterial	100-250	20000	13.0%	2	3	5.69	1	Partial 2 side	Closed
23	Gary Avenue (28)	CENTRAL AVE	US 20 (LAKE ST)	12785	16610	0.724	4-6 lanes	3.433	45	Minor Arterial	100	24000	6.8%	1	5	6.90		Partial 2 side	Closed
23	Gary Avenue (28)	US 20 (LAKE ST)	WEBSTER AVE	16610	17255	0.122	4-6 lanes	0.642	45	Minor Arterial	100/Var	38000	5.5%		4	32.74		Complete 1 side, Part	Closed
23	Gary Avenue (28)	WEBSTER AVE	FOSTER AVE	17255	18225	0.184	4-5 lanes	0.923	45	Minor Arterial	100	38000	5.5%	1	20	108.87		Complete 2 side	Closed
23	Gary Avenue (28)	FOSTER AVE	ARGYLE AVE	18225	19560	0.253	5 lanes	1.293	45	Minor Arterial	100	38000	5.5%	0	7	27.69		Complete 2 side	Closed
23	Gary Avenue (28)	ARGYLE AVE	LAWRENCE AVE	19560	20890	0.252	5 lanes	1.297	45	Minor Arterial	100	38000	5.5%	1	11	43.67		Complete 2 side	Closed
23	Gary Avenue (28)	LAWRENCE AVE	GLENWOOD	20890	22450	0.295	5 lanes	1.515	45	Minor Arterial	100	36000	7.5%	1	1	3.38		Complete 1 side, Part	Closed
23	Gary Avenue (28)	GLENWOOD	SCHICK RD	22450	23578	0.214	5-6 lanes	1.252	45	Minor Arterial	100	36000	7.9%	1	2	9.36		Complete 2 side	Closed

County Highway	Street Name*	From	To	FromStn	ToStn	Length (mi)	Design Xsec	Lane-Miles	Speed	Func Class	Right of Way	Average ADT on Segment	Latest Truck Percentages	Signals	Access	Access Density	Structures	Sidewalk	Drainage
23	Gary Avenue (28)	SCHICK RD	STRATFORD SQ ENT #5	23578	24463	0.168	5-6 lanes	0.848	45	Minor Arterial	100-110	34000	5.7%	1	1	5.97		Complete 1 side	Closed
23	Gary Avenue (28)	STRATFORD SQ ENT #5	SCOTT DR	24463	26970	0.475	5-6 lanes	2.311	45	Minor Arterial	100-110	34000	6.3%	1	1	2.11		Complete 1 side, Part	Closed
23	Gary Avenue (28)	SCOTT DR	ARMY TRAIL RD	26970	28605	0.310	5-6 lanes	1.710	45	Minor Arterial	100-127	36000	8.4%	2	7	22.61		Partial 1 side	Closed
23	Gary Avenue (28)	ARMY TRAIL RD	STARK DR	28605	29760	0.219	5-6 lanes	0.956	45	Minor Arterial	100-110	34000	7.8%	2	3	13.71	2	Partial 2 sides	Closed
23	Gary Avenue (28)	STARK DR	LIES RD	29760	31685	0.365		1.779	45	Minor Arterial		27000	7.8%	1	1	2.74			
23	Gary Avenue (28)	LIES RD	ELK TRAIL	31685	34045	0.447		1.954	45	Minor Arterial		27000	8.0%	1	2	4.47			
23	Gary Avenue (28)	ELK TRAIL	FULLERTON AVE	34045	37035	0.566		2.500	45	Minor Arterial		27000	7.2%	1	1	1.77			
23	Gary Avenue (28)	FULLERTON AVE	THUNDERBIRD TR	37035	38895	0.352		1.897	45	Minor Arterial		27000	9.4%	1	3	8.52			
23	Gary Avenue (28)	THUNDERBIRD TR	KEHOE BLVD	38895	39530	0.120		0.642	45	Minor Arterial		27000	9.4%		0	0.00			
23	Gary Avenue (28)	KEHOE BLVD	IL 64 (NORTH AVE)	39530	41465	0.366		1.838	45	Minor Arterial		27000	9.4%	1	7	19.10			
23	Gary Avenue (28)	IL 64 (NORTH AVE)	ST CHARLES RD N	41465	43053	0.301	4-7 lanes	1.666	45	Minor Arterial	100-120	20000	5.1%	1	8	26.60		Partial 1 side	Closed
23	Gary Avenue (28)	ST. CHARLES RD N	ST. CHARLES RD S	43053	43650	0.113	5 lanes	0.560	45	Minor Arterial	100	22000	8.1%	1	2	17.69		Complete 1 side	Closed
23	Gary Avenue (28)	ST. CHARLES RD S	GENEVA RD	43650	47475	0.724	4-6 lanes	3.438	45	Minor Arterial	100	16500	8.4%	1	22	30.37		Partial 1 side	Closed
23	Gary Avenue (28)	GENEVA RD	JEWELL RD	47475	50685	0.608	2-6 lanes	2.085	35	Minor Arterial	90-100	15500	4.9%	2	33	54.28		Partial 2 sides	Closed
23	Naper Boulevard (54)	RIDGELAND RD	TOWER CROSSING SC	82665	83325	0.125	5 lanes	0.658	40	Minor Arterial	100	30000	3.8%	1	2	16.00		Complete 2 sides	Closed
23	Naper Boulevard (54)	TOWER CROSSING SC	US 34 (OGDEN AVE)	83325	83984	0.125	5-6 lanes	0.704	40	Minor Arterial	100	30000	4.6%	1	1	8.01		Complete 2 sides	Closed
23	Naperville Road (55)	IL 38 (ROOSEVELT RD)	ELM ST	60000	61355	0.257	4-5 lanes	0.955	35	Minor Arterial	66-86	28000	3.8%	2	25	97.42		Complete 2 sides	Closed
23	Naperville Road (55)	ELM ST	FARNHAM LN	61355	63300	0.368	4-5 lanes	1.438	35	Minor Arterial	66-80	28000	3.8%	1	30	81.44		Complete 2 sides	Closed
23	Naperville Road (55)	FARNHAM LN	LONGFELLOW DR	63300	65155	0.351	4-5 lanes	1.413	40	Minor Arterial	66-80	28000	3.3%	1	8	22.77		Complete 1 side, Part	Closed
23	Naperville Road (55)	LONGFELLOW DR	DANADA DR	65155	67250	0.397	4-5 lanes	1.638	40	Minor Arterial	80-96	30000	3.1%	1	5	12.60		Complete 2 sides	Closed
23	Naperville Road (55)	DANADA DR	BLANCHARD ST	67250	68125	0.166	5-6 lanes	0.841	40	Minor Arterial	90-100	30000	2.6%	1	4	24.14		Complete 2 sides	Closed
23	Naperville Road (55)	BLANCHARD ST	EAST-WEST LOOP RD	68125	69470	0.255	6 lanes	1.670	40	Minor Arterial	100	34000	2.7%	1	6	23.55		Complete 2 sides	Closed
23	Naperville Road (55)	EAST-WEST LOOP RD	DANADA SQ SC	69470	70355	0.168	6-7 lanes	1.215	40	Minor Arterial	110-120	30000	3.9%	1	5	29.83		Complete 2 sides	Closed
23	Naperville Road (55)	DANADA SQ SC	IL 56 (BUTTERFIELD RD)	70355	71150	0.151	8-9 lanes	1.131	40	Minor Arterial	106-110	30000	4.6%	1	1	6.64		Complete 1 side	Closed
23	Naperville Road (55)	IL 56 (BUTTERFIELD RD)	DANADA FOREST PRES DR	71150	75775	0.876	4-8 lanes	4.095	50	Minor Arterial	80-170	30000	4.6%	1	3	3.42		Partial 2 sides	Mixed
23	Naperville Road (55)	DANADA FOREST PRES DR	LUCENT DR N	75775	77765	0.377	4-6 lanes	2.156	45	Minor Arterial	80-124	30000	4.6%	1	4	10.61		Partial 2 sides	Mixed
23	Naperville Road (55)	LUCENT DR N	WARRENVILLE RD	77765	79100	0.253	6-8 lanes	1.852	40	Minor Arterial	124-150	30000	4.2%	1	2	7.91		Complete 1 side, Part	Closed
23	Naperville Road (55)	WARRENVILLE RD	I-88 N RAMPS	79100	79800	0.133	6-8 lanes	1.011	40	Minor Arterial	154/Var	30000	3.6%	1	2	15.09		None	Closed
23	Naperville Road (55)	I-88 N RAMPS	DIEHL RD	79800	81555	0.332	5-6 lanes	2.258	40	Minor Arterial	110/Var	35000	4.6%	1	2	6.02	1	None	Closed
23	Naperville Road (55)	DIEHL RD	RIDGELAND RD	81555	82665	0.210	5 lanes	1.147	40	Minor Arterial	104/Var	42000	4.6%	1	1	4.76		Complete 2 sides	Closed
24	Byron Avenue (12)	WALTER DR	MEDINAH RD	29240	30140	0.170	2 lanes	0.308	30	Major Collector	80	3000	3.2%	0	12	70.40		None	Open
24	Medinah Road (48)	ELGIN-O'HARE EBD RAMPS	CREST AVE	10000	11200	0.227	4-5 lanes	1.348	40	Minor Arterial	130-190	14000	4.3%	0	0	0.00		Partial 1 side	Closed
24	Medinah Road (48)	CREST AVE	THORNDALE AVE	11200	14100	0.549	4-5 lanes	2.203	40	Minor Arterial	83-130	14000	4.3%	1	14	25.49		Complete 1 side, Part	Closed
24	Medinah Road (48)	THORNDALE AVE	IL 19 (IRVING PARK RD)	14100	15775	0.317	4-5 lanes	1.290	30	Minor Arterial	66-83	16000	3.6%	1	21	66.20	1	Complete 1 side	Closed
24	Medinah Road (48)	IL 19 (IRVING PARK RD)	FOSTER AVE	15775	17960	0.414	3-5 lanes	1.526	35	Minor Arterial	83-97	14000	4.9%	0	10	24.16		Complete 1 side	Closed
24	Medinah Road (48)	FOSTER AVE	BROKER RD	17960	19890	0.366	2-3 lanes	0.826	35	Minor Arterial	83-90	12000	4.9%	0	12	32.83		Complete 1 side	Mixed
24	Medinah Road (48)	BROKER RD	US 20 (LAKE ST)	19890	24100	0.797	2-5 lanes	2.246	35	Minor Arterial	66-96	12000	3.2%	1	10	12.54	1	Complete 1 side	Mixed
24	Medinah Road (48)	US 20 (LAKE ST)	BYRON AVE	24100	29240	0.973	2-3 lanes	1.815	30	Minor Arterial	66	5500	3.3%	0	23	23.63		Partial 2 sides	Open
24	Walter Drive (76)	BYRON AVE	ARMY TRAIL RD	30140	32217	0.393	2 lanes	0.650	30	Major Collector	66-86	3000	3.1%	0	24	61.01		None	Open
25	Fairview Avenue (25)	38TH ST	US 34 (OGDEN AVE)	75750	79263	0.665	4-5 lanes	2.820	35	Minor Arterial	66-83	16000	2.6%	2	46	69.14		Partial 2 sides	Closed
25	Meyers Road (49)	IL 38 (ROOSEVELT RD)	14TH ST	60000	61335	0.253	5-6 lanes	1.189	30	Minor Arterial	76-90	22000	5.6%	1	19	75.15		Complete 2 sides	Closed
25	Meyers Road (49)	14TH ST	16TH ST	61335	62670	0.253	5 lanes	1.192	30	Minor Arterial	80-100	22000	8.9%	1	10	39.55		Complete 2 sides	Closed
25	Meyers Road (49)	16TH ST	22ND ST	62670	65325	0.503	4-5 lanes	2.338	35	Minor Arterial	83-115	22000	7.1%	2	21	41.76		Complete 1 side, Part	Closed
25	Meyers Road (49)	22ND ST	IL 56 (BUTTERFIELD RD)	65325	66430	0.209	5-6 lanes	1.279	35	Minor Arterial	78-90	22000	4.0%	1	2	9.56		Partial 1 side	Closed
25	Meyers Road (49)	IL 56 (BUTTERFIELD RD)	31ST ST	66430	70705	0.810	4-6 lanes	3.758	40	Minor Arterial	100-160/Var	18000	7.5%	1	21	25.94	1	Partial 2 sides	Closed
25	Meyers Road (49)	31ST ST	35TH ST	70705	73350	0.501	4-5 lanes	2.226	40	Minor Arterial	80-100	16000	5.3%	1	11	21.96		Complete 1 side	Closed
25	Meyers Road (49)	35TH ST	38TH ST	73350	75750	0.455	4-5 lanes	2.017	40	Minor Arterial	100	16000	3.4%	0	0	0.00		None	Closed
27	Highlake Road (35)	PRINCE CROSSING RD	WINFIELD CORP LIM	40000	47742	0.963	2-3 lanes	1.746	40	Major Collector	60-70	7000	4.4%	0	13	13.50		None	Open
27	Jewell Road (39)	COUNTY FARM RD	PLEASANT HILL RD	50000	52995	0.567	3 lanes	1.550	30	Major Collector	83-100	10000	1.8%	1	50	88.15		Complete 2 sides	Closed
27	Jewell Road (39)	PLEASANT HILL RD	GARY AVE	52995	57243	0.805	3 lanes	2.266	30	Major Collector	66-100	9000	3.3%	1	47	58.42		Complete 2 sides	Closed
27	Prince Crossing Road (61)	GENEVA RD	HIGHLAKE RD	37093.111	40000	0.551	2-3 lanes	1.164	35	Major Collector	83-100	7500	6.4%	0	29	52.67		None	Open
28	Villa Avenue (75)	US 20 (LAKE ST)	FULLERTON AVE	33600	37230	0.688	4-6 lanes	2.746	35	Minor Arterial	66-100	13500	4.1%	1	25	36.36		Partial 1 side	Closed
28	Villa Avenue (75)	FULLERTON AVE	IL 64 (NORTH AVE)	37230	42756	1.047	4-5 lanes	3.755	40	Minor Arterial	77-120	10500	4.7%	1	41	39.17		Partial 1 side	Closed
28	WoodDale Road (82)	DEVON AVE	THORNDALE AVE	10000	13165	0.599	4-5 lanes	2.677	40	Minor Arterial	83-100	14500	11.6%	2	18	30.03		Partial 2 side	Closed
28	WoodDale Road (82)	THORNDALE AVE	MITTEL DR	13165	15700	0.480	5 lanes	2.379	40	Minor Arterial	90-100	11500	5.8%	1	8	16.66		Partial 1 side	Closed
28	WoodDale Road (82)	MITTEL DR	FOSTER AVE	15700	17855	0.408	5 lanes	2.078	35	Minor Arterial	100	13500	7.8%	1	8	19.60		Complete 1 side	Closed
28	WoodDale Road (82)	FOSTER AVE	IL 19 (IRVING PARK RD)	17855	20765	0.551	5-6 lanes	2.856	35/30	Minor Arterial	100	14500	5.6%	2	36	65.32	1	Complete 2 side	Closed
28	WoodDale Road (82)	IL 19 (IRVING PARK RD)	MONTROSE	20765	23155	0.453	4-5 lanes	1.839	30	Minor Arterial	100	12000	4.2%	0	32	70.69		Complete 2 side	Closed
28	WoodDale Road (82)	MONTROSE AVE	ELIZABETH	23155	24815	0.314	2-3 lanes	0.681	30	Minor Arterial	90-100	12000	5.7%	1	10	31.81		Complete 1 side, Part	Open
28	WoodDale Road (82)	ELIZABETH	OAK MEADOWS	24815	27655	0.538	2-3 lanes	1.076	35	Minor Arterial	83-102	10500	2.8%	1	20	37.18		Partial 1 side	Open
28	WoodDale Road (82)	OAK MEADOWS	OAK ST	27655	31940	0.812	2-3 lanes	1.654	40	Minor Arterial	60-90	10500	2.5%	0	16	19.72			
28	WoodDale Road (82)	OAK ST	US 20 (LAKE ST)	31940	33600	0.316		1.507	40	Minor Arterial		10000	2.5%			0.00			
29	Greenbrook Boulevard (32)	COUNTY FARM RD	ARLINGTON RD	40985	44200	0.606	4-5 lanes	2.945	30	Minor Arterial	100-176	18000	4.6%	1	13	21.44		Complete 2 sides	Closed
29	Greenbrook Boulevard (32)	ARLINGTON RD	US 20 (LAKE ST)	44200	45983	0.338	4-5 lanes	1.644	30	Minor Arterial	100	18000	3.1%	1	6	17.78		Complete 2 sides	Closed
29	Stearns Road (69)	W COUNTY LINE	POWIS RD	10000	16440	1.220	4-5 lanes	5.506	45	Minor Arterial	80-120	18000	6.1%		3	2.46		Partial 1 side	Open

County Highway	Street Name*	From	To	FromStn	ToStn	Length (mi)	Design Xsec	Lane-Miles	Speed	Func Class	Right of Way	Average ADT on Segment	Latest Truck Percentages	Signals	Access	Access Density	Structures	Sidewalk	Drainage
29	Stearns Road (69)	POWIS RD	MUNGER RD	16440	20975	0.859	4-6 lanes	3.991	45	Minor Arterial	90-120	20500	9.1%	2	7	8.15	1	Partial 2 sides	Open
29	Stearns Road (69)	MUNGER RD	IL 59	20975	25265	0.812	4-6 lanes	3.943	45/35	Minor Arterial	100-120	21500	8.1%	1	8	9.86		Partial 2 sides	Mixed
29	Stearns Road (69)	IL 59	SYCAMORE	25265	29175	0.741	3-5 lanes	2.613	35	Minor Arterial	90-100	18000	4.3%	1	40	53.95		Complete 2 sides	Closed
29	Stearns Road (69)	SYCAMORE	BARTLETT RD	29175	31645	0.468	3-5 lanes	1.796	35	Minor Arterial	90	18000	4.0%	1	16	34.20		Complete 2 sides	Closed
31	87th Street (5)	WILL COUNTY LINE	WOODWARD AVE	74790	75504	0.134	6 lanes	0.899	40	Minor Arterial	115-140	26000	4.9%	1	2	14.87		Complete 2 sides	Closed
31	87th Street (5)	WOODWARD AVE	LEMONT RD	75504	80000	0.852	5 lanes	3.752	40	Minor Arterial	100-110	18000	5.8%	1	29	34.03		Complete 1 side, Part	Closed
31	Plainfield Road (58)	LEMONT RD	FAIRMOUNT AVE	80000	83425	0.649	3-5 lanes	2.318	40	Minor Arterial	73-120	18000	4.8%	1	24	37.00		Complete 2 sides	Closed
31	Plainfield Road (58)	FAIRMOUNT AVE	MANNING AVE	83425	87200	0.715	3-5 lanes	2.363	40	Minor Arterial	66-100	18000	4.0%	1	20	27.97		Complete 2 sides	Closed
31	Plainfield Road (58)	MANNING AVE	CASS AVE	87200	91690	0.850	4-5 lanes	3.578	40	Minor Arterial	83-100	18000	3.0%	2*	34	39.98		Complete 2 sides	Closed
31	Plainfield Road (58)	CASS AVE	75TH ST	91690	93715	0.384	4-5 lanes	1.574	40	Minor Arterial	100	19500	3.6%	1	12	31.29		Complete 2 sides	Closed
31	Plainfield Road (58)	75TH ST	CLARENDON HILLS RD	93715	97600	0.736	4-5 lanes	2.953	40	Minor Arterial	66-100	22000	5.1%	1	32	43.49		Complete 2 sides	Closed
31	Plainfield Road (58)	CLARENDON HILLS RD	HIGH RD	97600	99110	0.286	4-5 lanes	1.229	40	Minor Arterial	100	20000	4.9%	1	24	83.92		Complete 2 sides	Closed
31	Plainfield Road (58)	HIGH RD	IL 83	99110	100560	0.275	4-5 lanes	1.193	40	Minor Arterial	83-133	22000	4.9%	1	16	58.26		Complete 2 sides	Closed
31	Plainfield Road (58)	IL 83	MADISON ST	100560	103475	0.552	5-7 lanes	2.922	35	Minor Arterial	100-130	23500	5.1%	1	20	36.23		Partial 2 sides	Closed
31	Plainfield Road (58)	MADISON ST	GARFIELD ST	103475	106460	0.565	5 lanes	2.908	40	Minor Arterial	100	24000	4.4%	1	3	5.31		Complete 2 sides	Closed
31	Plainfield Road (58)	GARFIELD ST	COUNTY LINE RD	106460	109307	0.539	4-5 lanes	2.420	40	Minor Arterial	100-120	22000	5.6%	1	13	24.11		Complete 2 sides	Closed
32	Mill Street (51)	FERRY RD/WARRENVILLE RD	SHUMAN BLVD	80000	83580	0.678	4-6 lanes	3.455	40	Minor Arterial	100-130	13000	3.2%	1	2	2.95	1	Partial 2 sides	Closed
32	Mill Street (51)	SHUMAN BLVD	DIEHL RD	83580	84345	0.145	5-6 lanes	0.800	40	Minor Arterial	100	13000	3.2%	1		0.00		Complete 1 side	Closed
32	Mill Street (51)	DIEHL RD	BAUER RD	84345	86823	0.469	4-6 lanes	2.374	40	Minor Arterial	100-125	20000	4.8%	1	4	8.52		Complete 1 side	Closed
32	Mill Street (51)	BAUER RD	US 34 (OGDEN AVE)	86823	89992	0.600	4-6 lanes	2.518	35	Minor Arterial	66-90	18000	4.2%	1	16	26.66		Complete 2 sides	Closed
32	Warrenville Road (77)	RIVER RD	WINFIELD RD	40000	41185	0.224	3-5 lanes	1.007	35	Minor Arterial	71-90	13500	2.6%	1	6	26.73	1	Complete 1 side, Part	Closed
32	Warrenville Road (77)	WINFIELD RD	MILL ST	41185	44500	0.628	4-7 lanes	3.479	35/40	Minor Arterial	100-160	13500	2.8%	1	18	28.67		Complete 1 side, Part	Closed
33	75th Street (4)	US 34 (OGDEN AVE)	IL 59	30000	35205	0.986	4-5 lanes	4.608	50	Principal Arterial	200	18000	4.3%	1	4	4.06		Complete 1 side	Mixed
33	75th Street (4)	IL 59	FORT HILL DRIVE	35205	37850	0.501	5-7 lanes	3.421	50	Principal Arterial	200	36000	7.9%	2	9	17.97		Complete 2 sides	Mixed
33	75th Street (4)	FORT HILL DRIVE	BOOK RD	37850	40510	0.504	4-5 lanes	2.217	50	Principal Arterial	200	38000	3.9%	1	1	1.98		Complete 1 side	Open
33	75th Street (4)	BOOK RD	PLAINFIELD-NAPERVILLE RD	40510	45770	0.996	4-5 lanes	4.347	50	Principal Arterial	200	38000	4.1%	1	6	6.02	1	Partial 1 side	Open
33	75th Street (4)	PLAINFIELD-NAPERVILLE RD	GARTNER RD	45770	48335	0.486	4-6 lanes	2.597	50	Principal Arterial	200	42000	8.4%	1	7	14.41		Complete 2 sides	Open
33	75th Street (4)	GARTNER RD	MODAFF RD	48335	51105	0.525	4-5 lanes	2.271	50	Principal Arterial	200	44000	8.4%	1		0.00	1	Complete 1 side	Open
33	75th Street (4)	MODAFF RD	OLYMPUS DR	51105	53425	0.439	4-5 lanes	2.024	45	Principal Arterial	200	44000	5.6%	1		0.00	1	Complete 1 side	Open
33	75th Street (4)	OLYMPUS DR	WASHINGTON ST	53425	55980	0.488	4-9 lanes	3.107	45	Principal Arterial	200	42000	4.8%	1	2	4.10	2	Complete 1 side	Mixed
33	75th Street (4)	WASHINGTON ST	OXFORD LN	55980	57595	0.302	4-9 lanes	1.955	45	Principal Arterial	200	42000	5.4%		8	26.48	1	Complete 1 side, Part	Mixed
33	75th Street (4)	OXFORD LN	NAPER BLVD	57595	60015	0.458	4-5 lanes	1.967	45	Principal Arterial	200	42000	5.4%	1	16	34.91		NA	Open
33	75th Street (4)	NAPER BLVD	WEHRLI RD	60015	63145	0.593	4-6 lanes	2.744	50	Principal Arterial	200	40000	5.1%	1	14	23.62		Complete 1 side	Open
33	75th Street (4)	WEHRLI RD	RANCHVIEW DR	63145	65567	0.459	4-5 lanes	2.017	50	Principal Arterial	200	36000	4.7%	1	4	8.72		Partial 1 side	Open
33	75th Street (4)	RANCHVIEW DR	GREENE RD	65567	71110	1.050	4-5 lanes	4.634	50	Principal Arterial	200	36000	4.1%	1	8	7.62	1	Partial 1 side	Open
33	75th Street (4)	GREENE RD	W BR DUPAGE BRIDGE	71110	72433	0.251	4-5 lanes	1.105	50	Principal Arterial	200	36000	6.9%		1	3.99		NA	Open
33	75th Street (4)	W BR DUPAGE BRIDGE	E BR DUPAGE BRIDGE	72433	72550	0.022	4-5 lanes	0.119	50	Principal Arterial	200	36000	6.9%			0.00	1	NA	Closed
33	75th Street (4)	E BR DUPAGE BRIDGE	IL 53	72550	73990	0.273	4-5 lanes	1.180	50	Principal Arterial	200	36000	6.9%	1	3	11.00		NA	Mixed
33	75th Street (4)	IL 53	WOODRIDGE DR	73990	77190	0.606	4-6 lanes	2.805	45	Principal Arterial	200	36000	4.5%	1	3	4.95		NA	Closed
33	75th Street (4)	WOODRIDGE DR	JANES AVE	77190	80315	0.592	4-7 lanes	2.925	45	Principal Arterial	200	36000	4.5%	1	5	8.45		Complete 2 sides	Closed
33	75th Street (4)	JANES AVE	I-355 SB RAMPS	80315	81605	0.244	7-9 lanes	2.003	40	Principal Arterial	200	46000	4.8%	1	7	28.65		Complete 2 sides	Closed
33	75th Street (4)	I-355 SB RAMPS	I-355 NB RAMPS	81605	82015	0.078	9 lanes	0.784	40	Principal Arterial	200	46000	4.2%	1		0.00	1	Complete 2 sides	Closed
33	75th Street (4)	I-355 NB RAMPS	WOODWARD AVE	82015	82960	0.179	9 lanes	1.696	40	Principal Arterial	200	42000	5.2%	1	2	11.17		Complete 2 sides	Closed
33	75th Street (4)	WOODWARD AVE	DUNHAM	82960	86645	0.698	7-9 lanes	5.603	40	Principal Arterial	200	40000	4.4%	1	13	18.63		Complete 2 sides	Closed
33	75th Street (4)	DUNHAM RD	LEMONT RD	86645	87975	0.252	6-9 lanes	1.973	40	Principal Arterial	200	36000	5.5%	1	4	15.88		Complete 2 sides	Closed
33	75th Street (4)	LEMONT RD	LYMAN AVE	87975	90610	0.499	5-9 lanes	3.301	40	Principal Arterial	200	33500	5.8%	1	14	28.05		Complete 2 sides	Mixed
33	75th Street (4)	LYMAN AVE	FAIRMONT AVE	90610	91515	0.171	5 lanes	0.848	45	Principal Arterial	200	33500	5.1%	1	1	5.83		Complete 2 sides	Open
33	75th Street (4)	FAIRMONT AVE	FAIRVIEW AVE	91515	93275	0.333	4-5 lanes	1.606	45	Principal Arterial	200	36000	7.2%	1	7	21.00		Complete 2 sides	Mixed
33	75th Street (4)	FAIRVIEW AVE	EXNER RD/WILLIAMS ST	93275	95930	0.503	4-5 lanes	2.167	45	Principal Arterial	200	31500	4.6%	1	3	5.97		Complete 2 sides	Mixed
33	75th Street (4)	EXNER RD/WILLIAMS ST	ADAMS ST	95930	97435	0.285	4-6 lanes	1.311	45	Principal Arterial	200	31500	4.0%	1	6	21.05		Complete 2 sides	Closed
33	75th Street (4)	ADAMS ST	CASS AVE	97435	98580	0.217	6-9 lanes	1.120	45	Principal Arterial	200	31500	5.0%	1	6	27.67		Complete 2 sides	Closed
33	75th Street (4)	CASS AVE	PLAINFIELD RD	98580	100420	0.348	6-9 lanes	1.773	45	Principal Arterial	200	24000	5.1%	1	10	28.70		Complete 2 sides	Closed
33	75th Street (4)	PLAINFIELD RD	CLARENDON HILLS RD	100420	103875	0.654	4-6 lanes	2.961	45	Principal Arterial	200	18500	4.0%	1	18	27.51		Complete 2 sides	Mixed
33	75th Street (4)	CLARENDON HILLS RD	IL 83	103875	106545	0.506	4-6 lanes	2.271	45	Principal Arterial	200	18500	4.3%	1	20	39.55		Complete 2 sides	Mixed
34	31st Street (1)	HIGHLAND AVE	HIGHLAND PKWY	80000	81415	0.268	5-7 lanes	1.831	40	Minor Arterial	100	22000	4.0%	2	4	14.93	1	Complete 1 side	Closed
34	31st Street (1)	HIGHLAND PKWY	MEYERS RD	81415	85315	0.739	4-5 lanes	3.832	40/45	Minor Arterial	100	19500	4.0%	2	14	18.95		Partial 2 sides	Closed
34	31st Street (1)	MEYERS RD	MIDWEST RD	85315	90625	1.006	4-5 lanes	4.443	45	Minor Arterial	80-100	24000	3.9%	1	12	11.93	1	Complete 1 side	Closed
34	31st Street (1)	MIDWEST RD	CONCORD PL	90625	92080	0.276	4-5 lanes	1.304	45	Minor Arterial	90-100	26000	3.6%	1	1	3.63		Complete 1 side	Mixed
34	31st Street (1)	CONCORD PL	REGENT DR	92080	94185	0.399	4-5 lanes	1.904	45	Minor Arterial	100-140	28500	3.6%	1	1	2.51		Complete 1 side	Open
34	31st Street (1)	REGENT DR	IL 83 SB RAMPS	94185	95055	0.165	4-6 lanes	0.920	45	Minor Arterial	Variable	28500	3.6%	1	0	0.00	0	Complete 1 side	Open
34	31st Street (1)	IL 83 SB RAMPS	IL 83 NB RAMPS	95055	95370	0.060	6 lanes	0.259	45	Minor Arterial	Variable	28000	4.0%	1	0	0.00	2	Complete 1 side	Closed
34	31st Street (1)	IL 83 NB RAMPS	JORIE BLVD	95370	96920	0.294	5-6 lanes	1.832	45	Minor Arterial	145-230	30000	4.0%	1	0	0.00		Complete 1 side	Closed
34	31st Street (1)	JORIE BLVD	SPRING RD	96920	97810	0.169	4-5 lanes	0.834	45	Minor Arterial	80-130	26000	2.8%		2	11.87		Complete 1 side	Closed
34	31st Street (1)	SPRING RD	OB POLO CLUB RD	97810	99900	0.396	4-5 lanes	1.756	45	Minor Arterial	96-124	26000	2.8%		5	12.63	1	Complete 1 side	Closed
34	31st Street (1)	OB POLO CLUB RD	YORK RD	99900	102405	0.474	4-5 lanes	2.215	45	Minor Arterial	80-100	26000	2.8%	1	7	14.75		Complete 1 side	Closed

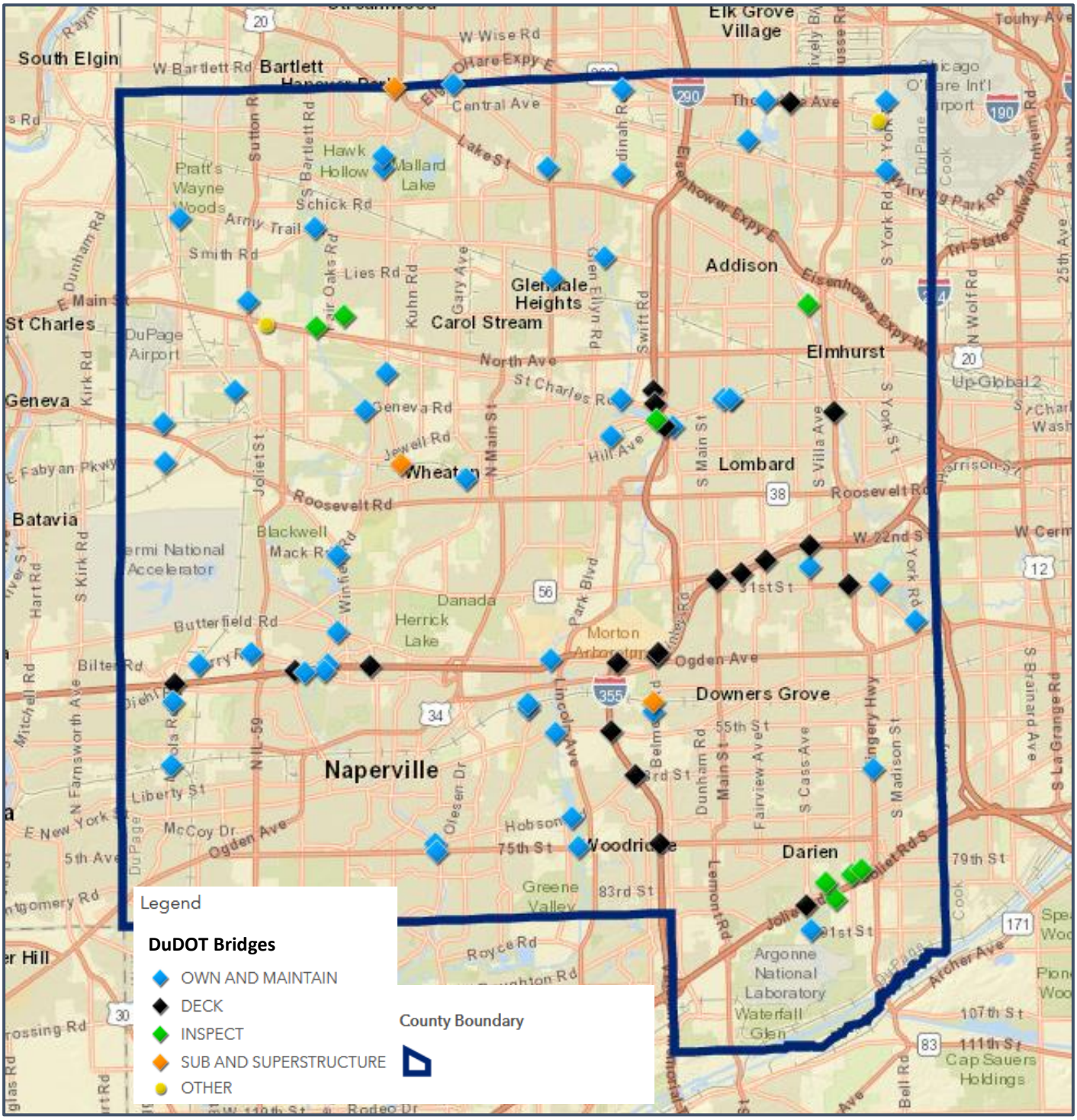
County Highway	Street Name*	From	To	FromStn	ToStn	Length (mi)	Design Xsec	Lane-Miles	Speed	Func Class	Right of Way	Average ADT on Segment	Latest Truck Percentages	Signals	Access	Access Density	Structures	Sidewalk	Drainage
34	31st Street (1)	YORK RD	COUNTY LINE	102405	105000	0.491	4-5 lanes	2.147	45	Minor Arterial	104-130	21000	3.4%		15	30.52		Partial 1 side	Closed
35	55th Street (2)	DUNHAM RD	MAIN ST. DG	83230	85885	0.503	4 lanes	1.777	35	Minor Arterial	66-130	14000	4.9%	1	30	59.66		Complete 2 sides	Closed
35	55th Street (2)	MAIN ST. DG	FAIRVIEW AVE	85885	89865	0.754	4 lanes	2.673	35	Minor Arterial	66-75	16500	5.4%	1	41	54.39		Complete 2 sides	Closed
35	55th Street (2)	FAIRVIEW AVE	WILLIAMS ST	89865	92500	0.499	4 lanes	1.750	35	Minor Arterial	83	16500	4.4%		51	102.19		Complete 1 side, Part	Closed
35	55th Street (2)	WILLIAMS ST	CASS AVE	92500	95145	0.501	4-5 lanes	1.804	35	Minor Arterial	66-83	16500	4.4%	1	46	91.83		Complete 2 side	Closed
35	55th Street (2)	CASS AVE	CLARENDON HILLS RD	95145	100435	1.002	4-5 lanes	3.628	35	Minor Arterial	66-83	21000	4.7%	1	65	64.88		Complete 2 sides	Closed
35	55th Street (2)	CLARENDON HILLS RD	HOLMES AVE	100435	101770	0.253	5 lanes	1.148	35	Minor Arterial	73-124	23000	6.8%	1	10	39.55		Complete 2 sides	Closed
35	55th Street (2)	HOLMES AVE	IL 83 WEST RAMPS	101770	102705	0.177	5 lanes	0.860	35	Minor Arterial	124-148	29000	6.9%	1	1	5.65		Complete 1 side	Closed
35	55th Street (2)	IL 83 WEST RAMPS	IL 83 EAST RAMPS	102705	102918	0.040	5 lanes	0.186	35	Minor Arterial	Variable	29000	6.4%	1	1	24.79	1	Complete 1 side	Closed
35	55th Street (2)	IL 83 EAST RAMPS	MADISON ST	102918	105710	0.529	4-6 lanes	2.420	35	Minor Arterial	83-160	27500	6.4%	1	21	39.71		Complete 1 side	Closed
35	55th Street (2)	MADISON ST	GRANT ST	105710	106950	0.235	5 lanes	1.079	35	Minor Arterial	66	23000	5.8%	1	2	8.52		Complete 2 sides	Closed
35	55th Street (2)	GRANT ST	GARFIELD AVE	106950	108350	0.265	4-5 lanes	1.116	35	Minor Arterial	66-116	22000	4.5%	1	8	30.17		Complete 1 side, Part	Closed
35	55th Street (2)	GARFIELD AVE	COUNTY LINE RD	108350	110985	0.499	4-5 lanes	1.995	35	Minor Arterial	100	22000	5.8%	1	27	54.10		NA	Closed
36	Schmale Road (67)	ARMY TRAIL RD	LIES RD	30000	33710	0.703	4-5 lanes	3.563	35	Minor Arterial	100-126	26500	9.7%	3	9	12.81		Complete 2 sides	Closed
36	Schmale Road (67)	LIES RD	FULLERTON AVE	33710	38020	0.816	5-6 lanes	4.271	35	Minor Arterial	66-123	25500	6.5%	1	30	36.75		Complete 2 sides	Closed
36	Schmale Road (67)	FULLERTON AVE	IL 64 (NORTH AVE)	38020	43415	1.022	5-6 lanes	5.169	40	Minor Arterial	100-123	24500	9.3%	1	23	22.51		Partial 2 sides	Closed
36	Schmale Road (67)	IL 64 (NORTH AVE)	ST. CHARLES RD	43415	45125	0.324	5-6 lanes	1.617	35	Minor Arterial	100-137	23500	5.6%	1	9	27.79	1	Partial 2 sides	Closed
36	Schmale Road (67)	ST. CHARLES RD	GUNDERSON	45125	46210	0.205	5 lanes	1.018	35	Minor Arterial	100	23500	5.5%	1	11	53.53		Complete 2 sides	Closed
36	Schmale Road (67)	GUNDERSON	THORNHILL	46210	47405	0.226	5 lanes	1.155	35	Minor Arterial	100	22500	5.5%	1	5	22.09		Complete 2 sides	Closed
36	Schmale Road (67)	THORNHILL	GENEVA RD	47405	48926	0.288	5-6 lanes	1.472	35	Minor Arterial	83-100	22000	5.5%	2	13	45.13		Complete 2 sides	Closed
38	63rd Street (3)	HOBSON RD	I-355 SB RAMPS	74605	75130	0.099	5 lanes	0.507	40	Minor Arterial	Variable	30000	4.0%	1	1	10.06		None	Closed
38	63rd Street (3)	I-355 SB RAMPS	I-355 NB RAMP	75130	75665	0.101	6 lanes	0.659	40	Minor Arterial	Variable	30000	4.0%	1	2	19.74	1	Partial 2 sides	Closed
38	63rd Street (3)	I-355 NB RAMPS	LEONARD	75665	76860	0.226	4-5 lanes	1.142	40	Minor Arterial	100-114	28000	4.7%	1	6	26.51		Partial 2 sides	Closed
38	63rd Street (3)	LEONARD	BELMONT RD	76860	77845	0.187	5 lanes	0.989	40	Minor Arterial	100	30000	4.1%	1	7	37.52		Complete 2 sides	Closed
38	63rd Street (3)	BELMONT AVE	WOODWARD AVE	77845	79175	0.252	5-6 lanes	1.485	40	Minor Arterial	83-103	33500	7.3%	1	14	55.58		Complete 2 sides	Closed
38	63rd Street (3)	WOODWARD AVE	DUNHAM RD	79175	82900	0.705	4-5 lanes	3.334	40	Minor Arterial	100	28000	4.8%	1	23	32.60		Complete 2 sides	Closed
38	63rd Street (3)	DUNHAM RD	MAIN ST. DG	82900	85520	0.496	4-5 lanes	2.137	40	Minor Arterial	100	27000	3.9%	1	22	44.34		Complete 2 sides	Closed
38	63rd Street (3)	MAIN ST. DG	FAIRVIEW AVE	85520	89505	0.755	4-5 lanes	3.179	40	Minor Arterial	83-100	27000	4.9%	1	47	62.27		Complete 2 sides	Closed
38	63rd Street (3)	FAIRVIEW AVE	WILLIAMS ST	89505	92150	0.501	4-5 lanes	2.108	40	Minor Arterial	100	25500	3.5%	1	11	21.96	2	Complete 1 side, Part	Mixed
38	63rd Street (3)	WILLIAMS ST	CASS AVE	92150	94800	0.502	4-5 lanes	2.148	40	Minor Arterial	100	27000	3.7%	2	28	55.79		Complete 2 sides	Mixed
38	63rd Street (3)	CASS AVE	CLARENDON HILLS RD	94800	100100	1.004	4-5 lanes	4.260	40	Minor Arterial	100	25500	4.3%	2	44	43.83	1	Partial 2 sides	Mixed
38	63rd Street (3)	CLARENDON HILLS RD	HINSDALE COMMONS	100100	101790	0.320	5-6 lanes	1.753	40	Minor Arterial	100-142	28500	NA	1	6	18.75		Complete 2 sides	Closed
38	63rd Street (3)	HINSDALE COMMONS	IL 83	101790	102430	0.121	6-7 lanes	0.862	40	Minor Arterial	142-152	30000	NA	1	0	0.00	1	Complete 1 side	Closed
38	63rd Street (3)	IL 83	MADISON ST	102430	105378	0.558	3-6 lanes	2.341	35	Minor Arterial	100-160	12000	6.8%	1	14	25.07		Complete 1 side	Closed
40	College Road (17)	MAPLE AVE	ABBEYWOOD DR	89583	93305	0.705	2-5 lanes	2.381	40	Minor Arterial	83-100	19000	4.5%	2	7	9.93		Complete 1 side, Part	Open
40	College Road (17)	ABBEYWOOD DR	GREEN TRAILS DR	93305	95620	0.438	2-5 lanes	1.453	40	Minor Arterial	80	13500	6.7%	1	3	6.84		Partial 2 sides	Mixed
40	College Road (17)	GREEN TRAILS DR	SUN VALLEY RD	95620	98065	0.463	2-5 lanes	1.305	40	Minor Arterial	80-100	13500	5.7%	0	4	8.64		Complete 1 side, Part	Mixed
40	College Road (17)	SUN VALLEY RD	HOBSON RD	98065	99945	0.356	4-5 lanes	1.139	40	Minor Arterial	83-100	12500	5.0%	1	1	2.81		Partial 2 sides	Mixed
40	Wehrli Road (79)	HOBSON RD	75TH ST	99945	102330	0.452	4-5 lanes	1.918	40	Minor Arterial	83-100	12500	4.3%	1	11	24.35		Partial 2 sides	Closed
40	Yackley Avenue (84)	WARRENVILLE RD	US 34 (OGDEN AVE)	80000	83135	0.594	4-5 lanes	2.302	40	Minor Arterial	100	15500	4.0%	1	42	70.74	1	Complete 2 sides	Closed
40	Yackley Avenue (84)	US 34 (OGDEN AVE)	BURLINGTON AVE	83135	84550	0.268	5 lanes	1.235	40	Minor Arterial	100	19500	3.3%	0	18	67.17		Complete 2 sides	Closed
40	Yackley Avenue (84)	BURLINGTON AVE	OHIO ST	84550	86260	0.324	5 lanes	1.600	40	Minor Arterial	Variable	19500	3.3%	1	2	6.18	1	Complete 1 side	Closed
40	Yackley Avenue (84)	OHIO ST	MAPLE AVE	86260	89583	0.629	4-5 lanes	3.018	40	Minor Arterial	100	19500	3.4%	1	6	9.53		Complete 2 sides	Closed
43	County Farm Road (18)	NORTH COUNTY LINE	ONTARIOVILLE RD	10000	10800	0.152	5-6 lanes	0.881	35	Principal Arterial	110-172	19500	5.9%	1	0	0.00	1	Complete 1 side	Closed
43	County Farm Road (18)	ONTARIOVILLE RD	STEARNS RD	10800	15535	0.897	4-6 lanes	4.303	35/40	Principal Arterial	73-110	21500	5.2%	1	10	11.15		Partial 2 sides	Closed
43	County Farm Road (18)	STEARNS RD	SCHICK RD	15535	23690	1.545	4-5 lanes	7.239	40	Principal Arterial	66-208	26500	5.3%	1	22	14.24	2	Partial 2 sides	Closed
43	County Farm Road (18)	SCHICK RD	ARMY TRAIL RD	23690	27770	0.773	4-6 lanes	3.905	40	Principal Arterial	100	27500	6.9%	2	14	18.12	1	Complete 2 sides	Closed
43	County Farm Road (18)	ARMY TRAIL RD	KELLY DR	27770	28720	0.180	5-6 lanes	0.979	40	Principal Arterial	100	26500	3.6%	1	5	27.79		Complete 2 sides	Closed
43	County Farm Road (18)	KELLY DR	WOODHILL DR	28720	30220	0.284	5 lanes	1.450	40	Principal Arterial	100	26500	3.6%		2	7.04		Complete 2 sides	Closed
43	County Farm Road (18)	WOODHILL DR	LIES RD	30220	31650	0.271	5 lanes	1.411	40	Principal Arterial	100	27500	3.6%	1	1	3.69		Complete 2 sides	Closed
43	County Farm Road (18)	LIES RD	BIRCHBARK TR	31650	34335	0.509	4-5 lanes	2.202	40	Principal Arterial	100	24500	3.1%	1	2	3.93		Complete 2 sides	Closed
43	County Farm Road (18)	BIRCHBARK TR	IL 64 (NORTH AVE)	34335	39755	1.027	4-5 lanes	4.637	40	Principal Arterial	83-150	23500	3.0%	1	11	10.72		Partial 2 sides	Closed
43	County Farm Road (18)	IL 64 (NORTH AVE)	ST. CHARLES RD	39755	40830	0.204	5 lanes	1.014	45	Principal Arterial	83-93	25500	4.9%	1	7	34.38		None	Closed
43	County Farm Road (18)	ST. CHARLES RD	HAWTHORNE LN	40830	42300	0.278	5 lanes	1.407	45	Principal Arterial	100-116	26500	6.6%	0	6	21.55		None	Closed
43	County Farm Road (18)	HAWTHORNE LN	GENEVA RD	42300	46925	0.876	4-5 lanes	3.905	40	Principal Arterial	66-115	27500	6.6%	1	21	23.97	1	Partial 2 sides	Closed
43	County Farm Road (18)	GENEVA RD	JEWELL RD	46925	52275	1.013	4-5 lanes	4.265	40	Principal Arterial	66-115	25500	3.4%	1	38	37.50		Partial 2 sides	Closed
43	County Farm Road (18)	JEWELL RD	NORTH COMPLEX DR	52275	54445	0.411	4-5 lanes	1.981	40	Principal Arterial	73-110	21500	4.0%	1	9	21.90	1	Complete 2 sides	Closed
43	County Farm Road (18)	NORTH COMPLEX DR	COUNTY COMPLEX MAIN DR	54445	55250	0.152	5-6 lanes	0.805	35	Principal Arterial	110	33500	4.7%	1	1	6.56		Complete 2 sides	Closed
43	County Farm Road (18)	COUNTY COMPLEX MAIN DR	MANCHESTER RD	55250	56005	0.143	5-6 lanes	0.742	35	Principal Arterial	110	34500	5.3%	1	1	6.99		Complete 2 sides	Closed
43	County Farm Road (18)	MANCHESTER RD	WILLIAMS ST	56005	57665	0.314	5-6 lanes	1.543	35	Principal Arterial	66-120	34500	5.1%	1	12	38.17		Complete 1 side, Part	Closed
43	County Farm Road (18)	WILLIAMS ST	IL 38 (ROOSEVELT RD)	57665	58337	0.127	5-6 lanes	0.716	35	Principal Arterial	86-103	34500	5.1%	1	2	15.71		Complete 2 sides	Closed
50	Schick Road (66)	COUNTY FARM RD	MALLARD LN	50000	55955	1.128	4-6 lanes	5.523	45	Minor Arterial	100-132	22500	3.6%	1	8	7.09		Partial 2 sides	Mixed
50	Schick Road (66)	MALLARD LN	GARY AVE	55955	58086	0.404	5-6 lanes	2.074	45	Minor Arterial	100-110	24500	3.6%	2	6	14.87		Complete 1 side, Part	Mixed
51	Herrick Road (34)	IL 56 (BUTTERFIELD RD)	GALUSHA	70000	74380	0.830	2-4 lanes	1.978	40	Minor Arterial	66-100	10500	5.9%	1	12	14.47		None	Mixed
51	Herrick Road (34)	GALUSHA	WARRENVILLE RD	74380	77140	0.523	2-3 lanes	1.463	40	Minor Arterial	66-83	10500	5.9%	1	5	9.57		Partial 1 side	Mixed

County Highway	Street Name*	From	To	FromStn	ToStn	Length (mi)	Design Xsec	Lane-Miles	Speed	Func Class	Right of Way	Average ADT on Segment	Latest Truck Percentages	Signals	Access	Access Density	Structures	Sidewalk	Drainage
52	Cross Street (20)	WARRENVILLE RD	US 34 (OGDEN AVE)	80000	80863	0.163	3 lanes	0.491	30	Major Collector	66	7000	3.6%	1	5	30.59		Partial 1 side	Closed
53	Diehl Road (22)	RAYMOND DR	DAVIS PKWY/AMC DR	40000	45345	1.012	4-6 lanes	4.767	40	Minor Arterial	95-160	27500	3.5%	2	1	0.99	2	Partial 2 side	Closed
53	Diehl Road (22)	DAVIS PKWY/AMC DR	WINFIELD RD	45345	46782	0.272	4-7 lanes	1.611	40	Minor Arterial	120	32500	3.5%	1	1	3.67		Complete 2 side	Closed
53	Diehl Road (22)	WINFIELD RD	MILL ST	46782	50224	0.652	4-7 lanes	3.718	40	Minor Arterial	120	27500	3.1%	2	6	9.20		Partial 2 side	Closed
54	Swift Road (73)	COLLINS AVE	IL 64 (NORTH AVE)	42000	47925	1.122	3-4 lanes	3.620	35	Minor Arterial	66-83	12500	2.8%	2	53	47.23	1	Partial 2 side	Closed
54	Swift Road (73)	IL 64 (NORTH AVE)	ST. CHARLES RD	47925	53470	1.050	2-4 lanes	2.243	40	Minor Arterial	66-73	8500	7.4%	1	26	24.76		Partial 1 side	Mixed
56	Woodward Avenue (83)	75TH ST	83RD ST	100000	105306	1.005	4-6 lanes	4.695	35	Minor Arterial	100	12500	6.7%	1	22	21.89		Complete 2 sides	Closed
56	Woodward Avenue (83)	83RD ST	87TH ST	105306	108636	0.631	4-6 lanes	3.041	40	Minor Arterial	83-120	12500	2.6%	1	7	11.10		Complete 1 side, Part	Closed
59	Freedom Drive (88)	WARRENVILLE RD	I-88	79100	80998	0.359		2.659		Minor Arterial	Variable	15500	4.0%	2	3	8.35	1	Complete 1 side	Closed

** North Thorndale and South Thorndale, County highways 60 and 61 are yet to be fully inventoried*

Appendix 1-B

Bridges Owned and Maintained by DuPage County


Legend
DuDOT Bridges
OWN AND MAINTAIN
DECK
INSPECT
SUB AND SUPERSTRUCTURE
OTHER
County Boundary
Naperville
Bartlett
Addison
Elmhurst
Lombard
Downers Grove
Darien
Carol Stream
Glendale Heights
Elk Grove Village
South Elgin
St Charles
Geneva
Batavia
Wheaton
Woodridge
Roosevelt Rd
North Ave
Ogden Ave
Butterfield Rd
Lake St
Central Ave
Eisenhower Expy E
Eisenhower Expy W
Argonne National Laboratory
Waterfall Glen
Greene Valley
Danada
Herrick Lake
Morton Arboretum
DuPage Airport
Fermi National Accelerator
Blackwell Mack Rd
Hawk Hollow
Mallard Lake
Pratt's Wayne Woods

DuPage County DOT
Owned and Maintained Bridges

NBI STR NO	FACILITY CARRIED	FEATURE CROSSED	LOCATION	BRIDGE NAME	NO SPANS	BRIDGE STRUCTURE TYPE	PED BRIDGE	COUNTY RESPONSIBILITY
022-0068	ST CHARLES ROAD	EB DUPAGE RIVER	1.0M W OF ILL 53	CHURCHILL BRIDGE	1	02		OWN AND MAINTAIN
022-0071	BELMONT AVENUE	ST JOSEPH CREEK	1 MI S OF US 34		1	01		OWN AND MAINTAIN
022-0168	ILL PRAIRIE PATH - ELGIN BRANCH	IL 59	0.5 MI N OF IL 64		1	02	Y	OWN AND MAINTAIN
022-0214	MEDINAH ROAD	MEACHAM CREEK	0.4 MI S OF I-390		2	19		OWN AND MAINTAIN
022-3001	GENEVA ROAD	WB DUPAGE RIVER	0.1 MI W WINFIELD RD		2	05		OWN AND MAINTAIN
022-3002	WINFIELD ROAD	SPRING BROOK	0.7 MI N IL 56	SPRING BROOK BRIDGE	1	01		OWN AND MAINTAIN
022-3003	WARRENVILLE ROAD	EB DUPAGE RIVER	0.3 MI W IL 53	TATE BRIDGE	1	05		OWN AND MAINTAIN
022-3004	MEACHAM GROVE TRAIL	ROSELLE ROAD	0.36 MI N OF US 20		1	70	Y	OWN AND MAINTAIN
022-3005	ILL PRAIRIE PATH - ELGIN BRANCH	UP RR	0.1 MI N OF LIBERTY DR	VOLUNTEER BRIDGE	5	10	Y	OWN AND MAINTAIN
022-3009	BLOOMINGDALE ROAD	CCP RR	0.7 MI S ARMY TRAIL		3	05		OWN AND MAINTAIN
022-3011	THORNDALE AVENUE	SALT CREEK	1.6 MI E I-290		4	02		OWN AND MAINTAIN
022-3012	75TH STREET	EB DUPAGE RIVER	0.3 MI W IL 53		3	05		OWN AND MAINTAIN
022-3017	YACKLEY AVENUE	BN RR	0.3 MI S OF US 34		3	02		OWN AND MAINTAIN
022-3018	YORK ROAD	LAND BRIDGE	0.57 MI N THORNDALE	YORK RD LAND BRIDGE	44	01		OWN AND MAINTAIN
022-3035	ILL PRAIRIE PATH - MAIN STEM	TAYLOR AVENUE	0.6 MI E OF MAIN ST GE		1	05	Y	OWN AND MAINTAIN
022-3038	MAPLE AVENUE	EB DUPAGE RIVER	.1 M W ILL 53		2	02		OWN AND MAINTAIN
022-3040	FABYAN PARKWAY	KRESS CREEK	0.66 MI S OF IL 38		2	19		OWN AND MAINTAIN
022-3044	COUNTY FARM ROAD	KLEIN CREEK	0.4 M S ST CHAS RD		3	19		OWN AND MAINTAIN
022-3045	WARRENVILLE ROAD	WB DUPAGE RIVER	0.2M W OF WINFIELD R		4	01		OWN AND MAINTAIN
022-3046	ILL PRAIRIE PATH - AURORA BRANCH	EOLA ROAD	.19 MI S OF EOLA ROAD		5	02	Y	OWN AND MAINTAIN
022-3048	FERRY ROAD	WB DUPAGE RIVER	0.2 MI E OF RIVER RD		3	02		OWN AND MAINTAIN
022-3049	YORK ROAD	SALT CREEK	1M S. 31ST ST	FULLERSBURG BRIDGE	3	05		OWN AND MAINTAIN
022-3050	31ST STREET	SALT CREEK	0.6MI E OF IL-83	NATOMA BRIDGE	3	05		OWN AND MAINTAIN
022-3051	HOBSON ROAD	WB DUPAGE RIVER	0.1 MI E WASHNGTN BL	HOBSON BRIDGE	2	05		OWN AND MAINTAIN
022-3052	HOBSON ROAD	EB DUPAGE RIVER	0.40 MI W IL-53		1	02		OWN AND MAINTAIN
022-3094	ARMY TRAIL ROAD	WB DUPAGE RIVER	1.6 MI E IL 59		1	05		OWN AND MAINTAIN
022-3101	DIEHL ROAD	WB DUPAGE RIVER	0.6 MI W WINFIELD RD		3	02		OWN AND MAINTAIN
022-3102	PROSPECT AVENUE	SPRING BROOK	0.4 MI N OF IL-19		2	02		OWN AND MAINTAIN
022-3103	KRESS ROAD	UP RR	0.3 MI N OF IL 38		3	02		OWN AND MAINTAIN
022-3104	GARY AVENUE	SOO-METRA RR	0.5 MI N CENTRAL AV		3	02		OWN AND MAINTAIN
022-3105	CASS AVENUE	SAWMILL CREEK	0.5 M S OF I-55		3	19		OWN AND MAINTAIN
022-3107	DIEHL ROAD	FERRY CREEK	0.3 MI E Raymond Dr		2	19		OWN AND MAINTAIN
022-3108	EOLA ROAD	BN RR	.43 MI S N AURORA RD		4	02		OWN AND MAINTAIN
022-3110	MIDWEST ROAD	GINGER CREEK	0.5 MI S I-88		2	91		OWN AND MAINTAIN
022-3112	MEDINAH ROAD	SPRING BROOK	0.5 MI N US-20	MEDINAH BRIDGE	1	02		OWN AND MAINTAIN
022-3113	FERRY ROAD	EJE RR	1.4 MI W IL 59		3	02		OWN AND MAINTAIN
022-3117	ILL PRAIRIE PATH - AURORA BRANCH	FERRY ROAD	0.2 MI W IL 59		1	55	Y	OWN AND MAINTAIN

022-3118	75TH STREET	WB DUPAGE RIVER	0.1M E OF WASH ST		3	02		OWN AND MAINTAIN
022-3119	ILL PRAIRIE PATH - ELGIN BRANCH	EJE RR	0.2 M S OF ARMY TRAIL RD		3	51	Y	OWN AND MAINTAIN
022-3120	GREAT WESTERN TRAIL	GRACE STREET	1.0 MI S OF IL 64		1	02	Y	OWN AND MAINTAIN
022-3121	GREAT WESTERN TRAIL	ST CHARLES ROAD	0.25 MI E OF GRACE ST		1	02	Y	OWN AND MAINTAIN
022-3122	GREAT WESTERN TRAIL	UP RR	0.25 MI E OF GRACE ST		1	02	Y	OWN AND MAINTAIN
022-3124	63RD STREET	FLAGG CREEK TRIB	0.1 E IL 83		5	19		OWN AND MAINTAIN
022-3125	YORK ROAD	BESENVILLE DITCH	0.07 MI N OF IL 19		4	19		OWN AND MAINTAIN
022-3127	ARMY TRAIL ROAD	EB DUPAGE RIVER	1.1 MI W I-355		2	19		OWN AND MAINTAIN
022-3128	ILL PRAIRIE PATH - MAIN STEM	FINLEY ROAD	0.2 MI E OF I-355		3	07	Y	OWN AND MAINTAIN
022-3130	ILL PRAIRIE PATH - GENEVA SPUR	CNW RR	1.5 MI W OF IL 59		6	10	Y	OWN AND MAINTAIN
022-3186	N CENTRAL DUPAGE REGIONAL TRAIL	COUNTY FARM ROAD	.77 MI N SCHICK RD		3	23	Y	OWN AND MAINTAIN
022-5001	YACKLEY AVENUE	ROTT CREEK	0.4M.S.OF OGDEN AVE.		2	91		OWN AND MAINTAIN
022-7452	COUNTY FARM ROAD	WB DUPAGE RIVER	0.5 MI S Stearns Rd		1	05		OWN AND MAINTAIN

Appendix 2-A

Summary Public Comments Received During Planning Process

DUPAGEConnects
DuPage County Transportation Plan

DuPage County
Long Range Transportation Plan

Public Meetings
February 2018

Summary

DUPAGEConnects
DuPage County Transportation Plan

DuPage County LRTP Public Meetings
February 2018
Summary

DuPage County is in the process of developing their first Long Range Transportation Plan. In developing the plan, input from the public is important. Therefore, a series of four public meetings was held in the month of February. The first meeting was held on February 6, 2018 at Power Forward DuPage, 28600 Bella Vista Parkway, Warrenville, Illinois; the second public meeting was held on February 15, 2018 at Community Rec Center, 120 East Oak Street, Addison, Illinois; the third public meeting was held on February 20, 2018 at Carol Stream Park District, 910 Gary Avenue, Carol Stream, Illinois; and the fourth and final public meeting was held on February 22, 2018 at Lincoln Center, 935 Maple Avenue, Downers Grove, Illinois. All meetings were held from 5:00 PM to 7:00 PM. They were conducted in an open house format that featured the following activities:

- **Exhibit Boards** – Nineteen (19) boards were placed throughout the meeting room. The boards provided information regarding the study process overview, highway systems, commute patterns, traffic flow, regional trail systems, Pace and Metra services, freight systems, safety and sources of revenue.

- **Survey Station** – Two (2) iPads were available for participants to fill out surveys. In addition to these stations, the survey was available online. The survey was open on the project website through March 6 and 522 responses were received. Top issues included traffic congestion which ranked well above the second concern of bike/pedestrian accommodations. The number one priority for funding is the state of good repair.

- **Provision of Comment** – Comment forms were available for submission at each meeting. A total of sixteen (16) forms were submitted at the meetings and an additional 5 comments were submitted on the website. The website crowd source map received 168 location specific comments. The highest category was driving/traffic, followed by bicycle, then safety, then pedestrian comments.

In addition to the project website, the meeting was promoted through a press release; e-blasts to all municipalities, advisory committee members, transit agencies, chambers of commerce, townships, visitors bureau's, local businesses, park districts, governments agencies, and school districts; PSA's to local cable stations, WBBM, WONC, WERV, and WDCB; posting to social media sites including LinkedIn, Facebook and twitter; announcements in affiliate newsletters including CMAP, ACEC Illinois, IRTBA, WTS and DuPage Mayors & Managers; electronic

advertising in the Daily Herald, Chicago Tribune, Suburban Life, Patch, and Nextdoor; and a print ad in the Daily Herald on January 31, 2018.

The meetings were attended by a total of 151 people, with 27 attendees in Warrenville, 39 attendees in Addison, 31 attendees in Carol Stream and 54 attendees in Downers Grove. Seven Elected Officials were in attendance, as follows**:**

- Janice Anderson
- Liz Chaplin
- Rod Craig
- Grant Eckhoff
- James Healy
- Donald Puchalski
- Jim Zay

DUPAGEConnects
DuPage County Transportation Plan

DuPage County LRTP
Comment Summary Charts

DuPage Connects
Comments

Submission Date	Comments	Comment Category
1/29/2018	Can we have a light rail system in the Dupage County? In the past, we had Chicago-Aurora and Elgin. I feel this a type of light rail system can run more times than the High-cost Metra whos service costing more each day to maintain.	Public Transportation
1/30/2018	I have 2 questions. 1. Any plans to widen 75th street in Naperville from 2 to 3 lanes in each direction? 2. Either way, how can we get a sound wall on the south side of 75th street, between Olympus and Modaff. This street is backed up all of the time, we cannot sit our kitchen or backward with the traffic and truck engine braking noise constantly. WE INVITE YOU TO COME OVER AND ENJOY THE NOISE?	Plan to widen 75th street Noise
1/31/2018	Thanks for invite, I have moved however (closer to the city) I still am happy to get the word out on great events https://paper.li/Mfnaugthon/1356968264	Support
1/31/2018	I have lived in DuPage county for 20 years now and expect to retire soon. As such, I very much would like to retire in place and not have to move. My concern as my husband and I get older is someday not being able to drive. At the moment, public transportation is fairly lacking and must be addressed for the aging population.	Public Transportation
2/5/2018	How can we best advocate for more sidewalks and wide walking/running/biking multi-use paths (in Willowbrook, Darien, Westmont) so residents can safely walk and bike to stores, restaurants and parks? If you're taking count, please put a tally mark for more multi-use sidewalks and pathways for bikes & walkers from us.	Pedestrian Bicycle
2/6/2018	So glad to see the sustainability goals, sidewalks, trails and leveraging technology for transit. There is little PACE dial-a-ride service- thought there was more. So many people have no way but by car to get to shops, services, etc. Electric vehicles are coming along very quickly, there will be mush need for powerful charging platforms. Better protections for bike and walking lanes. County as a whole need to be looking at solar as a serious economic engine. You need more revenue/replacement of motor fuel revenue.	Natural Environment Bicycle Pedestrian
2/6/2018	When neighboring states embrace progress, we change and DuPage county clings to old ways with no visible attempt to move forward, we are not just conservative we are relatively progressive. Policy level decisions in transportation planning at IDOT and DuDOT are preventing progressive movement toward replacing obsolete traffic signals with Roundabouts whenever possible. In every engineering consideration roundabouts perform better on average. The #1 consideration is safety and there is no excuse for preventing progress.	Safety Vision
2/15/2018	This meeting is designed for improving the roads. We are interested in a bus that would pick us up at home and return us. It is very hard at the age of 82 to walk to Lake Street and catch the bus to do things in town. A prescheduled route would be nice. Many years ago we had the Pace bus that did exactly what I am looking for now. What we have now is costly and perhaps we could fit this service into the budget.	Public Transportation

DuPage Connects
Comments

Submission Date	Comments	Comment Category
2/15/2018	From informationthat was given on Tuesday 2-13, I thought it was to help with getting around. What I need is help getting to appointments	Public Transportation
2/15/2018	We are disappointed that this meeting did not address public transportation for seniors. At one time Addison Township did have bus service, but we want it reinstated. Times have changed - there are more seniors who need this service.	Public Transportation
2/20/2018	Disabled/Senior transit does not work and is not equitable within DuPage County. We live in Winfield Township, two houses away from Milton Township (on the same angled street with no intersection between houses). My disabled 21-year-old son is unable to get to downtown Wheaton to take the 714 bus to College of DuPage for classes. Wheaton-Winfield Call-n-Ride serves areas a mile away from us down County Farm Road, but there are no sidewalks along that stretch of County Farm. winfield Township does not participate in Ride DuPage so that service is also unavailable. Winfield Township transportation works only within Winfield Township. So access to CDH but little else. My vision - Township transit would access neighboring area's transit hubs. That is, Winfield Township would have transit to the Wheaton Metra Station and its multiple bus lines. From there citizens can get to a majority of DuPage County with a pace bus transfer. Township transport/Pace bus transport also needs to service special needs park district centers such as WDSRA in Carol Stream and SeaSpar in Downers Grove. Transportation planners should network with the high school based transition centers to get a more comprehensive idea of the transportation needs of the next "generation" of disabled riders. Another group would be Autismerica at College of DuPage. Thank you for having this forum for us to express our views. A minor comment - shift the entire 714 route and schedule 10 minutes earlier so busses from both directions arrive at College of DuPage before classes strat at the top of the hour, not 5 minutes after the top of the hour. I understand that the busses also need to be coordinated with the trains so this may not be feasible, but if no one raises the issue it will never be able to happen. -Lynn	Public Transportation
2/22/2018	Build the East Branch DuPage River Trail. Please!!! We have waited long and patiently. Build it now.	Pedestrian Bicycle
2/22/2018	Very informative. Easy to get the information. Staff friendly and engaging. Thank you for preparing this and keeping people in DuPage County informed.	Support
2/22/2018	Need more bike trails in DuPage . Need more North/South trails! Need to connect existing trails. Need better coordination between jurisdictions to connect trails; the county should take this lead. Need to build the east branch DuPage river trail N/S across entire county.	Pedestrian Bicycle
2/22/2018	Please finish the east branch DuPage river trail. Consider citizen "fundraising" to help offset cost. Very important to connect many of our county trails.	Pedestrian Bicycle

DuPage Connects
Comments

Submission Date	Comments	Comment Category
2/22/2018	Residents of Lisle, Woodridge, Downers Grove, Westmont, Clarenden Hills have no safe passage by bicycle to cross to the north side of the east west tollway. Numbers of Elmhurst Bicycle Club and the Chicago area tandem society.	Pedestrian Bicycle
2/22/2018	Along the areas that have a high amount of apartments, it's important to have real (safe) sidewalks for people to walk along to get to the bus stops. This is a concern along Route 53 (sometimes in the unincorporated areas). This is important as the apt dwellers utilize the bus system.	Safety Pedestrian
2/22/2018	Safe bike lanes for low income residents safe sidewalks for residents with disabilites shelter options at bus stops.	Bicycle Safety
2/22/2018	For years we have been talking to DuPage DOT about connecting Lisle to the rest of the bike trails and communities. We still are at ground 0. We need a trail from Benedictine to Abbeywood Drive and from SunValley to Hobson (southern DuPage Regional trail). I know a number of the problems Lisle has contributed to, but the Lisle Bike/Pedestrian committee is working on a bike route to allow all bikers and walkers to get through Green Trails. The forest preserve is fully on board. Hope this can get done.	Bicycle
2/22/2018	Advocating for the construction of the East Branch DuPage River Trail completion (EBDRT)	Bicycle

DuPage Connects
Crowd Source Map Comments

Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
Roosevelt Road	There is no designated pedestrian crosswalk or signal to head south down the Winfield Road side path to Cantigny. This discourages local residents from walking or biking to the park because of traffic danger. The congested intersection adds more cars to the problem due to this.	x	x	x	x	x					
Steeple Run/Woodcrest/Park Meadow	Need sidewalks, crosswalks, and other pedestrian features from the neighborhood so kids of all ages can walk safely to and from Walgreens and the other businesses on the block.		x	x	x						
Manchester/South Entrance Rd.	remove on street parking and create bike lanes in both directions.		x		x						
Manchester Road	no rideable shoulder for bikes.		x		x						
Garys Mill Road	no rideable shoulder for bikes.		x		x						
Steeple Run/Maple	Please add crosswalks to all for sides of the intersection to coincide with the pedestrian buttons.			x	x						
North President Street	eliminate on street parking and create north-south bike lanes for travel to METRA & downtown.		x		x						
Herrick Road	riding the bike northbound along the shoulder on Herrick, approaching Butterfield, the shoulder comes to an abrupt end and out pops another curb from hell!		x		x						
Warrenville Road	no rideable shoulder for bikes on Warrenville just west of Route 53		x		x						
West Warrenville Road	riding my bike west along the shoulder approaching Old Warrenville and out pops the curb from hell! curbs are not our friends.		x		x						
Mack Road	busy road with no rideable shoulder for bikes		x		x						
York Rd and I-390	Great Idea		x								
Highway 53 @ I88	You want to know what frustrates me? Major rework to I88/Route 53 and no support for bike travel. Southbound 53, five lanes @ underpass, was made less safe. :(		x		x						
COD	Are you up for a challenge? Create efficient and safe bike routing to COD for everyone within a three mile radius. This includes: Glen Ellyn METRA, Wheaton College, and Lisle METRA. Bonus points if you can include companies on Warrenville Rd.		x								
Fawell/Lambert	someone on a unicycle may be able to navigate the sidewalk/bike route on the northwest corner of 22nd/lambert		x		x						
Blacksmith Drive	bike safety/access: cut notch in curb at north end of sidewalk		x		x						
Butterfield/Lambert	northbound bikes do not trigger the light at scottdale/butterfield		x								
Leask Lane	safety: no rideable shoulder for bikes						x				
County Farm Road	This section of road needs to be realigned and the speed limit readjusted. While this is contemplated with the I-390 extension, it is unknown when that will happen. The County should do this work now.						x				

DuPage Connects
Crowd Source Map Comments

Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
East Fabyan Parkway	this section of Fabyan Parkway needs t be widened to two lanes in each direction to match what was done in Kane County.						x				
Illinois 59	The red light camera here is not warranted by the State's own criteria. This should be removed as this is not an unsafe intersection. It is only there to make money for the Village of Wayne.						x				
Stearns Road	This section of Stearns has a speed limit that is too low. The road width and driveways do not warrant a 35 MPH speed limit and this should be re-evaluated between IL 59 and Lynnfield to be at least 40 MPH if not 45 MPH.						x				
Stearns Road	Now that Kane County has completed their road improvements to Stearns, a grade separated railroad crossing is needed here.						x	x			
Lincoln Avenue	Provide safe access north-south through Warrenville Road and I88		x	x							
College Road	Complete EBDRT Benedictine Connector and extend to Hobson Rd to connect to Southern DuPage Regional Trail		x	x							
Highway 53	This intersection is perpetually backed up and needs to be expanded. Park is the main road to COD for many people.						x				
Raymond Drive	Need a stop sign or a stop light here or at Redfield Rd and Raymond. People fly by this intersection going 50-60 mph.						x				
Naperville Rd & Blanchard Rd	Consider making this a roundabout.						x				
Pleasant Hill/Jewell	Would be nice to have a roundabout here instead of a light.						x				
Main/Ash	This is a BIG improvement in the safety crossing. There are several trail crossing areas that would benefit from this type of light alert system.		x	x	x						
North Columbine Avenue	Should consider making this 2 lanes as both south and north of this point are two lanes.						x				
North Main Street	Glen Ellyn would benefit from more roundabouts to reduce traffic congestion and maintain traffic flow.						x				
South Westmore-Meyers Road	HORRIBLE crossing. Consider a bridge or a better cross alert system.				x				x		
Gary/Prairie	This 3-way intersection needs a stoplight.						x				
Great Western Trail	Would be nice to have this section cleared of invasive species and add some way finding									x	
Great Western Trail	Crossing is rarely adhered to by drives creating a safety issue for bikes and pedestrians.		x	x	x		x				
Great Western Trail	Horrible pedestrian and bike crossing for anyone going from the west side of the trail/street to the east side of Grace. Visibility is limited for drivers going north on Grace. This is also a great area for landscaping too!			x	x		x				

DuPage Connects
Crowd Source Map Comments

Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
Rt. 83/Hodges	POORLY TIMED LIGHTS - CAN NOT GO FROM BUTTERFIELD THROUGH 22ND WITHOUT STOPPING AT LEAST TWICE. HOLDS UP A LOT OF TRAFFIC						x				
South Westmore-Meyers Road	VERY POORLY TIMED LIGHT - TAKES FOREVER TO GET THROUGH. I AVOID THIS INTERSECTION AS MUCH AS POSSIBLE						x				
West Highridge Road	ADD TRAILS THROUGH THIS UNDER UTILIZED FOREST AREA		x	x		x				x	
Meadow Lake Drive	Traffic speed needs to be reduced on Naper Boulevard - especially during the morning rush hour.				x		x				
Relocation Central	Relocate Lisle sign to improve driver visibility to access Ogden.				x		x				
North Naper Boulevard	Please consider bike and pedestrian infrastructure at this intersection ... especially when new development occurs here. Also, consider expanding it east/west along Plank Road and north/south along Naper Boulevard.		x	x			x				
Spring Bay/Maple	Please add a sidewalk connecting Carlyle to Maple.			x	x						
North Naper Boulevard	A "river" flows diagonally across Naper Boulevard in this general area when there is lots of rain. Please study the area to control water runoff.				x		x				
Beau Bien Boulevard	Would like to see a bike/pedestrian tunnel or bridge so Steeple Run Elementary School students have the opportunity to walk or bike and from school, or just to visit friends without driving to Naper Boulevard or Yackley Avenue.		x	x	x	x					
York Rd and I-390	extend bicycle sidepath along Thorndale into O'Hare Airport. Connect to future terminal and or mass transit Western access.		x	x							

DuPage Connects
Crowd Source Map Comments

Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
Saint Charles Road	Every parking lot for every forest preserve should have an address on the sign. This way it would be easier to find on google maps, but also it becomes easier to communicate with emergency first responders in the event of an emergency. If a forest preserve has multiple parking lots (which many do) it becomes difficult to describe where you are to the police- adding the adrenaline from an emergency, it might become even more difficult. I see adding individual addresses to each parking lot as a way to avoid liability in the event of an emergency as well. I hope no one sues the FP some day because there wasn't any way to communicate the address of a specific parking lot. It also makes it easier for everyday people to visit new places with confidence, without having a terrible first experience in the forest preserves of getting lost and/or frustrated that there is no street address (this has happened many times for our first-time volunteers at Churchill Woods, a HUGE barrier for involvement). Thanks for letting us provide input!				x						
Saint Charles Road	It would be amazing to have a crosswalk with a blinking pedestrian sign to cross the street to the entrance safely! Thanks for letting us provide input!			x							
Crescent Boulevard	Clearing these islands of invasive would create a gorgeous vista of the entire rivervalley! Thanks for letting us provide input!								x	x	
Crescent Boulevard	This would be a great spot for a kayak launch! Thanks for letting us provide input!							x		x	
Chidester Avenue	Could be cool to place a plaque where the mammoth was found at Perry's Pond. Thanks for letting us provide input!							x			
Saint Charles Road	I think it's really important to have signage at the water pump which explains that the water is coming out of the ground and not from a tap. Many people don't understand this. This could be a transformative experience for anyone who drinks from the well- connecting people to nature on the most intimate level there is, through direct relationship with the water. This could be HUGE! Maybe even throw in a little lesson on aquifers and such? Thank you for letting us provide input!								x		
West Saint Charles Road	It would be really cool if we could turn this underpass into a 50/50 bike lane and wildlife underpass! If the tables behind the ranger station were moved further West, there would be a clear shot from the underpass to the forest/prairie beyond. The wildlife underpass would have to be on the East side of the tunnel and the bikepath on the west side of the tunnel so that the strip of wildlife underpass (vegetation) wouldn't impede the roundabout on the South side of the underpass (as waste removal needs the roundabout to return back out to the street easily). Thanks for letting us provide input!		x							x	

DuPage Connects
Crowd Source Map Comments

Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
Saint Charles Road	There is a swale along St. Charles on the South side which gathers saltwater from the road. At around 6 different points the water flows away from the swale, into the forest, and down to the river- creating six long salted papercuts, further fragmenting the forest. If we could create a berm running East-West on the South side of St. Charles to prevent the saltwater from flowing into the forest, it would greatly impact the health of the forest. Thanks for letting us provide input!									x	
Saint Charles Road	The McKee House could become a rentable space for school overnights (like the Morton Arboretum used to do for Abraham Lincoln School- the reason I became passionate about restoration ecology!), weddings, family reunions, etc. Once cleared of invasives, the view from the McKee House will see clear to the river! It could also serve as a Bike Way-Station serving the Great Western Trail and the East Branch Greenway Trail. Thanks for letting us provide input!							x	x		
Saint Charles Road	The Youth Campground parking lot is only used around 5-6 times a year. It would be really nice to have it opened year-round. If there was ever trouble with people parking there and taking up spaces (which I doubt would ever be a problem) people could just ask them to park in the other parking lot. Our volunteers would love to park here for our restoration days, but it's always locked. Thanks for letting us provide input!			x			x				
Saint Charles Road	This would be a great spot for a "false chimney" to host chimney swifts to eat mosquitos along the river. Thanks for letting us provide input!				x					x	
Crescent Boulevard	This would be an excellent location for informational signage about the East Branch of the DuPage River. Even if it was just labeled, "East Branch of the DuPage River" with a map showing the EB course through DuPage County- that would be TRANSFORMATIONAL for a ton of people! Thanks for letting us provide input!								x		
Veterans Memorial Tollway South	This would be a nice spot for an in-ground bench looking out on the river. Thanks for letting us provide input!								x		
Chidester Avenue	There is a couch in the river here, and it's been bothering me for many years. It's too heavy for me to lift out or else I would have by now. Thanks for letting us provide input!							x			
Great Western Trail	ComEd has a sign that says, "Do not mow. Prairie Restoration" but they mow it every year. Maybe someone could reach out to them and get them to not mow again? Thank you for letting us provide input!									x	

DuPage Connects
Crowd Source Map Comments

Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
Swift Road	It would be could to have a photo of this exact spot with wakaa'igaan (round houses of the Potawatomi that used to exist here). Perhaps hire an artist to imagine what that would have looked like? Maybe superimpose it over an actual picture of this view? It would be important to honor the history of First Nations peoples at this site, which hosted the largest group of Potawatomi people in all of DuPage County.			x							
Swift Road	There is no crosswalk to get across swift, but there is a crosswalk to get across St. Charles. It would be nice to have a path that connects on the North side of St. Charles all the way to where the sidewalk runs out in front of Ackerman/Parkview Community Church. Thank you for letting us provide input!			x							
Saint Charles Road	This path runs to St. Charles, but it would be really cool if it could loop back around to the main path. Many local neighbors complain there isn't a loop. Also, there are some 200-300 white/burr oaks here that are crying out for restoration! Our Sustain DuPage Protectors would love to do some restoration work over here! There are a lot of spring ephemerals barely hanging on!			x							
West Saint Charles Road	This area is a great place for the public to have access to the water. I like the strip of lawn along the rock access- but maybe the acres of lawn away from the water could be restored to prairie or savannah? Imagine fishing along the river and having prairie and woods behind you instead of lawn! It would give an immersive yet pleasant experience! Maybe we could leave about a 15 foot swath of mowed lawn along the river rocks and then restore the rest to prairie? Thanks for letting us provide input!									x	
Crescent Boulevard	This island is majority lawn. I like the idea of having park tables here with a small area kept mowed, but maybe the rest of the island could be restored to prairie? This is prime riparian habitat and it could easily be maintained with annual burns (water on all sides, away from all property, could essentially be burned any day of the year). It would also provide a more immersive experience, (this is one of the only places at the site where you can look in a given direction and only see nature and no human intervention!) It would be more beautiful for kayakers as well!									x	

DuPage Connects
Crowd Source Map Comments

Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
Saint Charles Road	I've been *told* this is a Historical Marker on the national registry of historic places- the first Log Cabin in our area. There is a giant boulder commemorating the space. Unfortunately, St. Charles Road has a level of service of 18,000+ cars a day (four lanes). There is no pulloff or path/stairs to access the memorial. It could be such a cool place to connect to the story of our place if it was altered to be accessible! Maybe a 1-car sized pulloff on the shoulder? A neighbor who's lived a few doors down from the monument told me he's always wondered what it was (he's lived there for 10+ years). Thanks for letting us provide						x				
Veterans Memorial Tollway	East Branch DuPage River Trail - BUILD IT! Thank you!		x								
Hill Avenue	This map is cool. Could you kindly link the Prairie Path and the Great Western here? There is a big tunnel that goes under the metra tracks here. Then move the fence a little around the Glenbard Waste Water facility and BOOM you are done!		x								
Willow Creek Drive	Kids use this crossing and Woodside Drive Crossing to get to the trail on the south side en route to the pool and Reed Kepplar Park. It is not marked well enough to warn motorists/not safe enough.		x	x							
Woodside Drive	Kids from two subdivisions use this crossing and the crossing at Willow Creek Drive to get to the trail on the south side en route to the pool and Reed Kepplar Park. It is not marked well enough to warn motorists/not safe enough.		x	x							
High Lake Road	Alternate bicycle route needed. Blind hills and two lanes with narrow shoulder, and curve to Prince Crossing Road make Highlake treacherous.		x								
Manchester Road	Bicycle route on Manchester is unsafe during rush hour for commuters to/from train or pedestrian bridge at fairgrounds.		x								
Beecher Avenue	trail from bridge ends. Connections east and west?		x	x							
County Farm Road	Unsafe crossing		x	x							
East Ogden Avenue	heavily congested intersection				x		x				
Ogden Ave & Finley Rd/Belmont Rd	Traffic congestion is heavy in morning and evening. This is the only route over I-88 and I-355 for miles. Improve intersection.						x				
West Roosevelt Road	NB morning traffic is extremely congested. Intersection is very dangerous for pedestrian movements.			x			x				
IL 59 at Gary's Mill Road	Dangerous turns from Garys Mill Road to SB IL 59				x		x				
West 75th Street	Suggest EB and WB right turn lanes in addition to the newly lengthened left turn lanes						x				
S Bloomingdale Road	Lack of center turn lanes for several smaller cross streets creates traffic back ups and increases the risk of rear-end collisions along Bloomingdale Road throughout Glendale						x				

DuPage Connects
Crowd Source Map Comments

Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
Highway 53	Route 53 needs to be widened to 4 lanes from Butterfield Road on the south end to North Avenue on the north end. Not 5 lanes, not 3 lanes - but 4 lanes!						x				
Highway 53	Northbound and Southbound Route 53 at the Butterfield (IL-56) needs a right turn lane. Nominally, make the right lane a "Right Turn Only" lane at the intersection.						x				
Yackley/Burlington	Difficult crossing for all forms of transit. Traffic from the south isn't visible because of the crest of the bridge. There should be a refuge island at midpoint. Ideally a pedestrian.bicyclist activated flasher system.		x	x							
Southport Avenue	This location sees satillite parking for the Lisle commuter station. The is only a pedestrian crossing sign which at light is not very visible. It woud be good to have a pedestrian activated flasher system at this cross-over point.			x							
Corporetum Office Campus Heliport	The Lisle Bike Ped committee is actively pursuing better connectivity to the Arboretum. In our recent meeting with the mayor, he supports access from downtown Lisle (commuter station with a bike rental kiosk possible) and a traverse along side streets with a bridge over Warren boulevard in the future. More current is a north access from Butterfield along route 53 right of way. The latter appears already to be in the works. Stay tuned!		x	x							
Roosevelt Road	Intersection of Roosevelt and Shaffner has many crashes, turns off and on to Shaffer are often precarious and nearly impossible with traffic backups during rush hour. Please consider safety and traffic improvements to this intersection.				x		x				
North Aurora Road	Heading east on N. Aurora the lanes merge to go under the train trussle. Immediately before, there needs to be a left turn lane to turn into the Ice Skating Rink. Too many time cars are merging and then slam on brakes because a car stops to turn left. Often happens during evening rush. There is currently a makeshift gravel easement where people try to go around the turning vehicle.				x		x				
Dwight D. Eisenhower Expressway	This interchange between 290 and 294 using Lake Avenue is in need of a complete redesign. Traffic from WB 290 merging onto Lake Ave. gets slowed down by heavy traffic on Lake merging onto the NB I-294 ramp, and the Lake Street ramp from 290 regularly backs up extensively. Besides the traffic issue, the merge can be very dangerous at times.				x		x				

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Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
Chicago - Kansas City Expressway	Need better access to/from the North for the Tri-State at Roosevelt Road. Currently, going north from the Roosevelt/294 area involves travel on local roads through Elmhurst and Berkeley; adding travel time and congestion on these local streets (as well as the very congested piece of I-290 between St. Charles Rd. and North Avenue), and the same is true for accessing Roosevelt from the southbound Tri-State. Roosevelt has direct access to and from the Tri-State to the south, so a full interchange would greatly improve access for those of us who live in this area.				x		x	x		x	
South Blanchard Street	Street parking needs to be eliminated on Blanchard. It's become a fairly traveled thoroughfare, and not just during commute times, and with the winding road and hills, it's dangerous to attempt to pass a parked car only to find yourself staring at an oncoming car. Parked cars reduce the visibility, especially when parked in the curve of these				x		x		x		
Roosevelt Rd & Blanchard St	I agree with everything Aaron says here. I travel Blanchard daily on my commute to work and the traffic pattern, no turning arrow, and length of wait for a green light are very problematic (heading N/S on Blanchard). Consider a lagging turn arrow or alternating green lights.		x	x	x		x				
Roosevelt Road	More sidewalks or bike paths needed to connect local residents with businesses along Roosevelt.Thousands of residents live within a mile, yet drive to shop because there aren't safe active transportation options.	x	x	x	x		x				
Danada Square West	More sidewalks or bike paths needed to connect local residents with businesses in Danada Square.Thousands of residents live within a mile, yet drive to shop because there aren't safe active transportation options.		x	x	x		x				
Sunnybrook Road	We need more north-south bicycle and pedestrian trails. Please fund and construct the East Branch Dupage River Trail to connect the Great Western Trail and Morton Arboretum.		x	x							
West Saint Charles Road	St Charles from Swift to Rt 53 needs to be replaced. But use a different contractor than whoever did Geneva. Those man hole covers were not recessed well.						x				
Corporetum Office Campus	Biking to/from the arboretum from glen ellyn or Lisle is not safe due to a lack of connectivity.		x								
Belmont Road	In the morning rush hour, the backup on Maple for westbound traffic turning north on Belmont is extreme - sometimes 4+ traffic cycles. Turn lanes or better intersection management is needed.						x				
Maple/Brookbank	Add a bike lane on Maple east of Dunham. The through traffic is slower after the Maple/55 split, and there are a number of commuters who use this path to get to the Metra Station. Bike lanes downtown would be helpful as well.		x								

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Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
55th Street	The sidewalks are narrow, not in good repair in some locations, and have vegetation growing on them causing an obstacle for pedestrian traffic. I'm worried about tripping on something and falling into the street!		x	x	x						
Buena Vista Drive	We need parking, that is covered and connected to all train stations. We need much more frequent train times, on weekends, the train is every TWO hours. People like to take the train, but the parking has 5 year waitlists, houses that are walkable to the train are 25% more expensive. Increased train parking would take the highest number of cars off the road. We need an anti-idling ordinance. Stop by any school in Dupage and watch a pick up. Now imagine the amount of pollution each child is inhaling upon entering or exiting a school due to 1000s of moms in SUVs idling.						x				x
Great Western Trail	improve the Great Western County Farm crossing. Add safety island		x		x						
Thorndale Avenue	extend Elgin O'Hare Bikeway along Thorndale Ave into O'Hare Airport Bike facilities. Connect to future terminal and or mass transit Western access.		x		x						x
Nordic Road	Build shoulder Swift/Nordic/Bloomingdale Roads from Lake Street to Lombard Road.		x		x		x				
Swift/Hilton Dr./Stone	build protected bike lane on Swift Road: Lake Street to North Ave (Great Western trail).		x		x						
West Lake Street	build side path south side of Lake Street Medinah Rd to Swift Road		x		x						
Smith Road	build bike lanes or shoulders on Smith Road		x		x						
Army Trail Road	Build bike lane or shoulder on Army Trail Road.		x		x						
Munger Road	widen legs of intersection and clear line of sights in all directions.		x		x						
Illinois 59	install bike sensor for traffic light at Smith & IL59		x								
Stearns Road	resurface road		x				x				
South Bartlett Road	install countdown timers on trail crossings that begin just before signal turns green. sign all cars to stop before trail crossing on red before proceeding on right turn.		x	x	x						
East Schick Road	rebuild South Bartlett Road shoulder from where southbound lane splits into two turn lanes at Schick so that bicyclist can get to intersection without having to weave into lane. Install count down timers both sides of trail crossing.		x	x	x		x				
West Stearns Road	extend two way side path north side of Stearns from Lynnfield lane to Munger Road in phase 1. Extend side path from Munger road to State park in phase 2. Utilize Munger cross walk and signal between phases.		x		x						
757 DuPage Blvd Post Office	Post Office needs a bicycle rack		x								
Rodenburg Road	Not sure if it's on the Cook or DuPage side, but this road has flooded before north of the tracks. If it could be built up more or something done to prevent flooding.				x						

DuPage Connects
Crowd Source Map Comments

Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
Illinois Route 390	It might eliminate some traffic issues if the end of WB 390 has the option to continue under Lake and empty directly onto County Farm Road SB. This would bypass a lot of the excess turns left onto Lake, right onto Greenbrook, and then left onto County Farm Road. This could also eliminate some of the Greenbrook NB backups if there were a way County Farm NB has a connection onto WB 390—much like Gary does.						x				
West Lake Street	There's a sizeable bump in the road here going WB. It's most notable coming from the 355 offramp.						x				
Lake Street	I agree that there's an issue here where people are zooming and cutting into the single line to get onto NB 355 from EB 20. Not sure about the suggestion for a fix, but agree about the				x		x				
Greenbrook Boulevard	There are two left turn lanes on Greenbrook that empty WB onto Lake. The far left turn lane is great for those not exiting onto 390, but the inner turn lane fills up and often blocks people from entering the far left lane.						x				
Lake Street	When turning left into this plaza (from going EB from Lake) is too steep causing cars to bottom out if not going slow enough.				x		x				
Kingery Highway	In this area where northbound Rt. 83 narrows to two lanes from three then reopens into a left turn lane to 75th Street, it is heavily congested and sometimes dangerous. People either don't realize that the lane ends, thinking it turns into a left turn lane at 75th Street, or they try to get in front of cars in the center lane.				x		x				
64 & 59	The LT signal for EB 64 onto NB 59 is too short. Lucky if 3 cars get through each cycle, pretty much regardless of time of day.						x				
Fairview/59th	Need safer intersection for pedestrians and bicyclists. There are no buses for O'neill middle school kids who live on the east side of Fairview ave who are trying to cross Fairview. There's a hill south of this intersection with cars barreling down at 40-45mph right before the intersection.		x	x	x		x				
55th Street	Need left turn lights in all directions, especially going West on 55th turning into Fairview South. There's a hill on 55th and is hard to see incoming traffic.						x				
Kingery Highway	Very congested. Widening 83 along this section would ease congestion.						x				
North York Road	York Rd pavement condition is deteriorating rapidly. It can use new pavement and improved drainage at Beeline Rd intersection.						x				
Rte. 83/Foster	Add a NB to EB turn lane. Widen Foster to accommodate for the turn lane.						x				
Spruce Avenue	Restrict semi trucks coming from IL-83 to IL-19. Designate the truck route to be via Foster/York Rd/IL-19.						x				

DuPage Connects
Crowd Source Map Comments

Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
Brookwood Street	Restrict semi trucks coming from IL-83 to IL-19. Designate the truck route to be via Foster/York Rd/IL-19.						x				
Lake Street	Is it possible to add a LT lane/Ramp from EB Lake St to 355NB? It can alleviate traffic backups wanting to get onto 355N fro ma single RT lane.						x				
Schick Road/Bloomingdale Rd	LT lane from EB to NB can be extended to provide more stacking room.						x				
East Schick Road	Intersection will be better served with a designated RT turn lane from WB to NB and SB to						x				
Stearns Road	Intersection needs widening and turn lanes.						x				
Munger Road	Munger Rd (Army Trail to Smith) needs to be repaired and widened.						x				
Illinois Prairie Path - Elgin Branch	Smith Road (Powis to Army Trail) needs a standalone bike path for the safety of bicyclists. It is too narrow of a road. The road can also be widened to provide bike lanes in either direction.		x		x		x				
West Army Trail Road	Intersection needs widening and turn lanes. LT on green only is causing traffic backups in all directions						x				
Gary Ave & Army Trail Rd	WB Army Trail to SB Gary turn signal is way too long. It is understandable during rush hours but outside of that the LT signal timing should be reduced to allow more EB traffic on Army Trail to pass through.						x				
Army Trail Rd & Skylark Dr/ Schmale Rd	WB Armytrail to SB Schmale, vehicles continue to make left turns (after LT signal expires) even after the EB Army trail turns Green						x				
Gary Ave & Army Trail Rd	Optimize signal timing from Gary/Army Trial to Army Trail/Schmale intersection. Video traffic detection doesn't seem to recognize cars are not present on side streets and the light turns red on Army Trail causing backups. It is very congested during weekends.						x				
Roosevelt Rd & Blanchard St	The light at the intersection of S Blanchard St and Roosevelt Rd/38 does not have a turn signal to turn left on either side. It's one of the few highly travelled roads without that feature, and it causes traffic to back-up. It doesn't back-up as bad as Naperville Rd/ Roosevelt intersection, but it does have a lot more bicycle & pedestrian foot traffic due to a bus stop and a high level if refugees living on that corner. The number of near accidents I've personally seen there is astounding, and some of those include nearly hitting pedestrians because people are trying to go around other cars who are unable to turn left at the light. It's a short light paired with a long wait, which gives people reason to rush through it. I strongly urge efforts to change the pattern there allowing a left turn lane and a		x	x	x		x				
Maple Avenue	Eastbound Maple Ave. needs a right-turn only lane.						x				
Belmont Road	Right-turn only lanes should be added here.						x				
Hobson Road	Need longer left turn lane for southbound Rt. 53 traffic turning east onto Hobson Rd.						x				

DuPage Connects
Crowd Source Map Comments

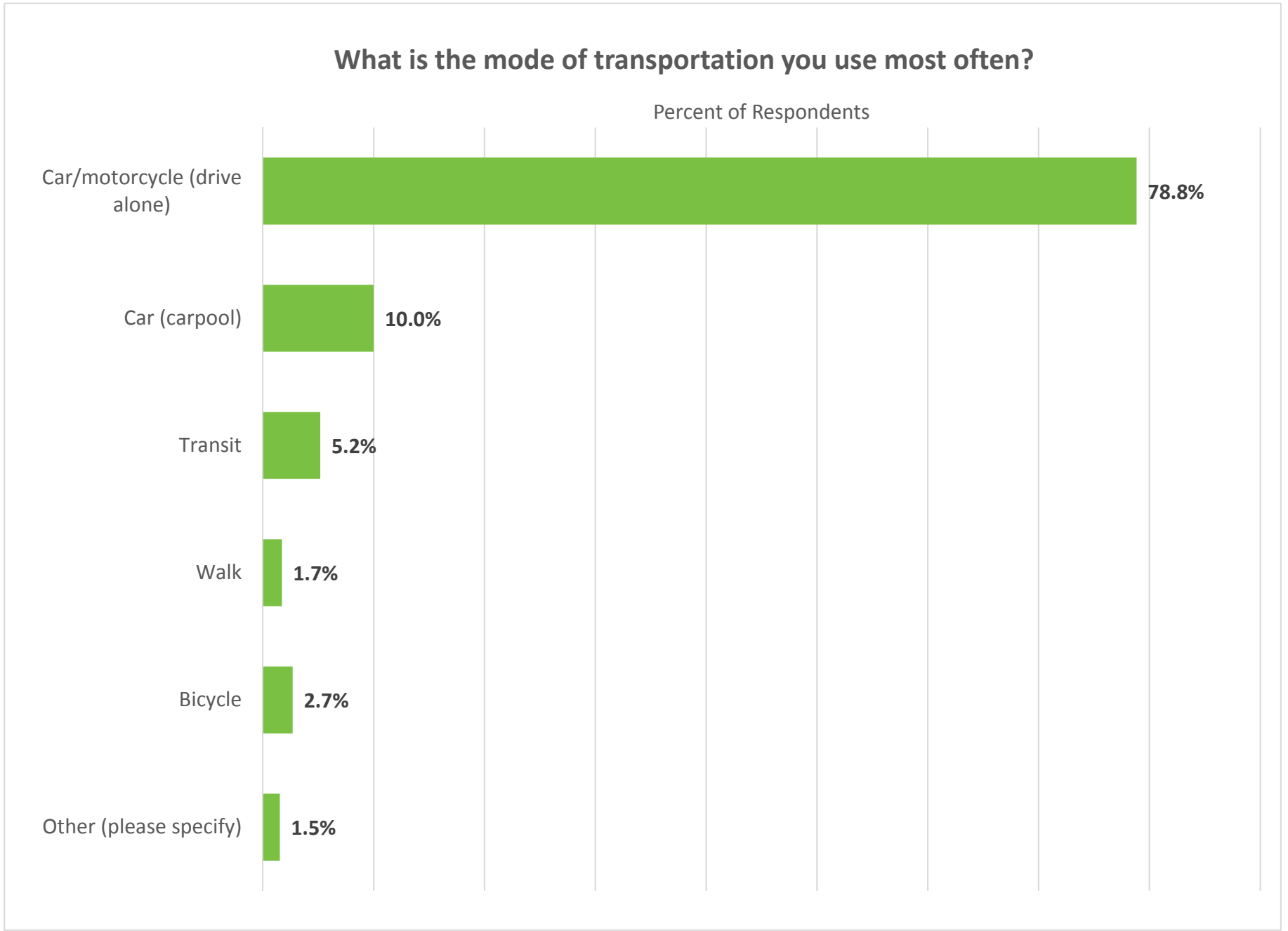
Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
75th Street	No easy way for bicycles and pedestrians to cross, no shoulders to ride/walk on. Need much longer left turn lanes for traffic entering 75th St.		x	x	x		x				
Warrenville/Winfield	Need right-turn lanes for traffic on Warrenville Rd. to enter Winfield Rd.						x				
Walter Payton Memorial	intersection needs a stoplight				x		x				
Clarendon Hills Road	Bike travel in the bike lanes needs to be enforced.		x								
Kingery Highway	This section of Kingery Highway is a speedway in the 5:30-6:30 am hour.				x						
Kingery Highway	Route 83 South: Traffic merging from 294 into 83s is quite dangerous. Fast moving traffic, lack of lighting & space, and plus 83 traffic trying to get to the 294 on ramp. Inexperienced drivers get very confused here and makes for dangerous situations.						x				
Hobson Road	Westbound - dangerous down slow during slippery conditions for fast moving traffic. Need flashing warning sign encouraging people to slow down.						x				
Kingery Highway	route 83 SOUTH from 31st St to 55th st. This is always congested during afternoon rush hour. Not enough paths to bypass train tracks in N-S corridors for strees like Cass ave, Fairview, or Main st.						x				
63rd Street	This is always a bottleneck during commute times.						x				
North Grace Street	There is a crosswalk for pedestrians going N-S across North Ave although I have been almost hit several times by vehicles turning east onto North Ave from Grace St. There is no crosswalk from the NE corner of North Ave going across Grace to the NW corner.		x	x	x						
West Roosevelt Road	This light is a continual headache for anyone going eastbound on Roosevelt. It backs up during high traffic times taking upwards of 17 minutes to get past.						x				
Busse Road	Railroad crossing is rough and traffic in all three lanes almost stops to cross at a safe speed.						x				
Villa Avenue	Railroad crossing is very rough						x				
Villa Avenue	Southbound busses turning into bus parking lot do not use the middle turn lane. Thus partially or fully blocking traffic as they wait to turn,						x				
Creekside Street	Salt trail has no sidewalk in this area.			x							
Villa Avenue	Traffic does not like to stop for pedestrian crossing on Salt Trail			x							
Kingery Highway	Right turn lane, light will turn fully from green to red before the right turn arrow turns green. This is unecesary and causes busy traffic to stop.						x				
East Higgins Road	Right turn lane will have dedicated lane after turn. Why then are we required to stop at all?						x				
West North Avenue	Many westbound drivers will attempt illegal u-turn. They may not know where or how to properlly turn eastbound to access businesses south side of						x				
West North Avenue	Businesses are not accessible to westbound traffic. Some drivers will attempt illegal left turn or drive across the median to get into or out of bussenesses.						x				

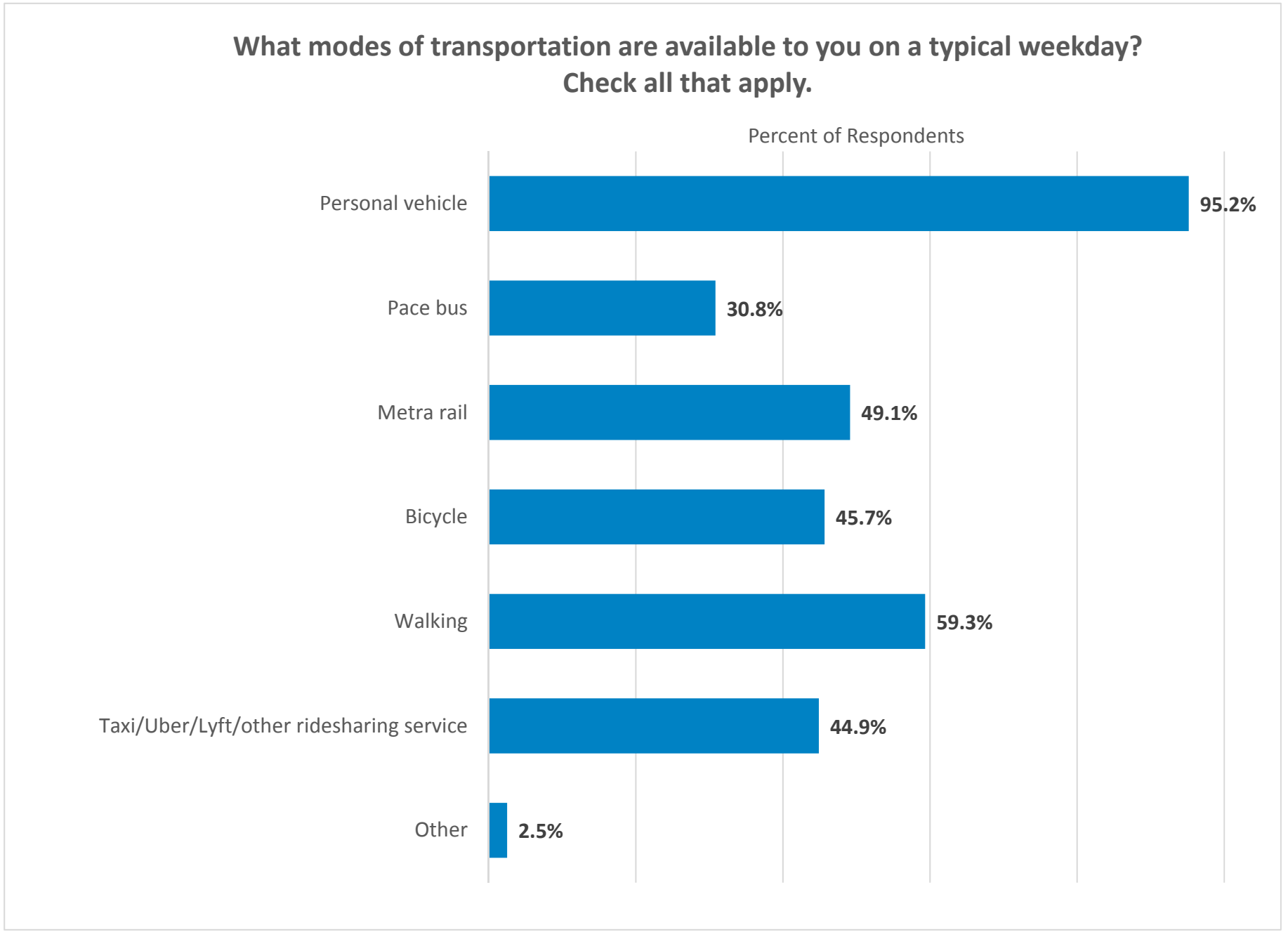
DuPage Connects
Crowd Source Map Comments

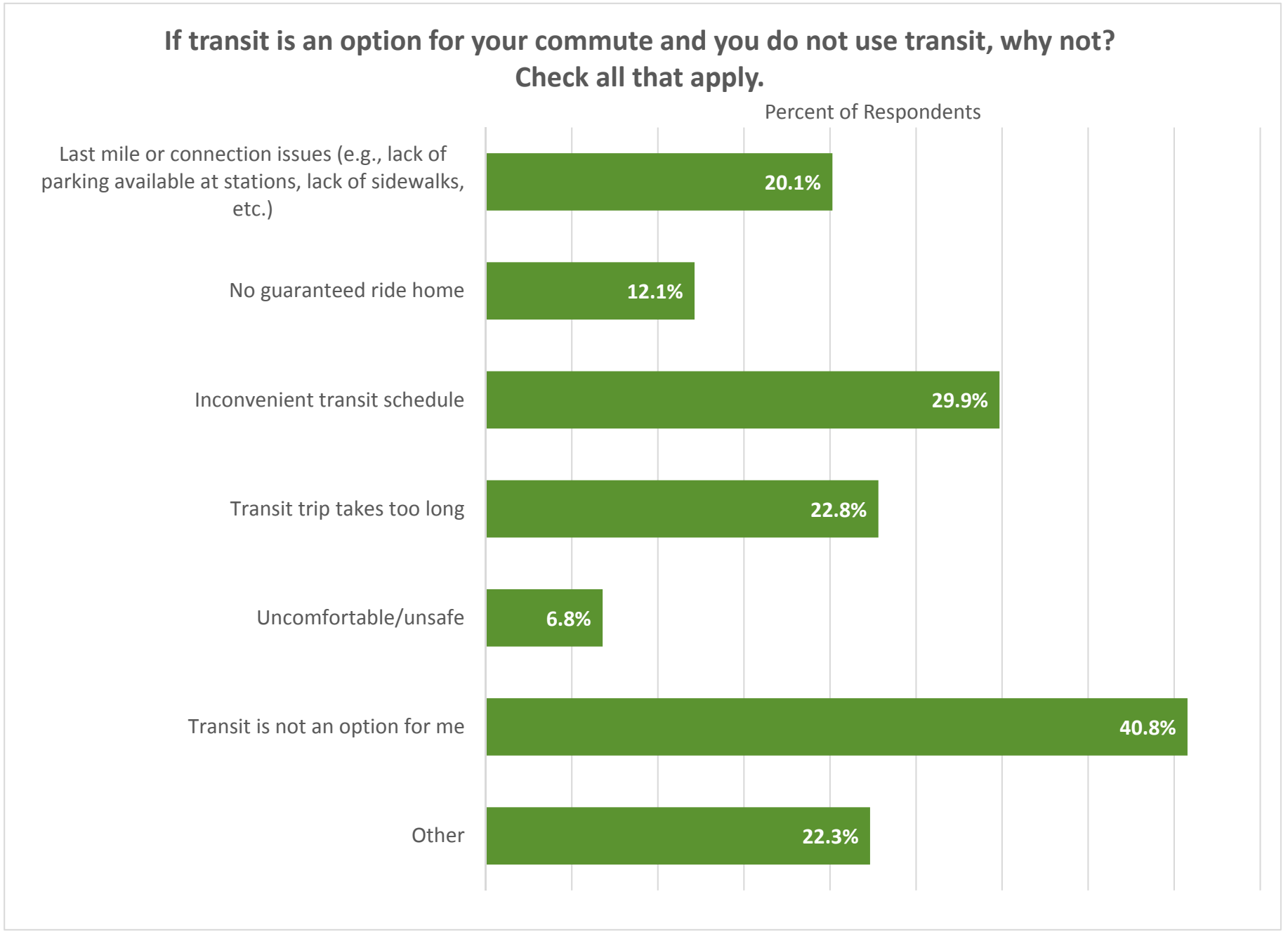
Location Name	Comments	SocioEco	Bike	Ped	Safety	Recre	Driving	Other	Vision	Environ	Transit
West North Avenue	Super busy intersection. Even after the light turns green, one must wait for an additional 15-20 cars to turn left before proceeding through						x				
Kingery Highway	The right turn lane is too short. Many people drive illegally on the shoulder or cut through parking lot						x				
Kress Road	Railroad crossing near this point takes too long. Once, I waited 45 minutes for a freight in one direction, then a freight in the other direction.						x				

DUPAGEConnects
DuPage County Transportation Plan

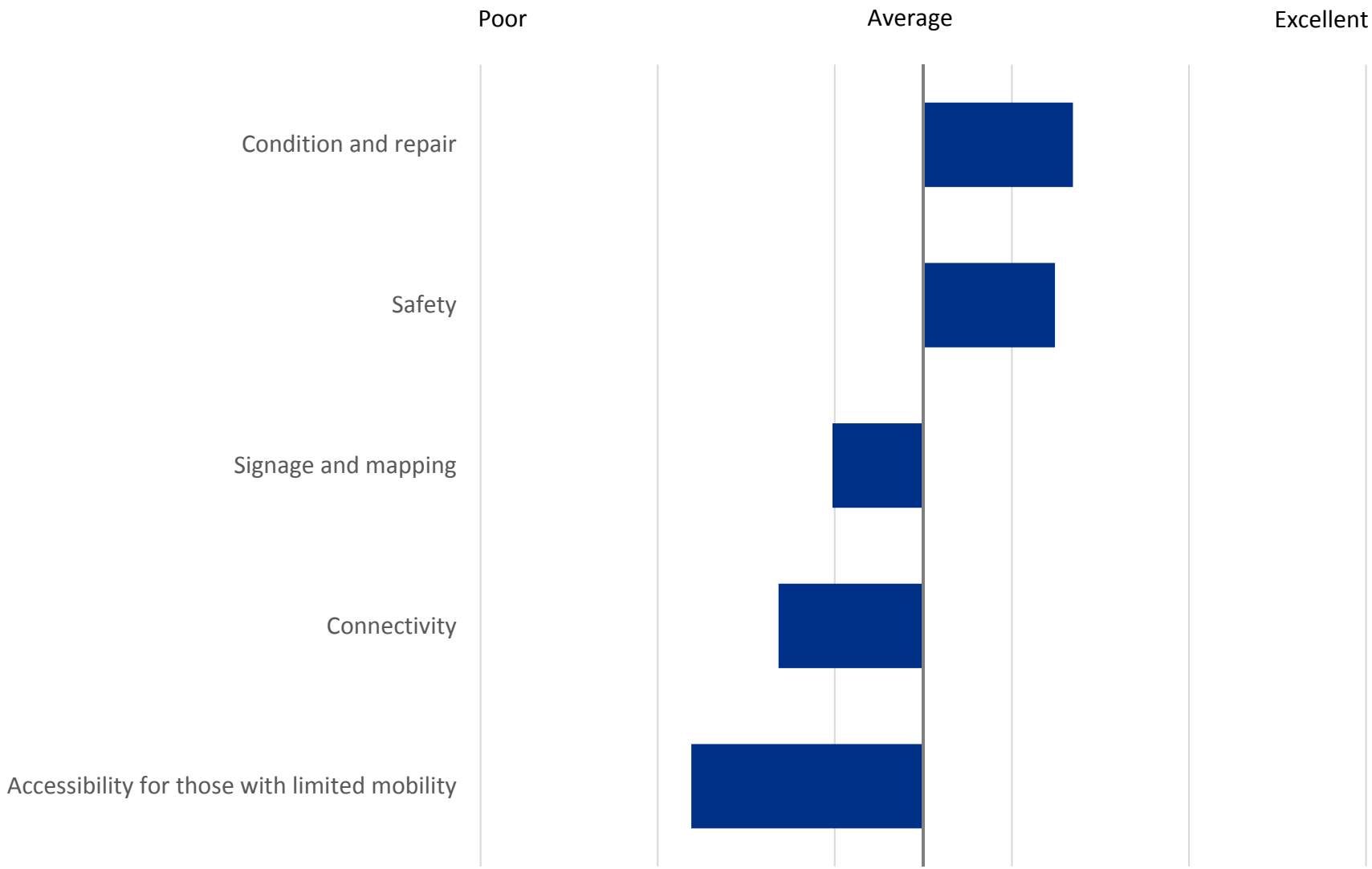
DuPage County LRTP
Survey Summary Charts

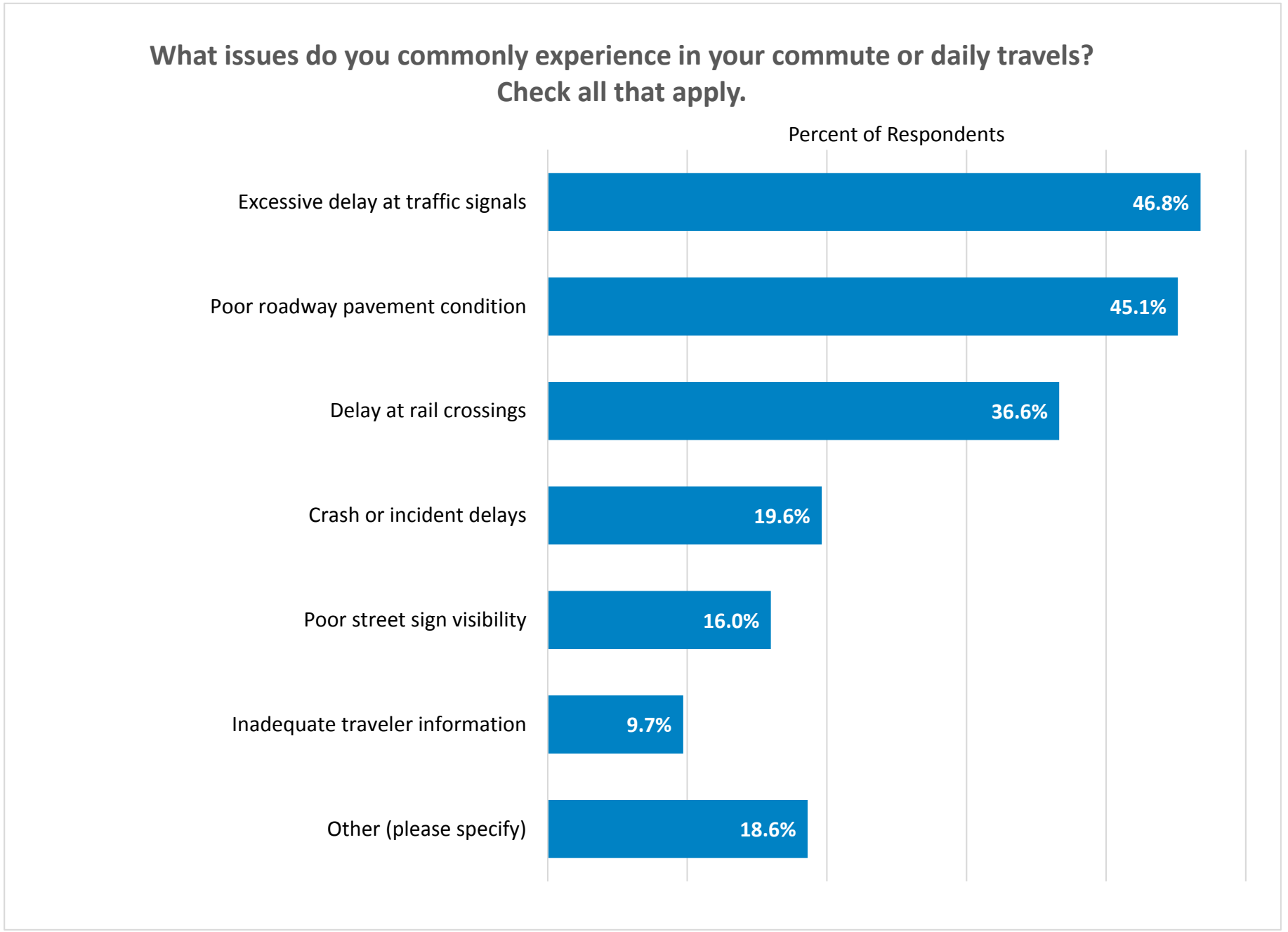

What is the mode of transportation you use most often?
Percent of Respondents
Car/motorcycle (drive alone)
78.8%
Car (carpool)
10.0%
Transit
5.2%
Walk
1.7%
Bicycle
2.7%
Other (please specify)
1.5%


What modes of transportation are available to you on a typical weekday? Check all that apply.
Percent of Respondents
Personal vehicle
95.2%
Pace bus
30.8%
Metra rail
49.1%
Bicycle
45.7%
Walking
59.3%
Taxi/Uber/Lyft/other ridesharing service
44.9%
Other
2.5%


If transit is an option for your commute and you do not use transit, why not? Check all that apply.
Percent of Respondents
Last mile or connection issues (e.g., lack of parking available at stations, lack of sidewalks, etc.)
20.1%
No guaranteed ride home
12.1%
Inconvenient transit schedule
29.9%
Transit trip takes too long
22.8%
Uncomfortable/unsafe
6.8%
Transit is not an option for me
40.8%
Other
22.3%

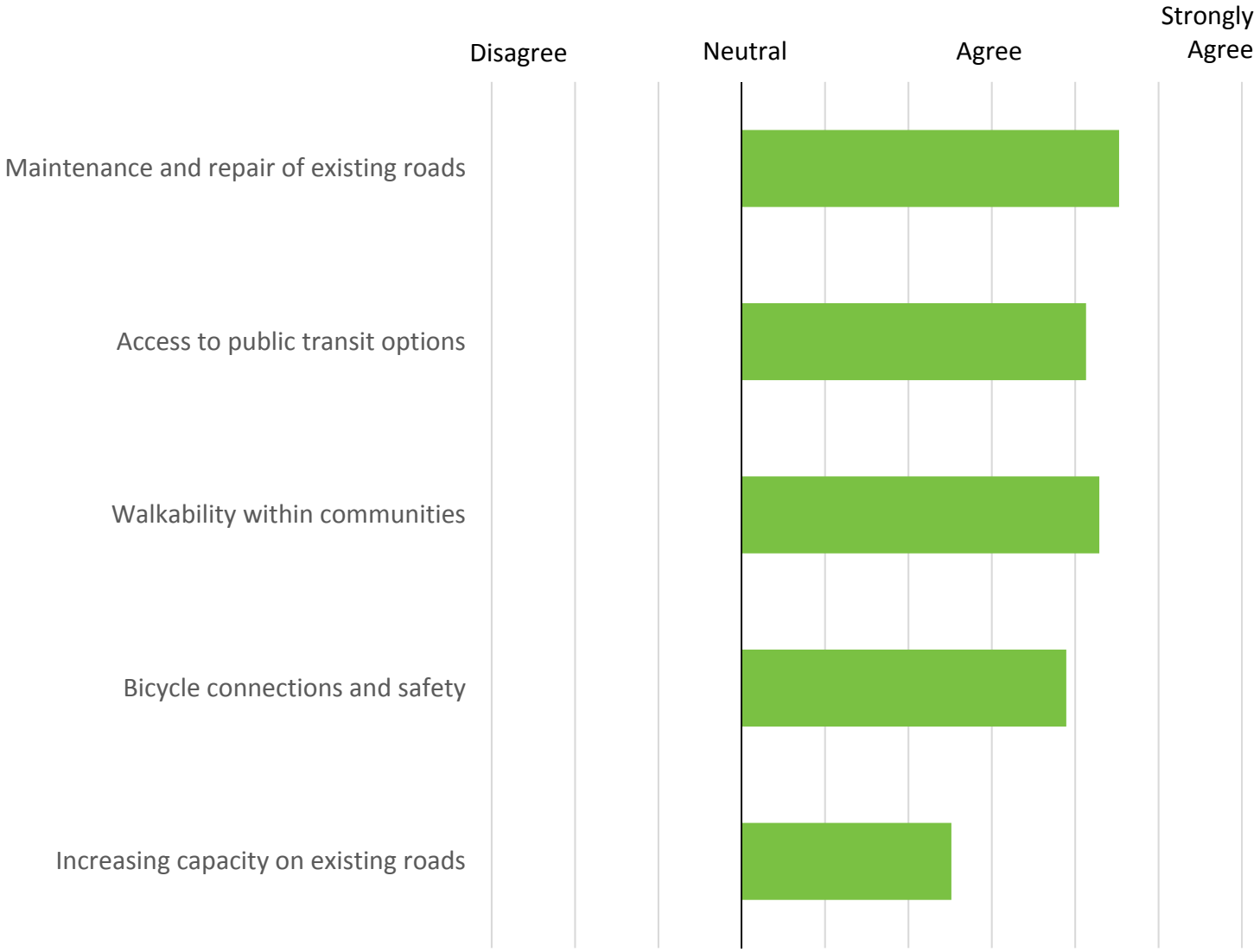
If you use sidewalks, bike paths, or trails for commuting or recreation, how do you rate each aspect of this infrastructure within DuPage County?



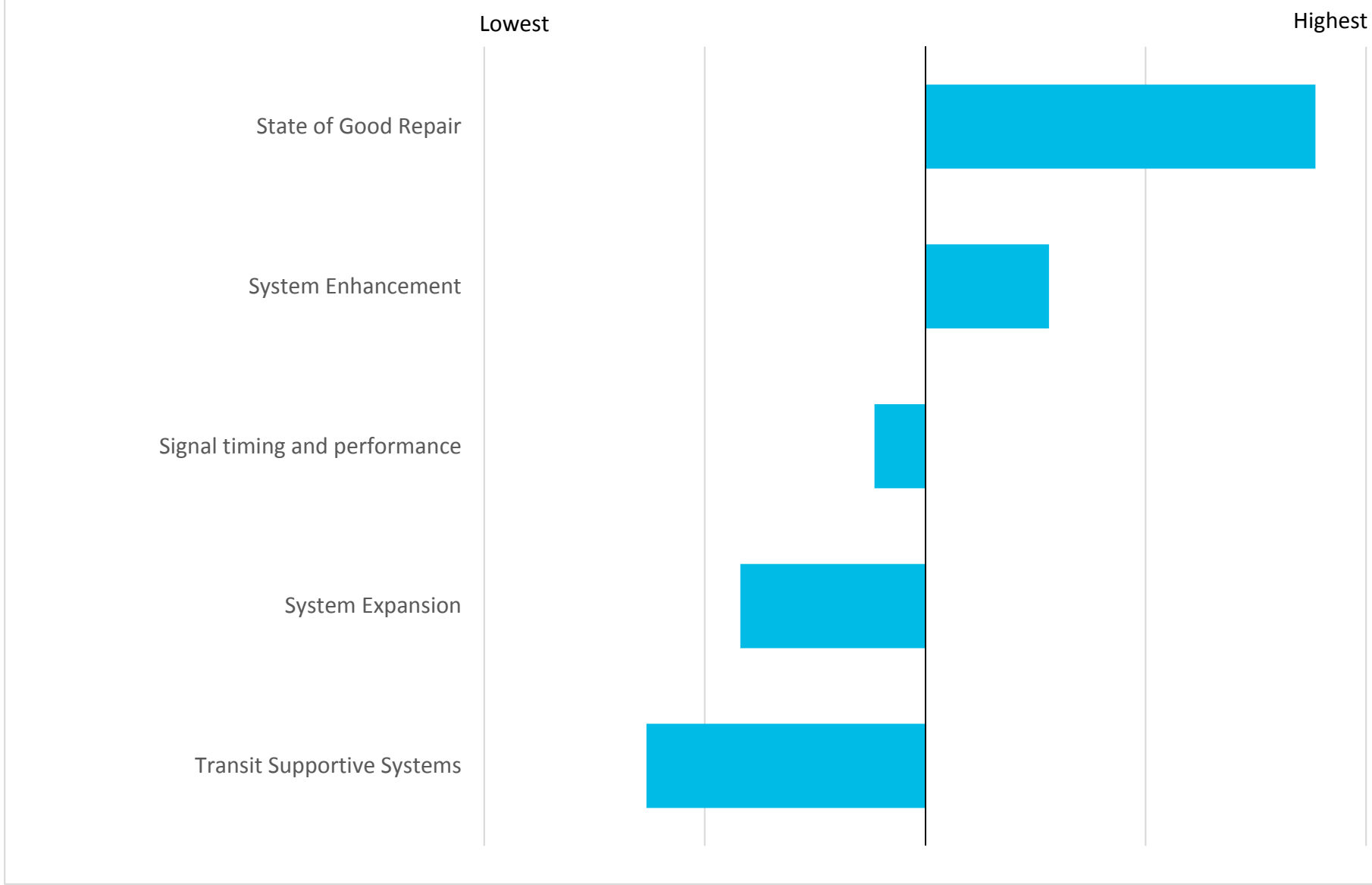

What issues do you commonly experience in your commute or daily travels? Check all that apply.
Percent of Respondents
Excessive delay at traffic signals
46.8%
Poor roadway pavement condition
45.1%
Delay at rail crossings
36.6%
Crash or incident delays
19.6%
Poor street sign visibility
16.0%
Inadequate traveler information
9.7%
Other (please specify)
18.6%

Common transportation issues are listed below. Please indicate your degree of concern about each item.

Considering current transportation conditions, DuPage County should place more emphasis on:



What are your funding priorities for the County DOT? Rank the following from 1 (Highest) to 5 (Lowest). Can not use the same number twice.



What is your gender?		
Male	223	49.4%
Female	223	49.4%
Other	6	1.3%
Responses	**451**	

Do you live or work in DuPage County?		
Live	194	42.4%
Work	24	5.2%
Both	228	49.8%
Neither	13	2.8%
Responses	**458**	

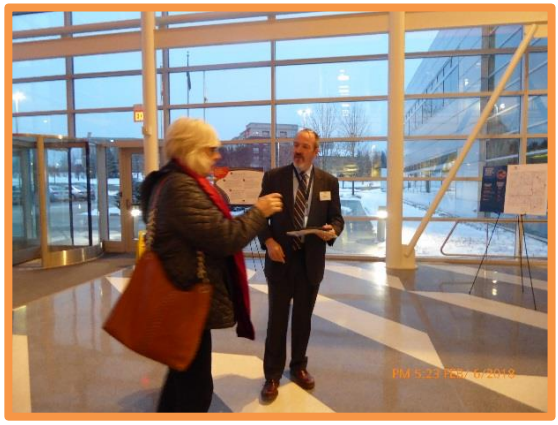
Please estimate your total household income from the previous year:		
Less than $24,999	23	5.4%
$25,000 to $49,000	28	6.5%
$50,000 to 74,999	59	13.8%
$75,000 to $99,999	71	16.6%
$100,000 to $150,000	132	30.8%
$150,000 to $199,999	61	14.3%
$200,000 to $249,999	26	6.1%
$250,000 or more	29	6.8%
Responses	**428**	

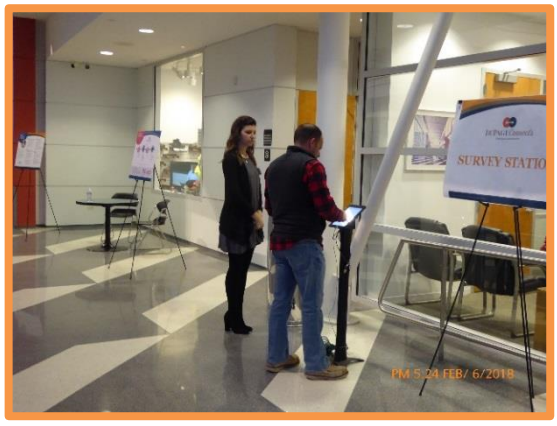
What is your age?		
16-25	15	3.4%
26-30	16	3.6%
31-50	162	36.3%
51-65	164	36.8%
66-75	73	16.4%
76 and older	17	3.8%
Responses	**446**	

DuPAGEConnects
DuPage County Transportation Plan

DuPage County LRTP Public Meeting #1
February 6, 2018

Submitted Comment Forms and Attendance Sheets Attached





February, 2018
Open House Meeting

Comment Form

DUPAGEConnects
DuPage County Transportation Plan

Date: 2-15-2018 Location: Addison Park District

Thank you for attending tonight's meeting. Your input is valuable and it is our commitment throughout this study to include stakeholders, such as yourself, in this process. For your convenience, all meeting materials are posted to the website at **dupageconnects.org**.

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This meeting is designed for improving the roads. We are interested in a bus that would pick us up at home and return us. It is very hard at the age of 82 to walk to Lake Street and catch the bus to do things in town. A preschedule route would be nice. Many years ago we had the Pace bus that did exactly what I am looking for now. What we have now is costly and perhaps we could fit this service into the budget.

(Optional, Please Print)

Name /Affiliation _____

Address _____

City/State _____ *Zip Code* _____

Phone No. _____ *E-Mail Address* _____

☐ *I would NOT like to receive e-mails regarding the DuPage Long Range Transportation Plan*

February, 2018
Open House Meeting

Comment Form

DUPAGEConnects
DuPage County Transportation Plan

Date: 2-15-18 Location: Park District

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From information that was given on Tues 2-13, I thought it was to help with getting around.
What I need is help getting to appointments.

(Optional, Please Print)

Name /Affiliation Resident - J. Burian

Address 4N441 3rd Ave

City/State Addison *Zip Code* 60101

Phone No. _____ *E-Mail Address* _____

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February, 2018
Open House Meeting

Comment Form

DUPAGEConnects
DuPage County Transportation Plan

Date: 2/15/18 Location: Addison Park Dist.

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We are disappointed that this meeting did not address public transportation for seniors. At one time Addison Township did have bus service, but we want it reinstated. Times have changed — there are more seniors who need bus service.

(Optional, Please Print)

Name /Affiliation Donna DiCristofaro

Address 1139 N. Anvil Ct.

City/State Addison *Zip Code* 60101

Phone No. 630 628 0075 *E-Mail Address* adicristofaro@yahoo.com

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DuPage Connects Long Range Transportation Plan

Location: Addison **Date:** 2/15/18 **Public Meetings 2018**

Name (Please Print)	Affiliation	Address	Phone	Email
Donna DiCristofaro	Resident	1139 N. Anvil Ct.	630 628 0075	ddicristofaro@yahoo.com
LORI PROCTOR	"	909 E. BABCOCK AVE ADDISON	630-832-2077	
Sally Nosek	"	918 SUNRISE ADDISON	630-832-0379	
Michael H Drew	IUOE Local 150	907 S Gables Wheaton	630 640 2273	MDrew@local150.org
Kathy Brejcha	Resident	1210 N. Foxdale Unit 213	630-250-1270	KBREJCHA@gmail.com
Carmen Farina	Resident	602 Willow Glen	630-628-0918	Cfarinatrees@aol.com
Eddie Choi	Resident	2512 Northwood Ave, Lisle	630-862-8138	eunseok22@gmail.com
JIM KLADDOR	RESIDENT	31 E. GROVE ST #304 LOMBARD	630-376-7007	TJKLADDER@YAHOO.COM
Will Gillespie	RTA	175 W. Jackson, Blvd #1650	312-913-3233	gillespiew@rtachicago.org
PAUL DEMICHELE	ELGIN O'HARE LAC	17W275 RODECK	630-279-6528	NONE
SUE MARTELLOTTA	RESIDENT/NEDSRA	215 E. HIGHLAND AVE VILLA PARK 60181	630-212-3584	smartellotta2@gmail.com
Kristen Chereso	NEDSRA	1770 W. Centennial Place Addison, IL 60101	847-858-6700	Kchereso@NEDSRA.org

DUPAGEConnects
DuPage County Transportation Plan

DuPage Connects Long Range Transportation Plan

Location: Addison **Date:** 2/15/18 **Public Meetings 2018**

Name (Please Print)	Affiliation	Address	Phone	Email
Jannine Burton	Resident	4W441 3rd Ave	630-543-2629	
ROSE MARY KASPER	RESIDENT	563 GREENRIDGE ST.	630-628-1619	
Sarah Blair	RTA	175 W. Jackson Blvd, Chicago, IL	(312) 913-3167	blairs@rtachicago.org
GEORGE ANTOS	LOCAL 150 I.U.O.E	6200 JOLIET RD COUNTRYSIDE	630-651-0171	GATOS@LOCAL150.org
Mary Lou Larson	Resident 239N Mill Rd	239 N Mill Rd	C30(302) 9529	
CHARLENE ENGLISH	245 N. MILL RD. 2C ADDISON	245 N. MILL RD 2C ADD.	630-439-6822	OLDENGLISH1000@YAHOO.COM
Sheila M Sullivan	[redacted]	107 W Natoma apt 1N Addison	630 559-6499	
John Berley	Village of Addison	1 Friendship Plaza	630-628-7532	
TED SELEPA	RESIDENT	432 So PRINCETON, ITASCA IL	630/347-5773	
Rosalie Scrivo	Catholic Charities DOJ	3130 Finley Rd - Ste 520 Downers Grove 60515	630/495-8008	Rscrivo@cc-doj.org
Patrick Knapp	Village of Schamburg	101 Schaumburg Ct Schaumburg IL 60193	847.923.3856	pknapp@schaumburg.com
JOHN FORTMANN	TRANSYSTEMS	1475 E. WOODFIELD ROAD SCHAUMBURG IL 60173	847-407-5225	jafortmann@transystems.com

DuPage Connects Long Range Transportation Plan

Location: Addison **Date:** 2/15/18 **Public Meetings 2018**

Name (Please Print)	Affiliation	Address	Phone	Email
Tom Dacy	SPECIAL NEEDS TRANSPORTATION		630-460-8526	Tom@specialneedschicago.org
J. PIEHLER				JPIEHLER@SBCGLOBAL.NET
Jill Sagi	resident	104 W Elm Roselle IL 60172		clever_woman817@yahoo.com
Lucille Zucchero	Addison			
Deb Mitchell	Glendale Heights			
Francis Thomas	Glendale Heights -			
Patricia Hoberg	Glendale Heights			
Mindy Diaz	Glendale Heights			
Kathy Zibis	Glendale Heights			
Debbie DeChristo				
Robert Stare	Roselle			
PRUDY WIDIAK	GLEN ELLYN	448 RAINTREE CT. #3J	630-790-1897	pramwid@gmail.com

DUPAGE*Connects*
DuPage County Transportation Plan

DuPage Connects Long Range Transportation Plan

Location: Addison **Date:** 2/15/18 **Public Meetings 2018**

Name (Please Print)	Affiliation	Address	Phone	Email
Brian Dodge		275 W North Ave, Elmhurst		brian.t.dodge@gmail.com
Tristan Wilson		469 N Grace, Lombard	913-669-1634	tristan.wilson@gmail.com
Kathleen DeArmas		216 N. Bayard, Addison	773-807-5924	Kniemie3@gmail.com

DuPAGE*Connects*
DuPage County Transportation Plan

DuPage County LRTP Public Meeting #2
February 15, 2018

Submitted Comment Forms and Attendance Sheets Attached

February, 2018
Open House Meeting

Comment Form

DUPAGEConnects
DuPage County Transportation Plan

Date: 2-15-2018 Location: Addison Park District

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(Optional, Please Print)

Name /Affiliation _____

Address _____

City/State _____ *Zip Code* _____

Phone No. _____ *E-Mail Address* _____

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February, 2018
Open House Meeting

Comment Form

DUPAGEConnects
DuPage County Transportation Plan

Date: 2-15-18 Location: Park District

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City/State Addison *Zip Code* 60101

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February, 2018
Open House Meeting

Comment Form

DUPAGEConnects
DuPage County Transportation Plan

Date: 2/15/18 Location: Addison Park Dist.

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Name /Affiliation Donna DiCristofaro

Address 1139 N. Anvil Ct.

City/State Addison *Zip Code* 60101

Phone No. 630 628 0075 *E-Mail Address* adicristofaro@yahoo.com

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DUPAGE*Connects*
DuPage County Transportation Plan

DuPage Connects Long Range Transportation Plan

Location: Carol Stream **Date:** 2/20/18 **Public Meetings 2018**

Name (Please Print)	Affiliation	Address	Phone	Email
Bob Griffin	Ray Graham Association	901 Warrenville Road Lisle IL		
Patrick McCluskey	Wheaton resident	105 E Prairie Ave Wheaton IL	815 793 8058	mccluskey.p@gmail.com
James Knudsen	Village of Carol Stream	505 E. North Ave. Carol Stream, IL 60188	(630) 871-6220	jknudsen@carolstream.org
Tom Teune	Wheaton	2009 Sherwood PL	630-668-1404	tomteune@hotmail.com
TOM RICKERT	KANE COUNTY	41W011 BURLINGTON ROAD ST. CHARLES, IL 60175	630-584-1170	rickerttom@co.kane.il.us
MARYANNE SIOSON	DUPAGE CO DOT	421 N. COUNTY FARM RD WHEATON, IL	630-407-6908	maryanne.sioson@dupageco.org
JOHN GOETZ	DUPAGE RESIDENT	1424 SADDLERIDGE PLACE BARTLETT IL	630-681-5910	JOHNGOETZ24@hotmail.com
Cynthi Holich	Carol Stream resident	200 Arrowhead Trl Carol Stream 60188	630-462-3855	cynthiholich@hotmail.com
Jon Nelson	Resident	1049 Baybrook Ln Carol Stream, IL	630-372-2981	jpnkmn@gmail.com
Don Bastian	Village of Carol Stream	505 E. North Avenue CS, IL 60188	630-871-8230	dbastian@carolstream.org
Mehul Patel	Village of Bensenville	717 E Jefferson st Bensenville, IL 60106	630 594 1196	mpatel@bensenville.il.us
Ryan Bigbie	Kane County DOT.	41W011 BURLINGTON RD, ST. CHARLES, IL 60175	630 444 3143	bigbieryan@co.kane.il.us

DUPAGEConnects
DuPage County Transportation Plan

DuPage Connects Long Range Transportation Plan

Location: Carol Stream **Date:** 2/20/18 **Public Meetings 2018**

Name (Please Print)	Affiliation	Address	Phone	Email
Chris Rose	Pace	550 W. Algonquin Rd.	847-863-6108	Christine_Rose@pacebus.com
MAUREEN LAMPERIS	METROPOLITAN FAMILY SVCS	222 E WILLOW WHEATON IL 60187 DH	630 784 4878	LAMPERIM @ METROFAMILY.ORG
Ann Kaufrinder	Case manager	Wheaton, IL	(630) 818-6051	
Lynn Collier	Parent of a disabled young adult	ON667 Courtney Ln Winfield IL	630-337-4262	lynn.collier@sbcglobal.net
T. J. Moore	Hanover Park	2041 W. Lake St. Hanover Park IL 60133	630-823-5700	TJmoore@hpil.org
Rod Craig	Mayor, Hanover Park	2041 W. Lake St.	630-823-5900	Rcraig@hpil.org
Scott Buening	City of Batavia	100 N. Island Av., Batavia IL	630-454-2700	SBUENING@CITYOFBATAVIA.NET
Terry Witt	Bike Walk Bartlett	471 S. Western Ave Bartlett 60103	630-837-4767	terry@spindoctorcyclewerks.com
Par Hannemann	TERRA Engineering	2811 Buckingham Dr. #109 Lisle, IL 60532	414-788-7038	phannemann@terraengineering.com
Bob Greene	City of Aurora Engineering	44 E. Downer Pl Aurora, IL 60507	630-256-3241	rgreene@aurora-il.org
FRED NAZAR	AMEC FOSTER WHEELER	1N181 REDWING DRIVE, WHEATON IL 60188		
John Svalenka	Resident	415 Kenilworth D, Glen Ellyn, IL 60137	815-482-4709	jsvalenka@gmail.com

DUPAGEConnects
DuPage County Transportation Plan

DuPage Connects Long Range Transportation Plan

Location: Carol Stream **Date:** 2/20/18 **Public Meetings 2018**

Name (Please Print)	Affiliation	Address	Phone	Email
MICHAEL BROUCH	ENGINEERING ENTERPRISES INC	19 RAVEN DRIVE AURORA, IL 60506	630-297-1901	MBROUCH@EEIWEB.COM
JOHN "Jeff" MICK	B&W	8430 W Bryn Mawr CHICAGO IL 60131	312 505 1149	jmick@baxterwoodman.com
Andrey Drozd	none	328 Crestwood Dr, Roselle, IL	630-504-9926	andrey.m.drozd@gmail.com
Karl Wilson	J.A. Watts.	38. S. Ridge Ave Arlington Hts	847.636.4456	KWilson@jwitcorporated.com
Terry Walloch	Globetrotters Eng Corp.	739 HUNTER DR ROSELLE IL 60172	312-532-6704	tjwalloch@gmail.com
Sheryl Marks	DuPage County	421 Co Farm Rd	630-407-6012	sheryl.marks@dupageco.org
Ryan Smith	Strand Associates, Inc	6421 Clark Drive Woodridge, IL 60517	331-998-5519	ryan.smith@strand.com

DuPAGEConnects
DuPage County Transportation Plan

DuPage County LRTP Public Meeting #4
February 22, 2018

Submitted Comment Forms and Attendance Sheets Attached

February, 2018
Open House Meeting

Comment Form

DUPAGEConnects
DuPage County Transportation Plan

Date: 2/22/18 Location: D.G.

Thank you for attending tonight's meeting. Your input is valuable and it is our commitment throughout this study to include stakeholders, such as yourself, in this process. For your convenience, all meeting materials are posted to the website at **dupageconnects.org**.

Please place your comment forms in the box marked COMMENTS; **or** fold in thirds, tape closed, place a stamp and mail.

Very Informative. Easy to get the information. Staff friendly and engaging.
Thank you for preparing this and keeping people in DuPage informed

(Optional, Please Print)

Name /Affiliation Arlene Kendorski

Address 4921 Chase

City/State D.G *Zip Code* 60515

Phone No. 630-258-3312 *E-Mail Address* akendorski@aol.com

☒ *I would NOT like to receive e-mails regarding the DuPage Long Range Transportation Plan*

February, 2018
Open House Meeting

Comment Form

DUPAGEConnects
DuPage County Transportation Plan

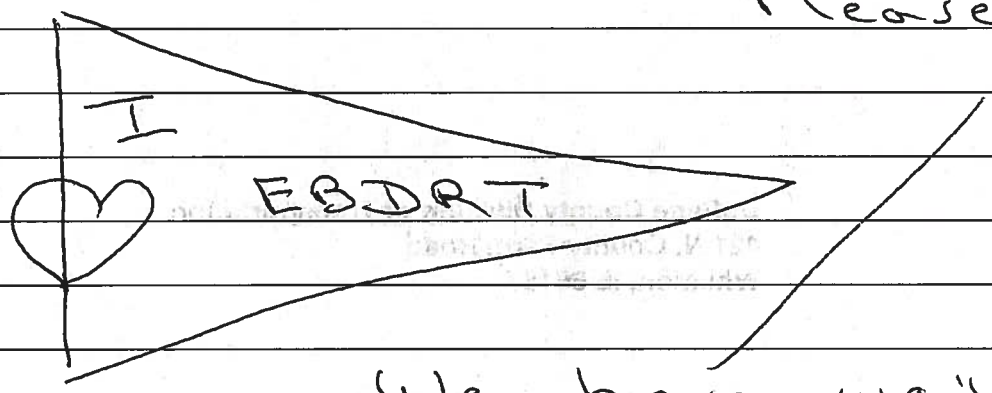
Date: 2-22-18 Location: Lincoln Center DG

Thank you for attending tonight's meeting. Your input is valuable and it is our commitment throughout this study to include stakeholders, such as yourself, in this process. For your convenience, all meeting materials are posted to the website at **dupageconnects.org.**

Please place your comment forms in the box marked COMMENTS; **or** fold in thirds, tape closed, place a stamp and mail.

Build the East Branch DuPage River Trail

Please!!!



We have waited long & patiently

Build it NOW

(Optional, Please Print)

Name /Affiliation Sarah Allen

Address 822 Abbey Drive

City/State Glen Ellyn, IL *Zip Code* 60137

Phone No. 630-790-8231 *E-Mail Address* ridescowdy@aol.com

☒ *I would NOT like to receive e-mails regarding the DuPage Long Range Transportation Plan*

February, 2018
Open House Meeting

Comment Form

DUPAGEConnects
DuPage County Transportation Plan

Date: 2/22/18 Location: DG

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Please place your comment forms in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp and mail.

NEED MORE BIKE TRAILS IN DUPAGE.
NEED MORE NORTH/SOUTH TRAILS!
NEED TO CONNECT EXISTING TRAILS.
NEED BETTER COORDINATION BETWEEN
JURISDICTIONS TO CONNECT TRAILS;
THE COUNTY SHOULD TAKE THE LEAD!

NEED TO BUILD THE EAST BRANCH
DUPAGE RIVER TRAIL N/S ACROSS
ENTIRE COUNTY!

(Optional, Please Print)

Name /Affiliation STEVE JOHNSON
Address 22W391 STANTON RD
City/State GLEN ELLYN IL Zip Code 60137
Phone No. 630-858-4491 E-Mail Address STEVE@COPKRSCO.COM

☐ *I would NOT like to receive e-mails regarding the DuPage Long Range Transportation Plan*

February, 2018
Open House Meeting

Comment Form

DUPAGEConnects
DuPage County Transportation Plan

Date: 2/19/18 Location: DOWNERS GROVE

Thank you for attending tonight's meeting. Your input is valuable and it is our commitment throughout this study to include stakeholders, such as yourself, in this process. For your convenience, all meeting materials are posted to the website at **dupageconnects.org.**

Please place your comment forms in the box marked COMMENTS; **or** fold in thirds, tape closed, place a stamp and mail.

PLEASE FINISH THE EAST BRANCH DUPAGE RIVER TRAIL. CONSIDER CITIZEN "FUNDRAISING" TO HELP OFFSET COST. VERY IMPORTANT TO CONNECT MANY OF OUR COUNTY TRAILS.

(Optional, Please Print)

Name /Affiliation _____

Address _____

City/State _____ *Zip Code* _____

Phone No. _____ *E-Mail Address* _____

☐ *I would NOT like to receive e-mails regarding the DuPage Long Range Transportation Plan*

February, 2018
Open House Meeting

Comment Form

DUPAGEConnects
DuPage County Transportation Plan

Date: 2-22 18 Location: DOWNERS GROVE

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Please place your comment forms in the box marked COMMENTS; **or** fold in thirds, tape closed, place a stamp and mail.

RESIDENTS OF LISLE WOODRIDGE DOWNERS GROVE WESTMONT CLARENDEN HILLS HAVE NO SAFE PASSAGE BY BICYCLE TO CROSS TO THE NORTH SIDE OF THE EAST WEST TOLLWAY

* MEMBERS OF ELMHURST BICYCLE CLUB AND THE CHICAGO AREA TANDEM SOCIETY

(Optional, Please Print)

Name /Affiliation TOM & GLENNY PRESTON ERC * AND DATS #

Address

City/State WOODRIDGE *Zip Code*

Phone No. *E-Mail Address* tom-preston@sbcglobal.net

☐ *I would NOT like to receive e-mails regarding the DuPage Long Range Transportation Plan*

February, 2018
Open House Meeting
Comment Form

DUPAGEConnects
DuPage County Transportation Plan

Date: 2/21/18 Location: Downers Grove

Thank you for attending tonight's meeting. Your input is valuable and it is our commitment throughout this study to include stakeholders, such as yourself, in this process. For your convenience, all meeting materials are posted to the website at **dupageconnects.org.**

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Along the areas that have a high amount of apartments, it's important to have real (safe) sidewalks for people to walk along to get to the bus stops. This is a concern along Route 53, (sometimes in the unincorporated areas).
This is important as the apt dwellers may utilize the bus system.

(Optional, Please Print)

Name /Affiliation (Writing this in for a ~~friend~~ friend who couldn't come to the meeting)

Address _____

City/State _____ *Zip Code* _____

Phone No. _____ *E-Mail Address* _____

☐ *I would NOT like to receive e-mails regarding the DuPage Long Range Transportation Plan*

February, 2018
Open House Meeting

Comment Form

DUPAGEConnects
DuPage County Transportation Plan

Date: 2/22/18 Location: Downers Grove

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Please place your comment forms in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp and mail.

safe bike lanes for low income residents
safe sidewalks for residents with disabilities
shelter options at bus stops

(Optional, Please Print)

Name /Affiliation _____

Address _____

City/State _____ *Zip Code* _____

Phone No. _____ *E-Mail Address* _____

☐ *I would NOT like to receive e-mails regarding the DuPage Long Range Transportation Plan*

February, 2018
Open House Meeting

Comment Form

DUPAGEConnects
DuPage County Transportation Plan

Date: 2/22/18 Location: Lisle

Thank you for attending tonight's meeting. Your input is valuable and it is our commitment throughout this study to include stakeholders, such as yourself, in this process. For your convenience, all meeting materials are posted to the website at **dupageconnects.org.**

Please place your comment forms in the box marked COMMENTS; or fold in thirds, tape closed, place a stamp and mail.

for years we have been talking to DuPage Dot about connecting Lisle to the west of the bike Trails and communities we still are at ground 0. We need a trail from Benedictine to abbeywood dr. and from Sun Valley to Hobson (southern Dupage Regional trail). I know a number of the problems lisle has contributed to, but the Lisle Bike/Ped committee is working on a bike route to allow all bikers & Walkers to get through Green trails. The forest preserve is fully on board. Hope this can get done

(Optional, Please Print)

Name /Affiliation Bob Bollendorf Lisle Bike/Pedestrian Comm

Address 2498 Sun Valley Rd

City/State Lisle, IL Zip Code 60532

Phone No. (630) 484-3442 E-Mail Address bollendorf@SBCglobal.net

☐ *I would NOT like to receive e-mails regarding the DuPage Long Range Transportation Plan*

February, 2018
Open House Meeting

Comment Form

DUPAGEConnects
DuPage County Transportation Plan

Date: 2/22/18 Location: Downers Grove

Thank you for attending tonight's meeting. Your input is valuable and it is our commitment throughout this study to include stakeholders, such as yourself, in this process. For your convenience, all meeting materials are posted to the website at **dupageconnects.org.**

Please place your comment forms in the box marked COMMENTS; **or** fold in thirds, tape closed, place a stamp and mail.

Advocating for the construction of the East Branch DuPage River Trail completion (EBDRT)

(Optional, Please Print)

Name /Affiliation Ginger Wheeler, resident

Address 765 Hillside Ave

City/State Glen Ellyn *Zip Code* 60137

Phone No. 6308356959 *E-Mail Address* gingerw@aol.com

☐ *I would NOT like to receive e-mails regarding the DuPage Long Range Transportation Plan*

DuPage Connects Long Range Transportation Plan

Location: Downers Grove **Date:** 2/22/18 **Public Meetings 2018**

Name (Please Print)	Affiliation	Address	Phone	Email
Arlene Kendorski	resident	4921 Chase Avenue	630-258-3312	akendorski@aol.com
Ginger Wheeler	resident	765 Hillside Ave Glen Ellyn IL	630-~~858~~ 835-6959	ginger1w@aol.com
STEVE JOHNSON	& BIKER	22W381 STANTON RD GLEN ELLYN	630-858-4891	STEVE@COPRESCO.COM
Rob Bollendorf	resident Biker	2498 Sun Valley Rd	630 778-9136	bollendorf@SBCGlobal.net
GEORGE E KANARY	RESIDENT	509 HIGHLAND RD	630-323-3936	CSL5632@ATT.NET
Jonathan Adamczewski	Resident	7235 Willow way Ln	708-536-3036	JADAMCZEWSKI@gmail.com
Sarah Allen	resident	822 Abbey Dr Glen Ellyn IL	630-790-8231	riderrowdy@aol.com
Kevin Bollinger	Resident	16758 Ottawa Dr Lockport IL	312-590-9276	kevin.bollinger@mottmac.com
Paul Krueger	DPC	421 N. County Farm Rd.	(630) 407-6900	Paul.Krueger@dupageco.org
Jim Speta	DRSC	6813 Valley View Dr Downers Grove	630-968-3754	Jimspeta2002@aol.com
SCOTT RODSETH	RESIDENT	244 N ELM AVE ELMHURST, IL 60126	224-828-2911	SCOTT.RODSETH@GMAIL.COM
JOSH HARRIS	RESIDENT	250 MEADOW LAKES BLVD AURORA, IL 60504	815-729-2229	JHARRIS@WILLETTHOFMANN.COM

DUPAGEConnects
DuPage County Transportation Plan

DuPage Connects Long Range Transportation Plan

Location: Downers Grove **Date:** 2/22/18 **Public Meetings 2018**

Name (Please Print)	Affiliation	Address	Phone	Email
Claire Goldenberg	Resident	709 Front St	6308410849	goldnson@MSN.com
John Tartaglione	Resident	817 Huntleigh Dr.	630-365-8778	JohnTartag@Gmail.com
Allison Delgado	Metropolitan Family Services	222 E. Willow Ave. Wheaton, IL 60187	630-784-4847	delgadoa@metrofamily.org
Maddie Loper	resident	4920 Middaugh Ave. Downers Grove, IL 60515	630-632-5832	mloper1344@gmail.com
STEVE MILLER	RESIDENT	1604 GLENCOE ST	630 665 3156	
Joyce Miller	Resident	"	"	joycelmiller@comcast.net
Barb Tartaglione	John Council West Suburbs	817 Huntleigh Dr	6306607883	barbtartaglione@gmail.com
Jim Woods	Resident	35.154 Cypress Dr. G.E.		jrwoods74@yahoo.com
Ciara Thomas	WeGo Together For Kids	312 E Forest Ave West Chicago	630 399 9574	Thomasc@Wego33.org
Eric Rose	TEG	899 Fieldside Ln., Aurora, IL	630 636-0943	ericr@thomas-engineering.com
Nicole Nutter	Tollway	2700 Ogden Ave. Downers Grove 60515	630-335-6983	nnutter@getipass.com
Elizabeth A'Hearn	EBDRT	21W101 Coronet Rd Lombard IL	309-824-2199	LibbyAA@gmail.com

DUPAGEConnects
DuPage County Transportation Plan

DuPage Connects Long Range Transportation Plan

Location: Downers Grove **Date:** 2/22/18 **Public Meetings 2018**

Name (Please Print)	Affiliation	Address	Phone	Email
Keith Bollinger	Land Surveyor	23706 Lockport St Plainfield	815 439 8663	KBollinger@PrairieLandSurvey.com
Richard Kulovany		6825 Camden Rd - Downers Grove, IL 60516	630-962-4665	RICHKULOVANY@GMAIL.COM
Linda Bollendorf	resident/recreational biker	2498 Sun Valley Rd. Lisle, IL 60532	630-778-9136	bollendorf@sbcglobal.net
DAN GARVY	RESIDENT/ LISLE PARK DISTRICT	1264 BAINBRIDGE DR. NAPERVILLE, IL 60563	630-675-6093	dangarvy@gmail.com or dgarvy@lisleparkdistrict.org
Tom Loper	resident	4420 Middaugh Ave. Downers Grove, IL 60515	630-880-2403	Tom_Loper@yahoo.com
DON RICKARDS	RESIDENT PLAN COMMISSION CHAIR D.G.	4735 MAIN ST. DOWNERS GROVE, IL 60515	708-381-9139	donrickardarchitect@gmail.com
Marcelline Ricker	Retired Resident	6120 S. Woodward Ave Downers Grove IL 60516	(630) 852-2051	NR
Kim Porter	Village of ~~Woodridge~~ Woodridge	5 Plaza Drive Woodridge, IL 60517	630-719-4706	KPorter@vil.woodridge.il.us
John DeLand	Downers Grove Bike Club	1225 Barneswood Downers Grove 60515	630 306 4617	jcdeland@gmail.com
TOM & GINNY PRESTON	ELMHURST BICYCLE CLUB	3336 63RD STREET WOODRIDGE 60517		tom-preston@sbcglobal.net
JARROD CEBULSKI	PATRICK ENGINEERING	4970 VARSITY DRIVE LISLE IL 60532	630-795-7468	JCEBULSKI@PATRICKCO.COM
TOMAS NOVICKAS	RESIDENT	19W176 ROCHDALE CIR LOMBARD, IL	847 778 3690	tomas@novickas.net

DUPAGEConnects
DuPage County Transportation Plan

DuPage Connects Long Range Transportation Plan

Location: Downers Grove **Date:** 2/22/18 **Public Meetings 2018**

Name (Please Print)	Affiliation	Address	Phone	Email
SUSAN A QUIGLEY	LISLE	2243 CHRISTIAN CN LISLE	630 428 2526	SUEQUIGLEY@HOTMAIL.COM
DON McGADY	PATRICK ENGINEERING	43 LANDON CIRCLE WHEATON	312 399-3993	dmcgady@patrickco.com
MICHAEL MACK	BURNS/McDONNELL	3 MOHAWK DR CLARENDON HILLS IL 60514	630 691-5833	mmack@BURNSMCD.com
Matt Bilthuis	Bilthuis Realty	15E Madison Lombard IL 60148	630-353-1700	Mat@ebrcnet.com.
Vilius Pakrosnis		5107 Washington St, Downers Grove IL	(708) 3346941	vicilly7@gmail.com
Jill Ptak	Argonne Nat'l Lab.	9700 S Cass Ave, Darien	630-252-2723	jptak@anl.gov.
Collette Frohlich	Engineering Enterprises	52 Wheeler Rod, Sugar Grove, IL	C118-301-6778	cfrohlich@eeiucb.com
Anthony Pedretti	Citizen	6290 Saratoga Ave. DG.	312.446.3069	Yhoterdep@gmail.com
Donna Granback	DG Bicycle Club	4601 Elm St DG	630-248-1954	grunbackdonna@gmail.com
Don Granback	"	"	630-408-6733	ddon.na@comcast.net
MARY STRAKA	CITIZEN	207 HIAWATHA TR. WOOD DALE IL	630-269-1794	marypie84@aol.com
Tammy Wierciak	Citizen	3311 63rd St, Woodridge	708-945-5752	twierciak@metrostrategies inc.com

DUPAGEConnects
DuPage County Transportation Plan

DuPage Connects Long Range Transportation Plan

Location: Downers Grove **Date:** 2/22/18 **Public Meetings 2018**

Name (Please Print)	Affiliation	Address	Phone	Email
Scott A. Wiersum	Resident	5513 Woodward Ave, D.G.	630-789-1817	scott2@smartgate.com
Cathy & Gerry Davidson	Residents	916 Summit D6		cmdavidson73@gmail.com
Ruth Maple	Resident	331 N. Elm, Elmhurst	630-279-5612	barisinger@sbcglobal.net
Bill Chalberg	Resident	1132 Curtiss St 1-A D6 60515	6302 415 4933	bchalberg@att.net
Dan Loftus	Resident	4704 Main St 60515	3129463447	djledjl@ftds.com
Joel Eickemeyer	Resident	696 S. Washington St. Elmhurst	630-279-2628	jeickemeyer@ndtscape.net

Appendix 2-B

Draft LRTP Virtual Public Meeting Presentation

The slides and audio in this presentation were shared at the DuPage Virtual Public Meeting, which was open to the public starting November 12, 2021. The public meeting closed on November 21, 2021. Comments will continue to be accepted via mail and e-mail through November 30, 2021.

Please send written comments via mail or email to:
DuPage Division of Transportation
412 N. County Farm Road, Wheaton, IL 60187
TransPlan@dupageco.org

Click for Audio

DUPAGE*Connects*

DuPage County Transportation Plan

WELCOME

DuPage County

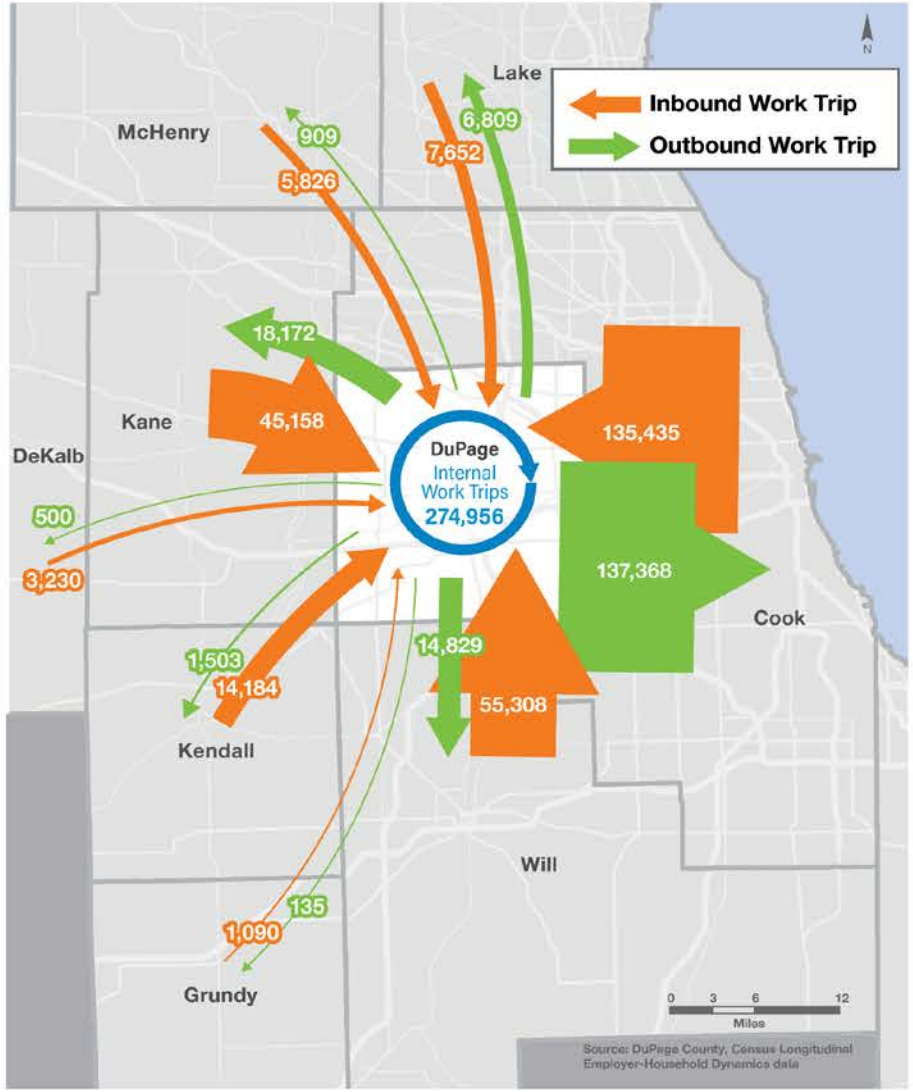
Long Range Transportation Plan

PUBLIC MEETING | Nov. 2021

1 DuPage County at a Glance

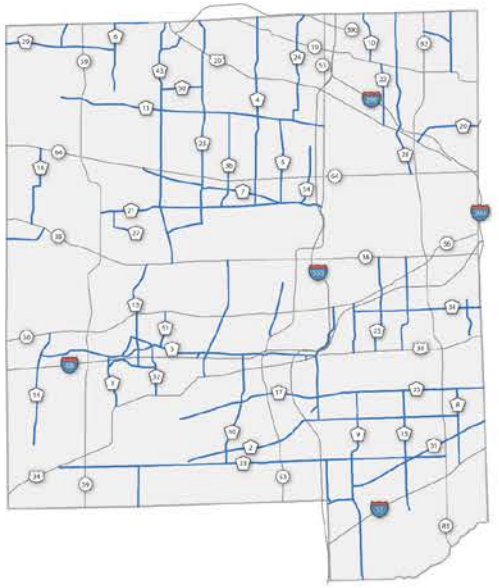
DUPAGEConnects
DuPage County Transportation Plan

Click for Audio

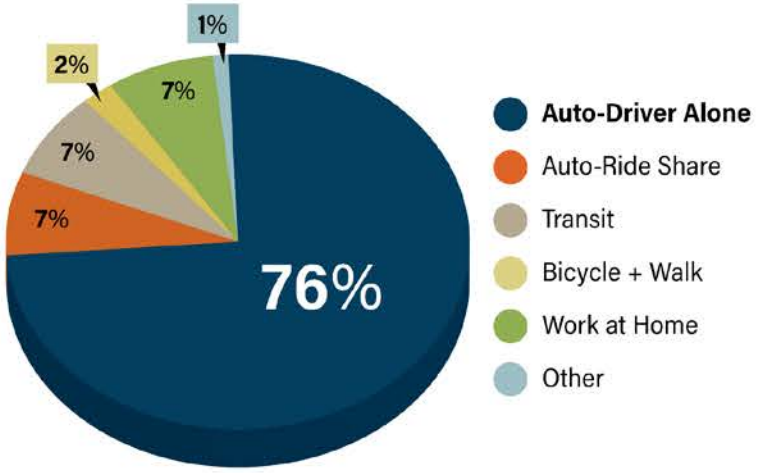


Highways and Arterials in DuPage County

County Highways

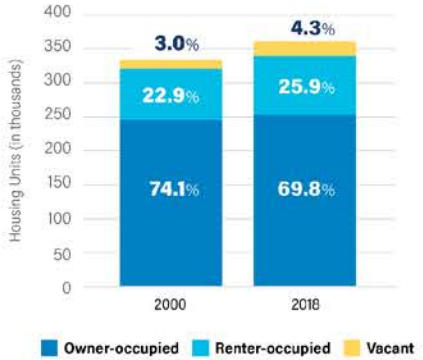


Transportation Mode to Work, 2019



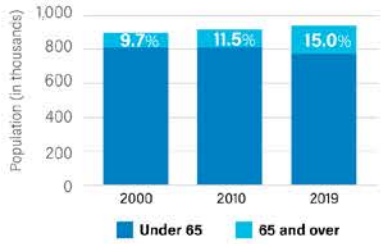
Housing Trends

Renter occupied housing now accounts for more than a quarter of the total housing stock in DuPage County, up from 22.9 percent in 2000.



Aging Population

The median age in DuPage County rose from 35.4 in 2000 to an estimated 39.3 in 2019, with the population over 65 now accounting for approximately 15 percent of the total population.



2 DuPage County **Transportation Network**

DUPAGE*Connects*
DuPage County Transportation Plan

Click for Audio

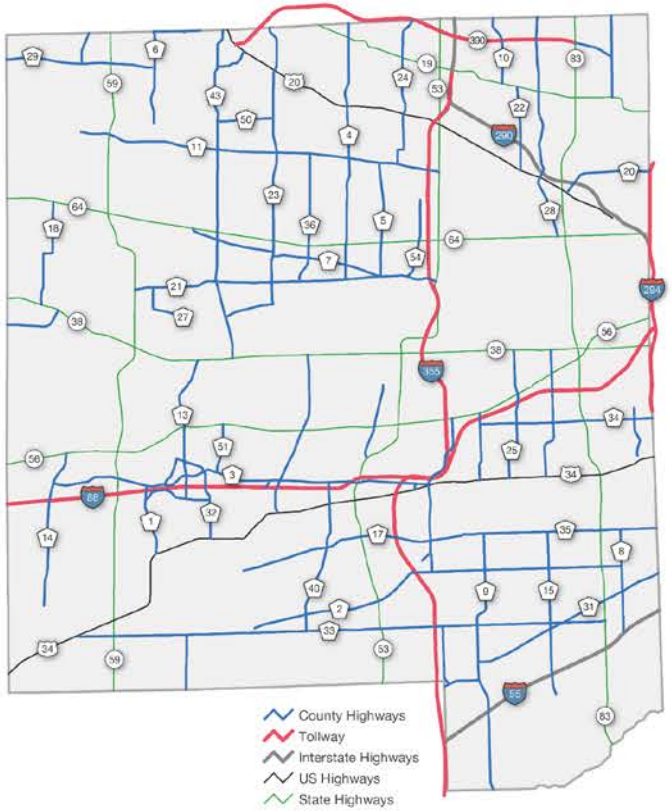
Highways and Arterials in DuPage County

County Highway Miles = **220**

County Highway Lane-Miles = **970**

County Traffic Signals = **334**

County Bridges = **50**



Transit Services in DuPage County

3 Metra Rail Lines
(BNSF, Union Pacific West, Milwaukee District West)

26 Metra Stations
more than 71,000 riders on 211 trains per weekday

60 Pace Bus Routes
approximately 18,000 riders per weekday

**DuPage County DOT does not own or operate any transit services. These assets are provided by others in the County.*

More than **500 miles** of bikeways, trails, and paths run through DuPage County.

DuPage County DOT maintains:

54 miles of designated trails

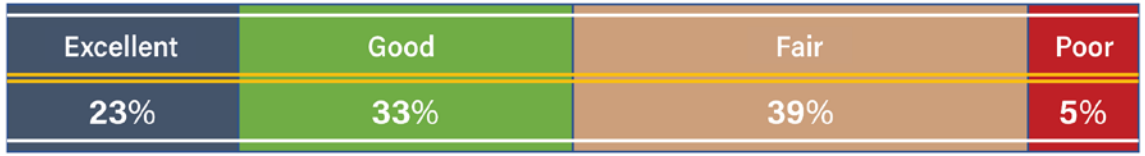
250 miles of sidewalks and bike paths

Approximately **70 percent** of DuPage roadways are accompanied by a sidewalk or side path.

2a DuPage County Network Existing Conditions

DUPAGEConnects
DuPage County Transportation Plan

DuPage County Pavement Condition, 2019

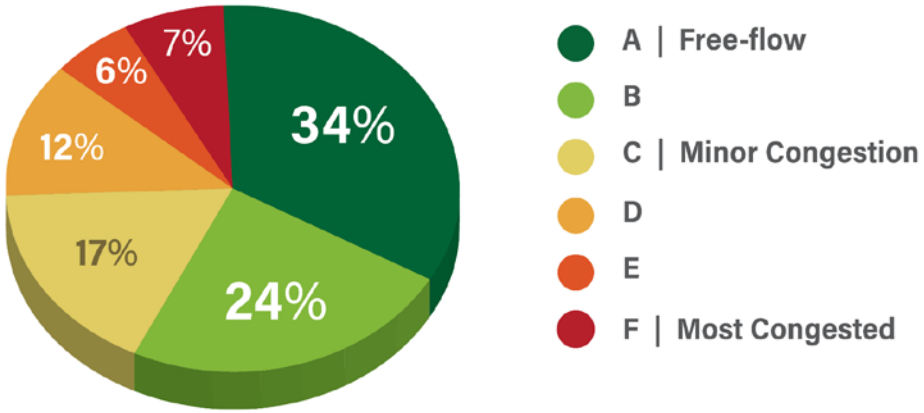


DuPage County Bridge Condition, 2020

** Ratings are based on Sufficiency Index resulting from latest bridge inspection.*

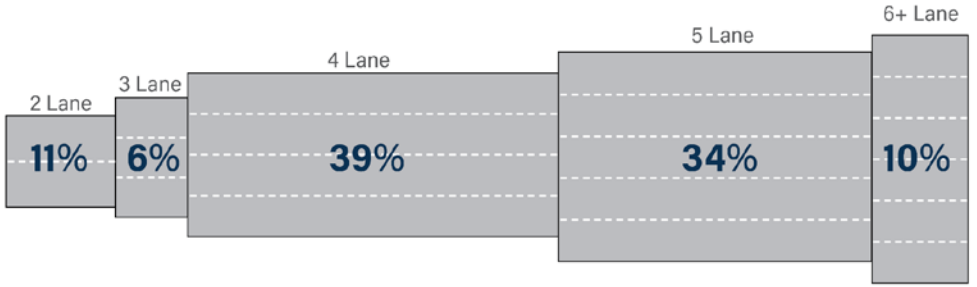
Existing Conditions - Arterial System Performance

% Roadway Miles by Level of Congestion

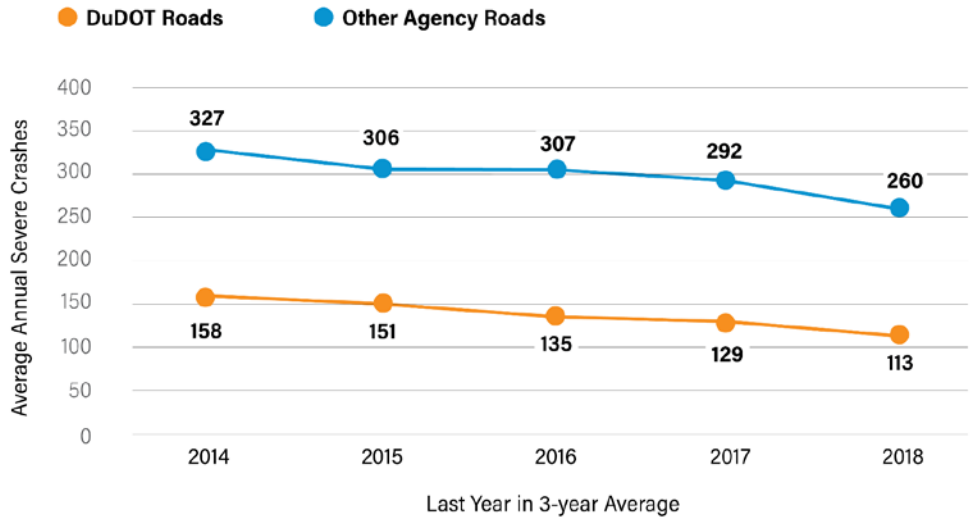


DuPage County Roadway Cross-Sections by Percentage of System, 2019*

** Based on 220 miles of pavement maintained*



Fatal and Severe Injury Crashes 2012-2018 3-Year Rolling Average



3 Goals and Objectives + Public Input

DUPAGEConnects
DuPage County Transportation Plan

Click for Audio

Vision

To provide a multimodal transportation system that supports a vibrant economy and high quality of life through a system that is safe, accessible, and efficient for all users.

Improve Safety

- Reduce roadway incidents involving passenger vehicles, freight vehicles, and non-motorized users
- Incorporate safety considerations in all modes of transportation plans and design elements
- Evaluate and prioritize projects that maximize safety benefit

Provide Mobility Choice

- Enhance connectivity to and from bus, rail, and bike paths
- Ensure that the County system of sidewalks and trails complies with federal ADA standards
- Leverage technology to increase transit use

Efficient Operations and Maintenance

- Coordinate across departments and jurisdictions to increase efficiency in project delivery
- Reduce congestion
- Enhance technology for the improvement of communications, operations, and asset management in the County

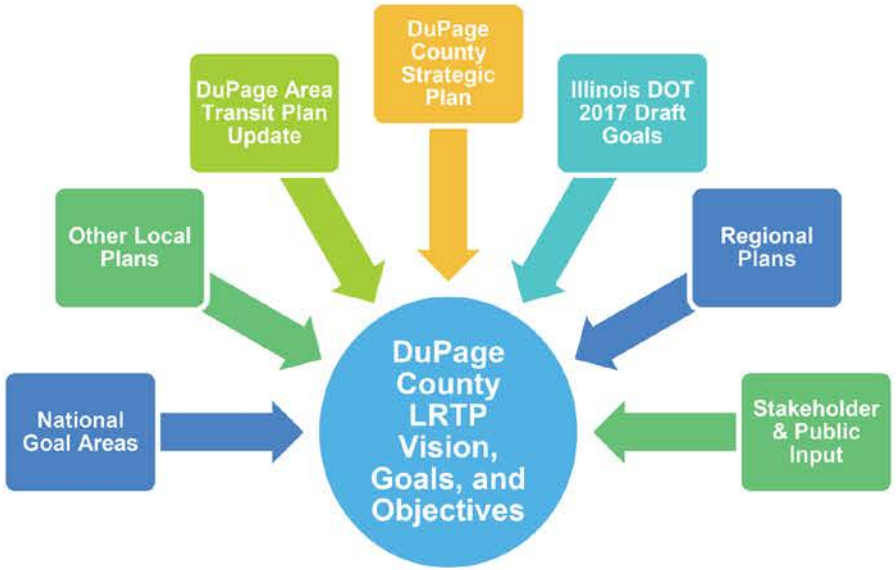
Foster Sustainability and Resilience

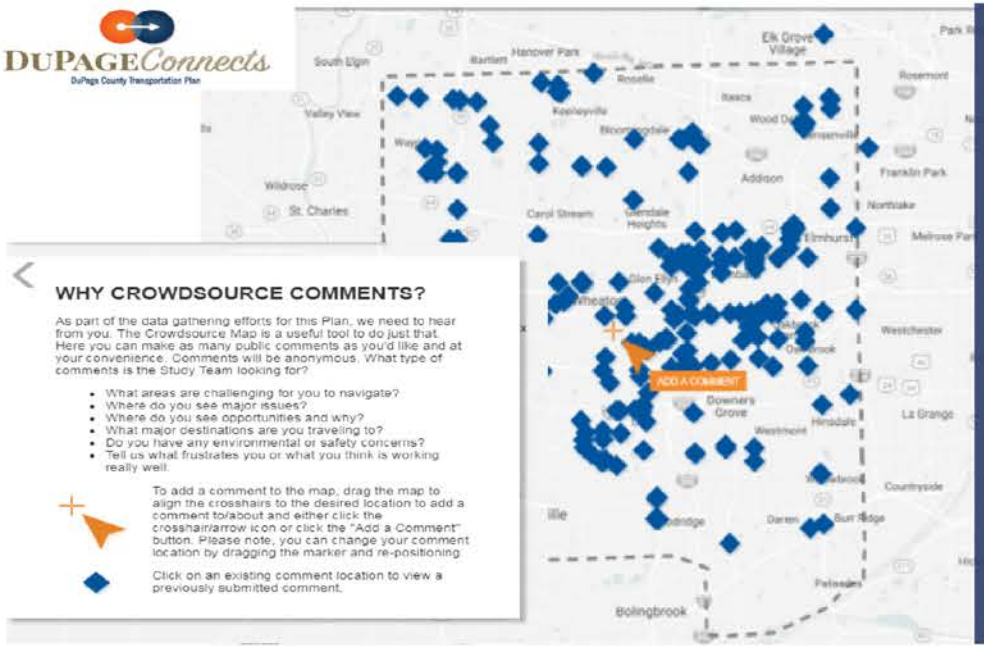
- Incorporate efforts in transportation projects to avoid environmental impacts and enhance the natural environment
- Incorporate context sensitive design into transportation projects
- Plan for disruptions to the transportation system from extreme weather or accidents to enhance the resiliency of the network

Promote Access to Opportunity and Increase Economic Vitality

- Promote local and countywide first/last mile network improvements
- Encourage equitable growth in opportunities across the County
- Increase efficiency of freight movement
- Incorporate land use considerations into transportation planning
- Cooperate/facilitate multi-jurisdictional truck permitting for efficient movement of goods

3a Goals and Objectives + Public Input

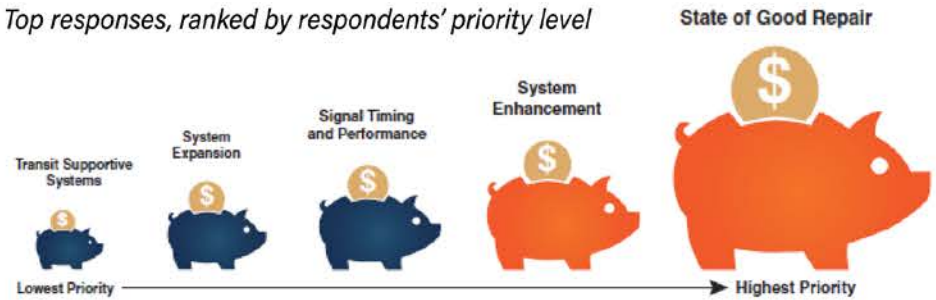




(2) 522 people participated in the online survey and 168 comments were posted on the CrowdSource map.

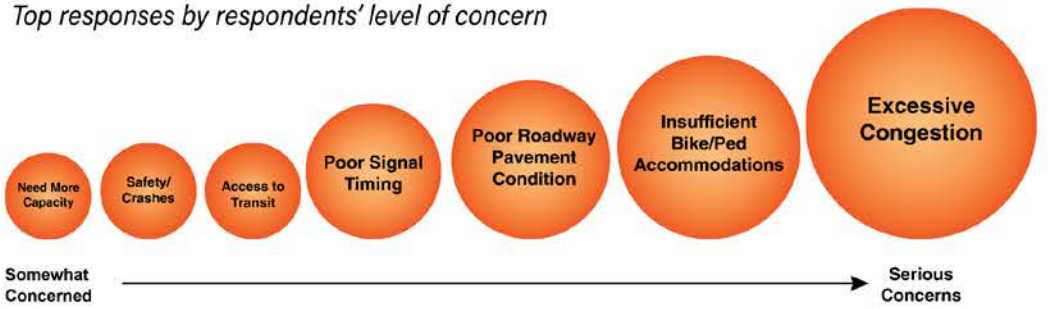
What are Your Funding Priorities for DuPage County Transportation

Top responses, ranked by respondents' priority level



Common Transportation Issues

Top responses by respondents' level of concern



4 Expected Revenues + Budget

Click for Audio

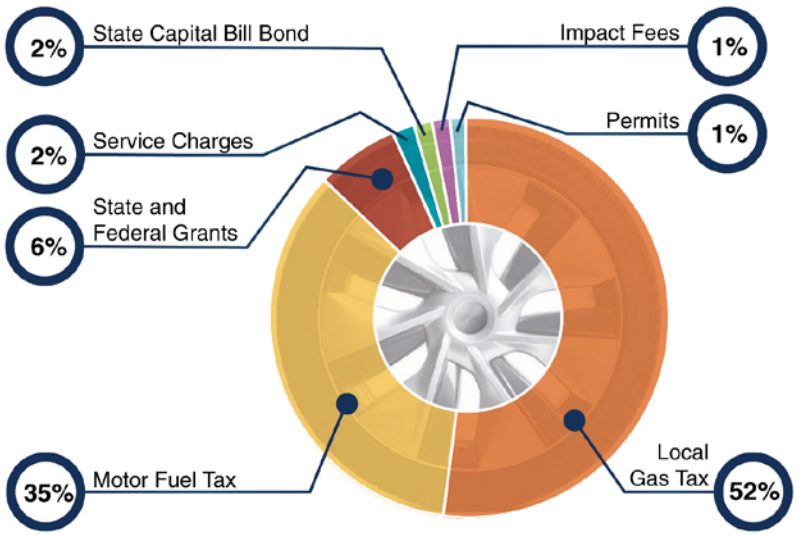
Total Projected 2021-2040 Revenue is

$1.61 Billion

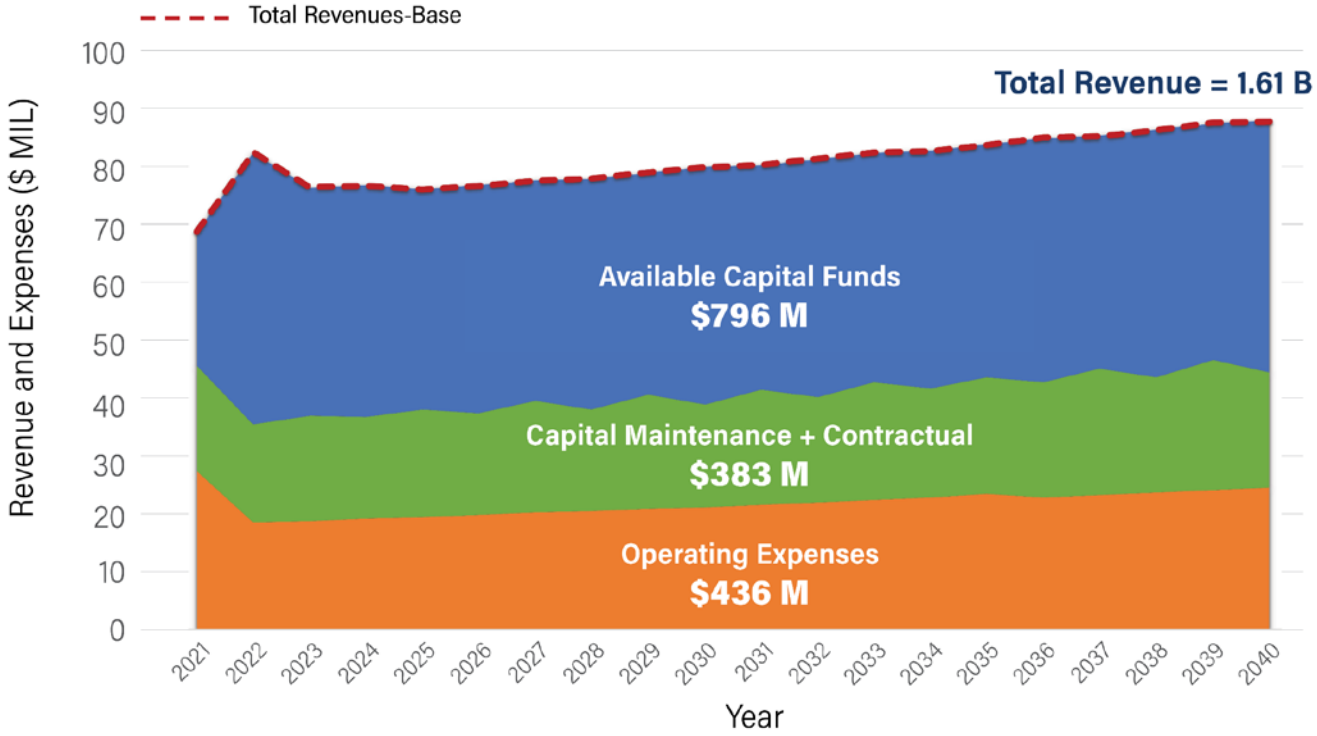
$1.2 billion of funds will be dedicated to capital projects, which include maintenance and state of good repair.

DuDOT depends on state and local fuel taxes for the vast majority of it's revenues.

Revenues by Source



LRTP FY21-40 20 year Funding Scenario



Operating Expenses

- Personnel
- Equipment
- Materials
- Utility and Energy Costs

Capital Maintenance and Contractual

- Annual maintenance contracts
- Pavement resurfacing contracts
- Signal lighting and maintenance
- Engineering contracts
- Sidewalks and paths
- ADA
- Bridge Repair

Capital Projects

- Road and Bridge Reconstruction and Widening
- Intersection Improvements
- New Signals and Equipment
- Sidewalks and Trails
- Facility Upgrades and Expansion

4a Expected Budget - **Typical Costs**

DUPAGE*Connects*
DuPage County Transportation Plan

Typical Infrastructure Costs in DuPage County

Resurface one mile of a **4-lane road**:
$650,000

Reconstruct one mile of a **4-lane road**:
$4–6 Million

Install **new signals** at an intersection:
$350,000–$500,000

Install one mile of **sidewalk**:
$185,000

Install one mile of a paved **multi-use path**:
$350,000–$1.15 Million

Add **left turn lanes** and **modernize signal**:
$1.5 Million

Replace an existing **bridge**:
$3–5 Million

5 LRTP Needs Identification Process

DUPAGEConnects
DuPage County Transportation Plan

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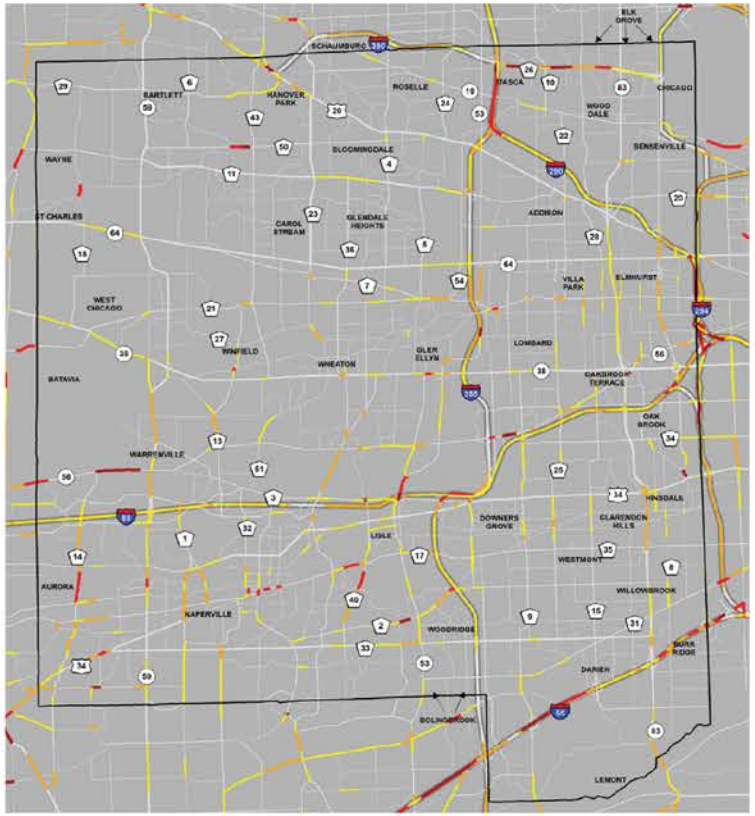
Expected Peak Hour Travel Conditions in 2040



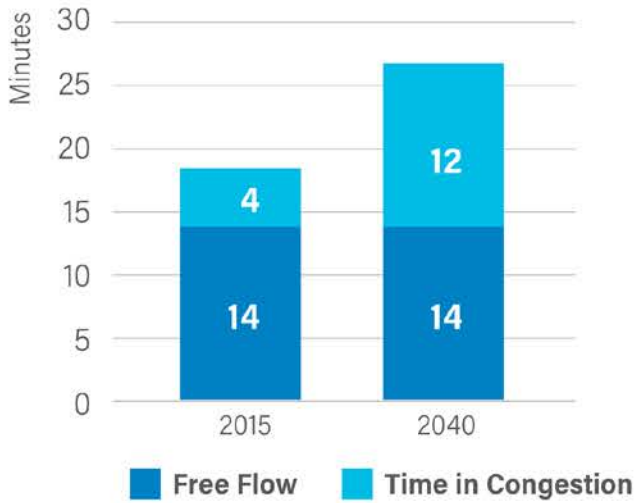
The 2040 travel conditions presented in the map include several programmed network improvements based on short-term DuDOT, IDOT, Tollway, and local municipality programs.

Anticipated Congestion Levels

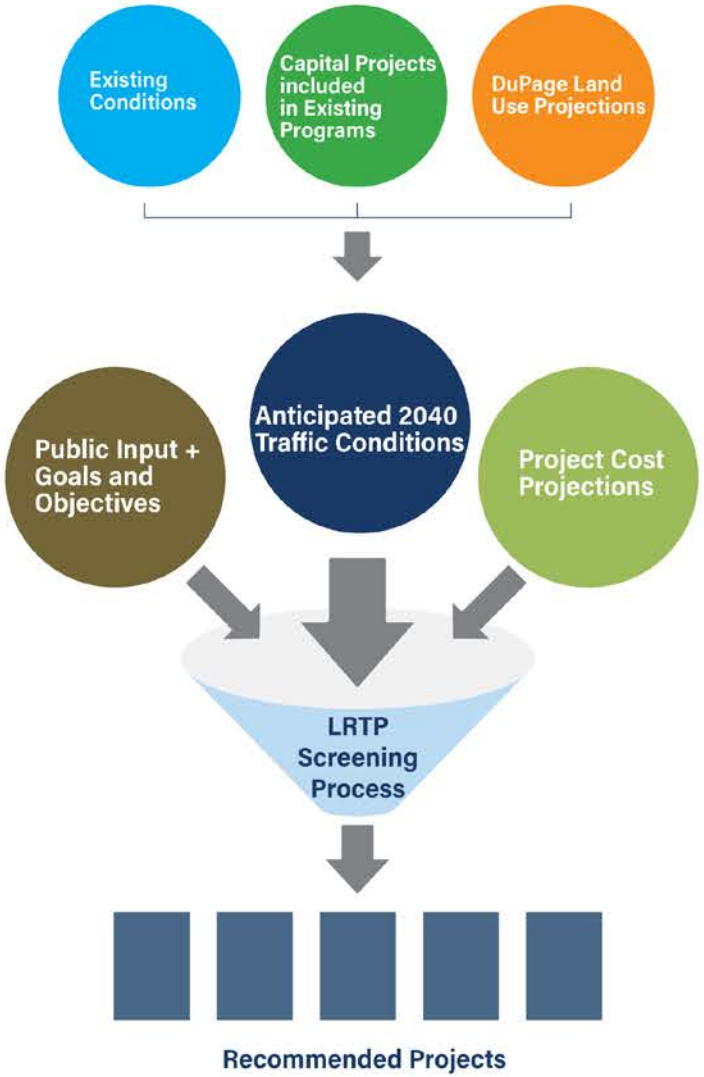
- Nearing Congestion
- Congested
- Minor Congestion
- Very Congested

Average Travel Time 2015 vs. 2040

A typical 18-minute trip is expected to take 8 minutes longer in 2040 due to added congestion.



LRTP Project Selection Process



6 Selected Projects + Budget Distribution

Click for Audio

Projected Capital Expenditures

Project Category	Programmed Projects 2021-2025	Planned Projects 2026-2040	Total
Total	$265,531,200	$912,633,000	$1,178,164,200

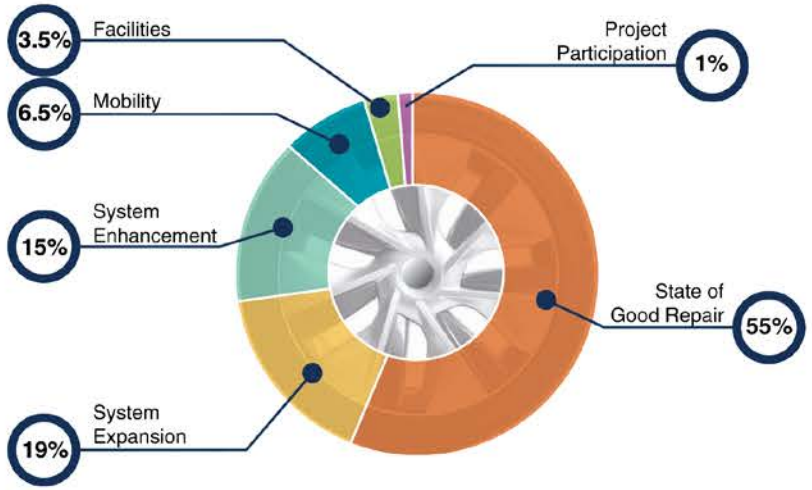
Capital Program Allocation

State of Good Repair
- 10 Reconstruction Projects
- 14 Bridge Projects
- $200M Roadway Resurfacing
- $70M Electrical/Signal Maintenance
- $15M Drainage Improvements
- $12M Sidewalk Repair and Accessibility

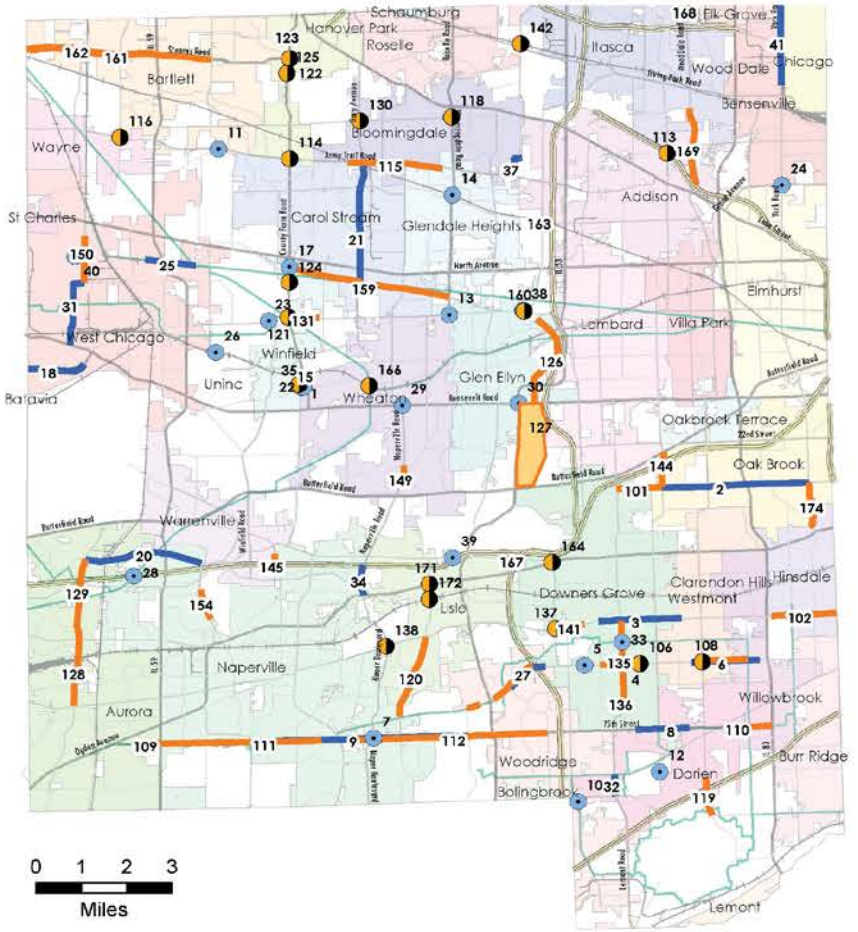
Mobility
- East Branch DuPage River Trail
- Stearns Road Path
- 31st Street Trail Extension
- Meyers Road Bridge Accommodations
- Mill Street Bridge Accommodations

System Enhancements
- 18 Intersection Projects
- 7 Corridor Projects
- $25M Traffic Signal Coordination

System Expansion
- 75th Street (Janes Avenue to IL 59)
- Eola Road (Ferry Road to New York Street)
- Army Trail Road (Gary Avenue to Bloomingdale Road)



DuPage County Long Range Transportation Plan: 2021-2040 Program



Programmed Project (2021-25)
Programmed Project (2026-40)
Programmed Corridor Project (2021-25)
Programmed Corridor Project (2026-40)

7 Policies + Programs

DUPAGEConnects
DuPage County Transportation Plan

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Photo courtesy of **Discover DuPage.**

Active policies and programs

- ADA Transition Plan and PROWAG (Public Right of Way Accessibility Guidelines)
- DuPage Healthy Road Initiative
- Comprehensive Road Improvement Plan
- Elgin-O'Hare Western Access Bike-Ped Plan
- DuPage Transit Plan
- DuPage Transportation Coordination Initiative

Future policies and programs

- DuPage County Trails Plan
- DuPage County Mobility Plan
- Local Road Safety Plan

8 Closing + Public Comment

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NOV 2021

- Public Meeting
- 2-week Comment period
- Receive/Address Comments
- Amend Draft

DEC 2021

- Final Plan
- County Board Adoption

WE WANT YOUR INPUT

Please send written comments via mail or email to:

DuPage Division of Transportation
421 N. County Farm Road | Wheaton, IL 60187
TransPlan@dupageco.org

Appendix 2-C

Public Comments on Draft LRTP

DuPage County Long Range Transportation Plan
Virtual Public Meeting and Plan Document Comments

Name	Organization	Comment	Response
L Pasquale	Private	I would like to see more "smart stoplights" that recognize and adapt to traffic conditions. Quite often, especially, but not exclusively, at night, I'm stopped for full lights with little to NO traffic. It's inefficient, wastes gas, and creates unnecessary pollution.	Received and Filed
Anonymous	Anonymous	No detailed list of proposed projects identified, prioritized and presented for public comment. Insufficient detail to solicit meaningful comment.	A link to the list and numbering was provided on the virtual page. The full LRTP, a project list and a project map were all placed online and links were provided through the public notice.
R Zucchero	Illinois Tollway	The virtual public meeting was well done and laid out a clear path and vision for DuPage's future. I am hopeful that the new IIJA program will provide opportunities for he county to address some of the unfunded projects. Great to see a commitment to non-motorized transportation and accessibility in the plan as well.	Received and Filed
T Witt	Private	The county circumference is approximately 100 miles and can be ridden safely by bicycle. We have 3 major Metra lines strategically entering county and several major regional trails. To further first and last mile from the front door of every home a county bike share program is an important addition to our generation's improving quality of life.	Received and Filed
T Witt	Private	Our bicycle network is world class. As we complete Western Access to O'Hare International Airport, connecting the O'Hare Bikeway into an airport parking structure and other intra modal services inside the airport to include accessible e bike share fits the developing world view of climate change programs and bicycle acceptance.	Received and Filed
T Witt	Private	With 30% of our roadways without side paths, many bicycling miles on roadways are on shoulders or middle of travel lane. Roads like Madison, Swift, Bloomingdale, County Farm, and Stearns with limits 35-50 mph rely on 3 foot distances for bicycle safe usage. Side paths or protected bike lanes on these roads are a necessary improvement to the existing shoulders.	Received and Filed
L Grage	Private	I hope the long-range transportation will include eco-friendly options whenever possible. For example, if new vehicles are to be purchased, buy electric models and install charging stations around the county as needed.	Received and Filed

DuPage County Long Range Transportation Plan
Virtual Public Meeting and Plan Document Comments

Name	Organization	Comment	Response
B Minix	Private	A very unsafe condition exists at the Great Western Path crossing of County Farm Road. This situation appears to be unaddressed in the proposed plan. Might something be done to improve this crossing as part of the proposed St. Charles Road / County Farm Road intersection improvements project if a stand-alone project is not feasible? Thank you.	Received and Filed
Anonymous	Anonymous	Northeastern DuPage is severely lacking in bikeway, trails and paths. This is particularly troublesome because of the industrial in the area and the dangerous conflict between heavy truck users and these vulnerable road users. More needs to be done.	Received and Filed
Anonymous	Anonymous	DuPage is the only county that spends NONE of its RTA sales tax on transportation. In fact, it goes to policing. This needs to change. That money should be going to transit use, or even bike/ped infrastructure. Shame on the county	Received and Filed
Anonymous	Anonymous	With the move to electric, including a new bill signed by our governor, we need to be thinking about that 52% coming from the gas tax. What is the county planning on replacing that with? What about VMT? Also, as I stated on the other board, the RTA sales tax should be going to transit. DuPage is the only county that doesn't use these funds in such a way.	Received and Filed
Anonymous	Anonymous	Stop road widening. This has never once relieved congestion. It should be the absolute last resort. It also adds to long term costs, which we are struggling to keep up with as it is.	Received and Filed
Anonymous	Anonymous	Should talk about TOD in the residential section. Not much greenfield left to develop in DuPage. We need to think about getting denser in the right places, which will support better transit. York Rd project needs to include off-road bike path facilities	Received and Filed
Anonymous	Anonymous	There needs to be increased connectivity to the trails systems. Eastern communities, like Bensenville, have minimal access to those available resources. Increased safety for pedestrians and cyclists should be a top priority. It is common to see pedestrians and cyclists along County roadways such as York Road, Grand Avenue, and IL Route 83, which lack sidewalks, protected bike lanes, and bus shelters. This creates an extremely dangerous environment and discourages those residents who wish to use alternate modes to vehicular transportation to get around. Road widening projects should be placed at higher priority than above- road-widening only encourages high-speed traffic, ultimately making it more unsafe for pedestrians and cyclists. I am aware some of these roads are not intended for pedestrian use, but that doesn't mean it's not occurring daily, and it is impossible to prevent. Pedestrian and cyclist safety is paramount. The above-referenced roads are also poorly maintained: they are littered with debris and unauthorized signs, and the vegetation is unkempt and overgrown. DuPage County is the only county that does not allocate RTA tax to fund transportation-related projects (transit, bike, ped, etc.). The County should heavily consider reallocating these funds towards transportation projects.	Received and Filed

DuPage County Long Range Transportation Plan
Virtual Public Meeting and Plan Document Comments

Name	Organization	Comment	Response
B Larson	Private	Please stop expanding roads! We know about induced demand and increasing the number of SOVs on the road will only exacerbate climate change. We should be focusing only on capital improvements that decrease SOV mode share.	Received and Filed
S Viger	Village of Bensenville	As a general statement it seems that the plan focuses more on adding lanes than looking for 21st century solutions. In my area the pavement widths are all encompassing of the right of way, hardly any room for aider pavements. Need to broaden the perspective and look at housing densities/ TOD etc. Additional planning and spending on bikes and pedestrians even industrial areas as low wage warehouse workers often rely on public transportation a, biking and walking to and within the county's industrial areas. I am told that DuPage is the only county that does not utilize RTA funds for Pedestrian-bike and transit projects. Why is that?	Received and Filed
S Lincoln	Private	This plan contains the same mistake with traffic projections that most long range transportation plans contain... The assumption that travel times will just grow and grow and drivers won't change their travel behavior. Also, widening our roadways sell do little to improve congestion. DuPage County most support transit and other transportation alternatives if they really want to help citizens with travel and mobility.	Received and Filed

DuPage County Long Range Transportation Plan
Virtual Public Meeting and Plan Document Comments

Name	Organization	Comment	Response
Sarah Hunn	DuPage County Stormwater M	Thank you for the opportunity to comment on the 2021 Long Range Transportation Plan. While flooding and drainage systems are discussed in the broad term of improving the transportation network, the plan does not directly address/propose a solution or recommendation for offsetting the impact of wider rights-of-way, increased imperviousness, and/or other impacts (whether direct or indirect) to the natural environment. While simply following the "Stormwater Ordinance" meets the minimum requirements for Highway Infrastructure Implementation, the Stormwater Management Department welcomes the opportunity to expand beyond the idea of minimum compliance with a broader eye toward improving upon the current situation to offset future conditions. Other agencies, such as the Illinois Toll Highway Authority and O'Hare Airport Authority, have engaged in such practices with DuPage County Stormwater and the Forest Preserve District of DuPage County. Their cooperation has helped to fund major projects, such as the West Branch River Restoration and Wetland Creation Project and the Springbrook Remeander Project.	Received and Filed

DuPage County Long Range Transportation Plan
Virtual Public Meeting and Plan Document Comments

Name	Organization	Comment	Response
Audrey Wennink	Metropolitan Planning Council	Note that there as many people coming to work in Dupage from Cook County as the reverse. This points to a need for much better transit service for reverse commuters. Need to work with Metra to improve reverse commuter service. Suggest you calculate mode share for all trips, not only work trips. We need to focus more on all trips and less on work trips. Especially in a post-COVID environment How can we help people use sustainable modes for their local/subregional trips? Capital program allocation does not look like there is any funding allocated to improving/ supporting transit. How could the county make investments that support transit service? You have a DuPage Transit Plan – how are LRTP investments relating to that? How does this relate to the DuPage County Mobility Plan? Suggest that instead of basing investment needs on traffic congestion, you base them on multimodal access to key destinations. We need to shift the approach to defining needs and solutions. The current approach focused only on congestion is outdated and does not generate multimodal projects. Does your model account for an increased work from home share in a post COVID environment? What if the needs identification were based on share of population within 1/4 mile of a dedicated bike lane? Or how many businesses are accessible by walking/biking? Is this not what the DuPage Healthy Roads Initiative is trying to achieve?	Received and Filed
Audrey Wennink	Metropolitan Planning Council	Need to parse out intersection improvements. If you are widening intersections you are creating a more hostile and dangerous environment for biking and walking. How are roadway projects managing speed to reduce traffic fatalities and injuries? Safety is one of the primary goals of the plan.	Received and Filed
Audrey Wennink	Metropolitan Planning Council	Would like to understand the justification for system expansions – why are roads being widened when we know that leads to induced demand, climate impacts, and more hostile environment for other modes? Additionally, have lifecycle costs for maintaining roadway expansions been accounted for in the budget? Are high quality transit and pedestrian/bike improvements being built into these projects?	Received and Filed

DuPage County Long Range Transportation Plan
Virtual Public Meeting and Plan Document Comments

Name	Organization	Comment	Response
Walter Slazyk	Citizen	Thank you for the opportunity to comment on the DuPage Long Range Transportation Plan. My comments are limited to the area of non-motorized transportation. The plan makes mention of non-motorized transportation but does not give it much importance. In particular to cycling, the plan seems to highlight only the recreational use of the Prairie Path and other bikeways. While it will never be a major form of transportation, cycling remains an option during the warmer months for many people to get from one place to another. The Prairie Path and Great Western trails are, indeed, jewels to the cycling and running community. However, I think more needs to be done to make more of the public byways in the county accessible for safe access by bicycles and pedestrians. A glaring example of where more needs to be done is the terrible barrier that the interstate highways create. More access is needed to provide safe access for pedestrians and cyclists across these highways. Specifically, I would like to point out that along I-88 from York Rd in southern Elmhurst to Leask Lane in Lombard there are no pedestrian bridges or underpasses that allow pedestrians or cyclists to safely cross the highway. It should be noted that since at least 2008 there has been a proposal for a walkway/bikeway along Myers Rd over I-88. However, this and other proposed bikeways very rarely are funded and some have even dropped out of proposed status. I urge the county transportation planners to please consider the needs of non-motorized traffic going forward. The ability to provide for this access can do a lot to improve not just the safety of DuPage residents but also improve our quality of life.	Received and Filed

DuPage County Long Range Transportation Plan
Virtual Public Meeting and Plan Document Comments

Name	Organization	Comment	Response
Thomas Coleman	Climate Reality Leadership Corps, Chicago Metro Electric Vehicle Campaign Leader	As the world faces pollution and greenhouse gas global-warming emissions, it is important that we have a transportation plan that deals with these issues. This is especially important given the EPA's pronouncement that 29% of all greenhouse gas emissions comes from transportation sources. Of these sources, by far autos, pickup trucks, SUVs, light trucks, and buses make up the majority of these emissions. Further, the World Health Organization, the American Lung Association, and the Lancet all make clear that besides greenhouse gases, one of biggest near-term issues for our health is poison pollution from transportation. The Environmental Defense Fund (EDF) says about 50% of this kind of pollution comes from transportation. Therefore, it is crucial that our DuPage County transportation plan go beyond traditional transportation issues but includes action plans that helps to facilitate solutions to our emissions that happen on our roads. A key solution shows that electric vehicles (EVs) offer the greatest answer to pollution and greenhouse gas emissions in transportation while significantly reducing the total cost of ownership of vehicles. Most automakers are gearing up strongly to support EVs and a move away from internal combustion engine (ICE) vehicles. Well over $100B is being expended for EV development and deployment by automakers.	Received and Filed

DuPage County Long Range Transportation Plan
Virtual Public Meeting and Plan Document Comments

Name	Organization	Comment	Response
Thomas Coleman	Climate Reality Leadership Corps, Chicago Metro Electric Vehicle Campaign Leader	Therefore the county needs to consider the following: 1. Expand public EV charging locations in conjunction with the State of Illinois CEJA act and Biden's current and pending enhancements for public EV charging. 2. Encourage public charging companies like Tesla, Electrify America, EVgo, and others to locate charging stations in DuPage County. The focus should be DC fast chargers at transportation interchanges. A good example of a large charging station at a highway interchange is the Electrify America and Tesla charging station on Route 59 near Route 88 in Aurora near the Naperville line. 3. Encourage the use of level 2 and DC fast charging at multi-occupancy housing. Include regulation and incentives for "EV-Ready" installations for multi-occupancy locations at parking garages. Doing this lowers rework costs when fully implementing EV charging as EV use increases. 4. 80% of EV charging is done at home, which is completely different than ICE vehicle fueling as gasoline stations. Therefore, the county should encourage cities to offer incentives for the installation of EV change stations in homes. Naperville, is an excellent example of a city doing this today. Perhaps DuPage County should do this as well or encourage other cities to follow Naperville's lead. Further the cost of EV Supply Equipment (EVSE) installation permits should be reduced or waived as an incentive to encourage the use of EVs. 5. The County should consider increasing the taxes on fossil fuel products and services that exist today or may be planned in the future. These products emit poisonous pollution and greenhouse gases that warm the planet. While cigarettes were not banned by the federal government and states, large taxes were placed on them as we learned that these products were health hazards. The same should be applied to gasoline, diesel fuel, and permits for fossil fuel dispensing stations. 6. DuPage County should consider a type of warning label for all gasoline and diesel pumps similar to the use of warnings on cigarettes. This is being done in Cambridge, Massachusetts and likely will be done in more cities as the population learns that, like cigarettes, fossil fuel vehicles emit dangerous emissions. While doing this may seem too aggressive today given fossil fueled vehicles seem "normal" here in 2022, the truth is fossil fueled vehicles poison the air and warm the planet. 7. DuPage Country needs to help educate residents on the opportunity EV's present as a solution to lower the total cost of ownership and emissions of vehicles on our roadways. The County can do this as a County initiative or through its influence with city governments.	Received and Filed

Appendix 4-A

Technical Report on Modeling Process

DRAFT

DuPage County

Travel Demand Model Technical Report

November 2021

CDM Smith

July 20, 2020

DRAFT

Table of Contents

Figures

Tables

Appendices

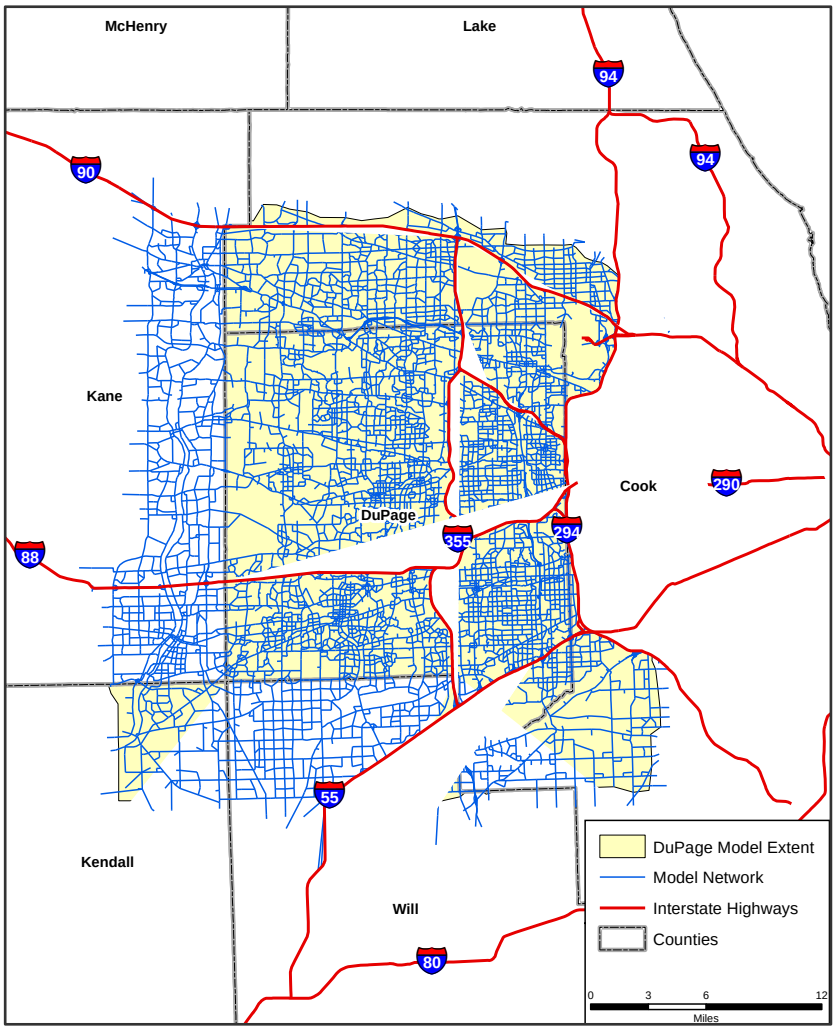
Part 1 – Introduction

The purpose of this technical report is to describe how the DuPage County travel demand model was developed by CDM Smith. This model was used to test various future year transportation scenarios in DuPage County. The outputs from this travel demand model were used in the 2018 DuPage County Long Range Transportation Plan.

1.1 Model Purpose and Development Approach

The current DuPage County travel demand model ("2018 model") was developed by updating the 2008 model, using the TransCAD software. The model update was completed collaboratively by DuPage County and CDM Smith staff. The model was calibrated and validated to Year 2015 traffic counts from IDOT and DuPage CDM Smith also developed two future-year models for 2025 and 2040. The geographic area covered by the travel demand model is shown in Figure 1.

Figure 1 – DuPage County Model Area



The DuPage County 2018 Model contains both passenger car and truck models. The updated model introduced two new trip purposes (Home-Based School and Home-Based Shopping) and the trip rates were based on new survey data. The model also includes a validated PM peak period, and an intersection delay component. Finally, the model contains an automated TransCAD GISDK batch program module with a Graphical User Interface (GUI). This GUI allows the user to easily run batches of scenarios. Regional trips from the CMAP model were integrated with the DuPage Travel Demand Model using subarea matrix processing. The model update efforts have yielded predictive travel demand models for study years 2015, 2025 and 2040 that will be used for planning purposes within the county.

Figure 2 shows that DuPage County and the entire DuPage model extent lies within the CMAP travel model study boundaries. A customized model was developed for DuPage County with the intent of supplementing, not replacing the regional MPO model. Each DuPage model component serves the overall goal of using DuPage County detail and scale to obtain a locally consistent traffic validation. The overall model approach is to replicate local DuPage County traffic, both daily and PM, improve the existing model by making model improvements in a step-wise fashion, and find and use the most recent data. The following specific enhancements were made in support of the model philosophy:

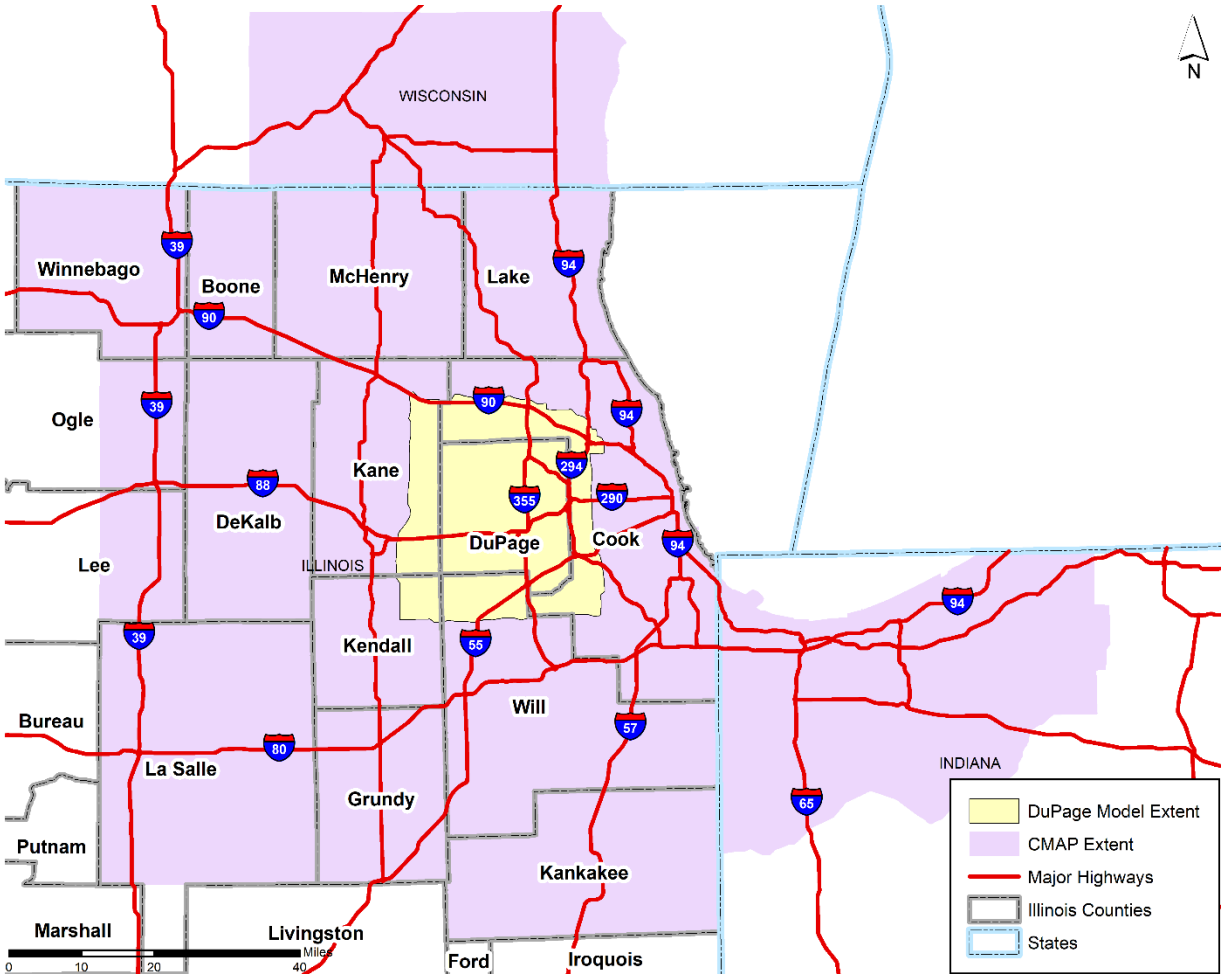
Private real estate data was used in place of the traditional employment information in the zones. This data was also be used in an innovative fashion to include vacancy rates by real estate category.

The Traffic Analysis Zone (TAZ) system for DuPage County is constructed with a very fine level of detail, reflecting county-level, not regional-level, land use. The buffer layer is built using a "telescoping" zone size evolution, with the finest detail within DuPage County.

The highway network for DuPage County is constructed with a level of detail corresponding to the TAZ layer. County roads are well-represented; toll and interstate roadways, ramps, and interchanges are conflated to reflect accurate geometrics to assist analysis in DuPage County. Centroid connectors are constructed using digital aerial data to reflect accurate access/egress at each TAZ.

The CMAP travel model trip tables which reflect a wealth of time of day, trip purpose, vehicle type, and external traffic flow information, are integrated using a matrix subarea processing approach to ensure that the Chicago metropolitan area traffic is included in the DuPage effort.

Figure 2 – DuPage versus CMAP Model Areas



1.2 Report Outline

This report contains the following sections:

1.	Section 1.3	Traffic Analysis Zones (TAZs)
2.	Section 1.4	Highway Network
3.	Section 1.5	Passenger Car Trip Generation, *including socioeconomic forecasts*
4.	Section 1.6	Passenger Car Trip Distribution
5.	Section 1.7	Truck Traffic Model
6.	Section 1.8	External Trip Model
7.	Section 1.9	O'Hare Airport Model
8.	Section 1.10	PM Peak-Hour Model
9.	Section 1.11	Traffic Assignment Methodology
10.	Section 1.12	Base-Year Model Calibration and Validation

1.3 Traffic Analysis Zone System

Table 1 lists the number of zones by type contained in the current DuPage County model. It contains 2,012 zones, which consists of: 1,351 are internal Traffic Analysis Zones (TAZs), including the Metra and O'Hare special-uses zones, 539 "buffer" TAZs, and 122 external zones. Figure 3 shows the TAZ system for the DuPage County model. The internal zones are shown in green, and cover the entirety of DuPage County. The "buffer" zones surround the perimeter of DuPage County, and are shown in yellow. The purpose of the "buffer" zones is to allow vehicles in adjacent counties to reroute in response to transportation projects or congestion within DuPage County.[1] Some TAZ boundaries from the 2008 model were updated for the current model. The types of zonal changes were: zone addition, zone splitting, or zone blending. There was an emphasis on adding zones where development has taken place in recent years. For example, an important recent development is the opening of the IL 390; new zones were created adjacent to that route. The following subsections describe changes made to specific categories of TAZs: Internal, Buffer, Metra Stations and O'Hare Airport.

[1] If an external zone were located directly on the DuPage County boundary, the vehicles originating from or destined to that external zone would be forced to utilize the internal link to which the external zone connects. For example, if the I-88 west external station were located at the western DuPage County boundary, then all vehicles to/from that external station would be forced to use the adjacent I-88 links. The buffer zonal area allows vehicles to route around I-88 in response to traffic congestion.

Table 1 – Number of Zones by Type

TAZ Type Number	TAZ Description	Number of TAZs
1	Internal DuPage TAZ	1,171
2	Buffer TAZ	539
3	Metra Station TAZ	48
5	O'Hare Area TAZ	12
11	Downtown TAZ	120
99	External Zones	122
	TOTAL	**2,012**

Figure 3 – DuPage County Model TAZ System

1.3.1 Changes to DuPage County Internal TAZs

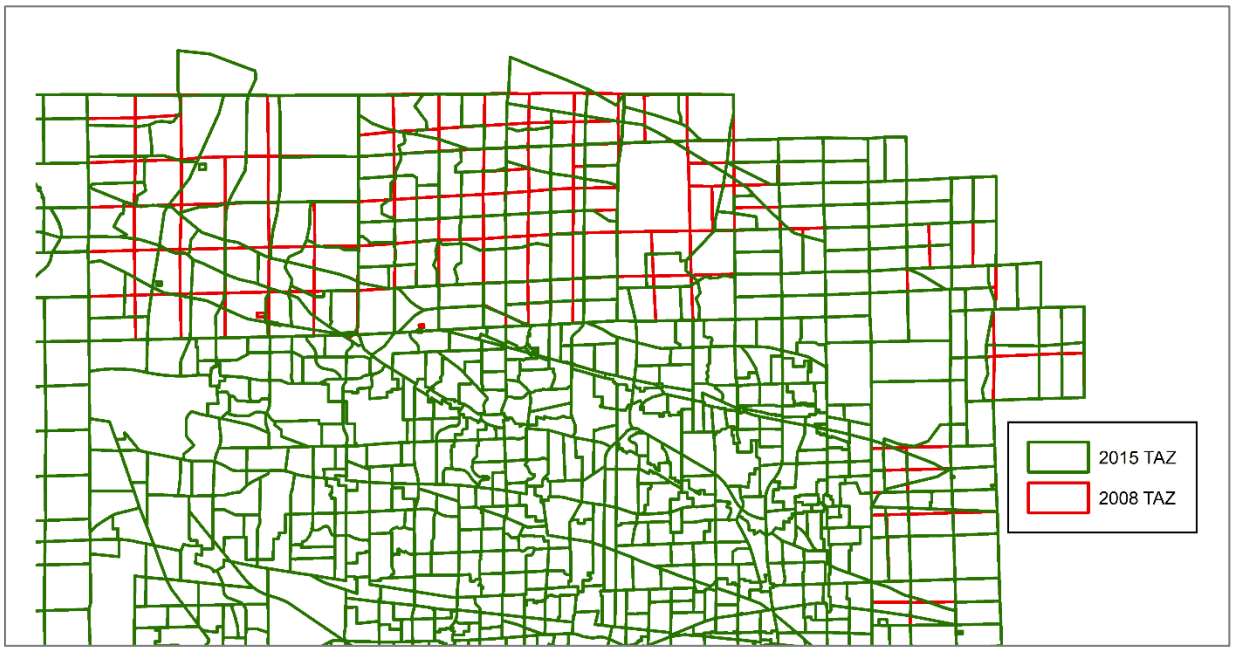
TAZs inside DuPage County were revised if: (1) strong growth in number of households or employment recently occurred within the TAZ, (2) planned land use indicated that an additional zone was needed, or (3) the old TAZ boundaries resulted in deficient traffic model network loading patterns.

1.3.2 Changes to Buffer Area TAZs

For areas surrounding DuPage, major effort included zone additions either to extend the modeling area or to subdivide existing TAZs to attain more accuracy. Some of the key edits were to subdivide larger four to six square mile buffer zones that straddle one or more strategic arterials, and to subdivide large zones in Cook County where new transportation facilities have

been added since the last Model update (IL 390). A total of 15 zones were added to the TAZ as the result of the editing effort (Figure 1-4).

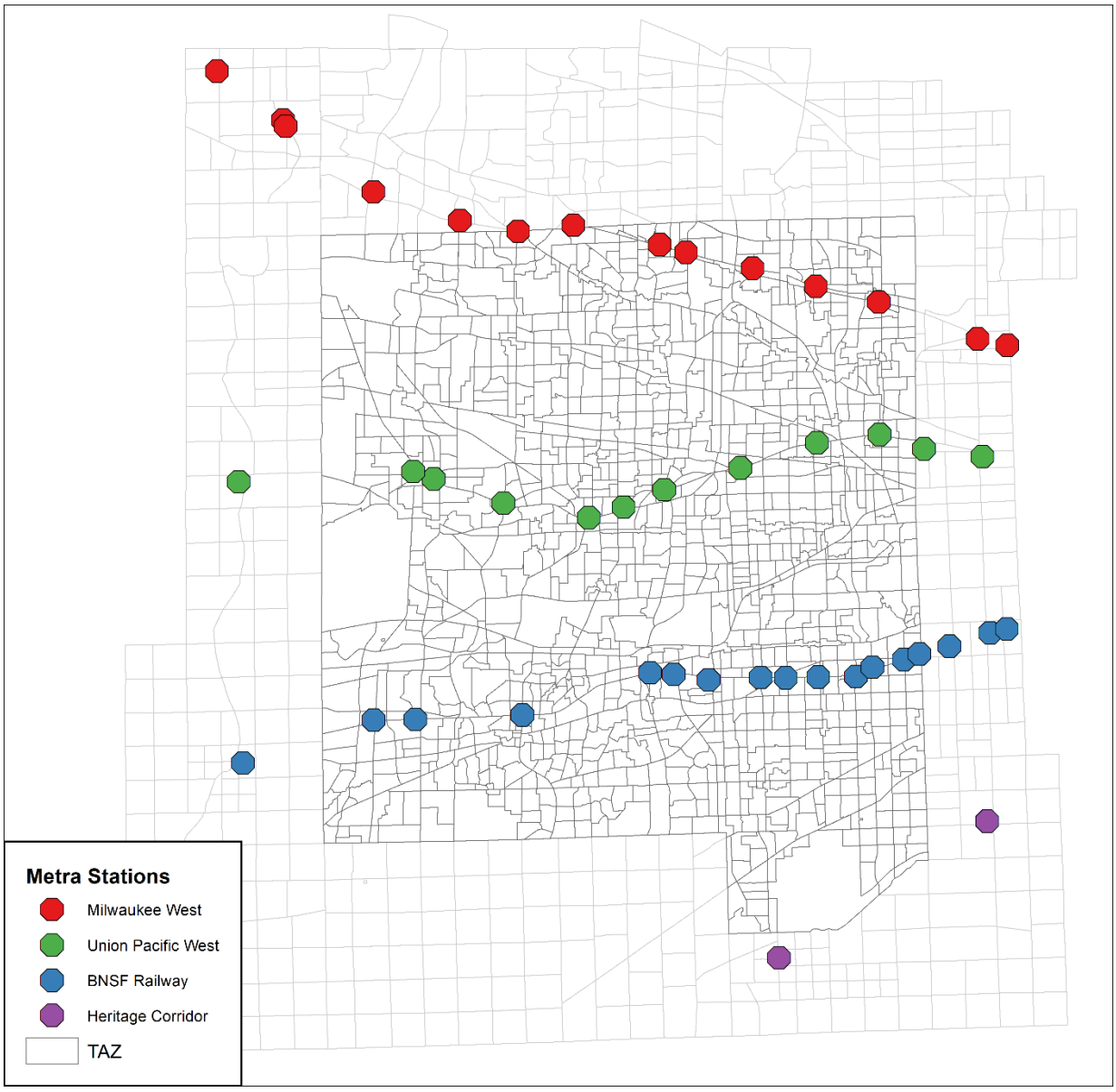
Figure 4 – New versus old Buffer Area TAZs



1.3.3 Metra Transit Station TAZs

The DuPage model contains 48 TAZs which represent a Metra Rail transit station and its associated parking lot. Figure 5 contains a map showing the location of these 48 TAZs. In the trip generation step, these TAZs are treated as a special trip attraction.

Figure 5 – Metra Transit Station TAZs



1.3.4 O'Hare International Airport TAZs

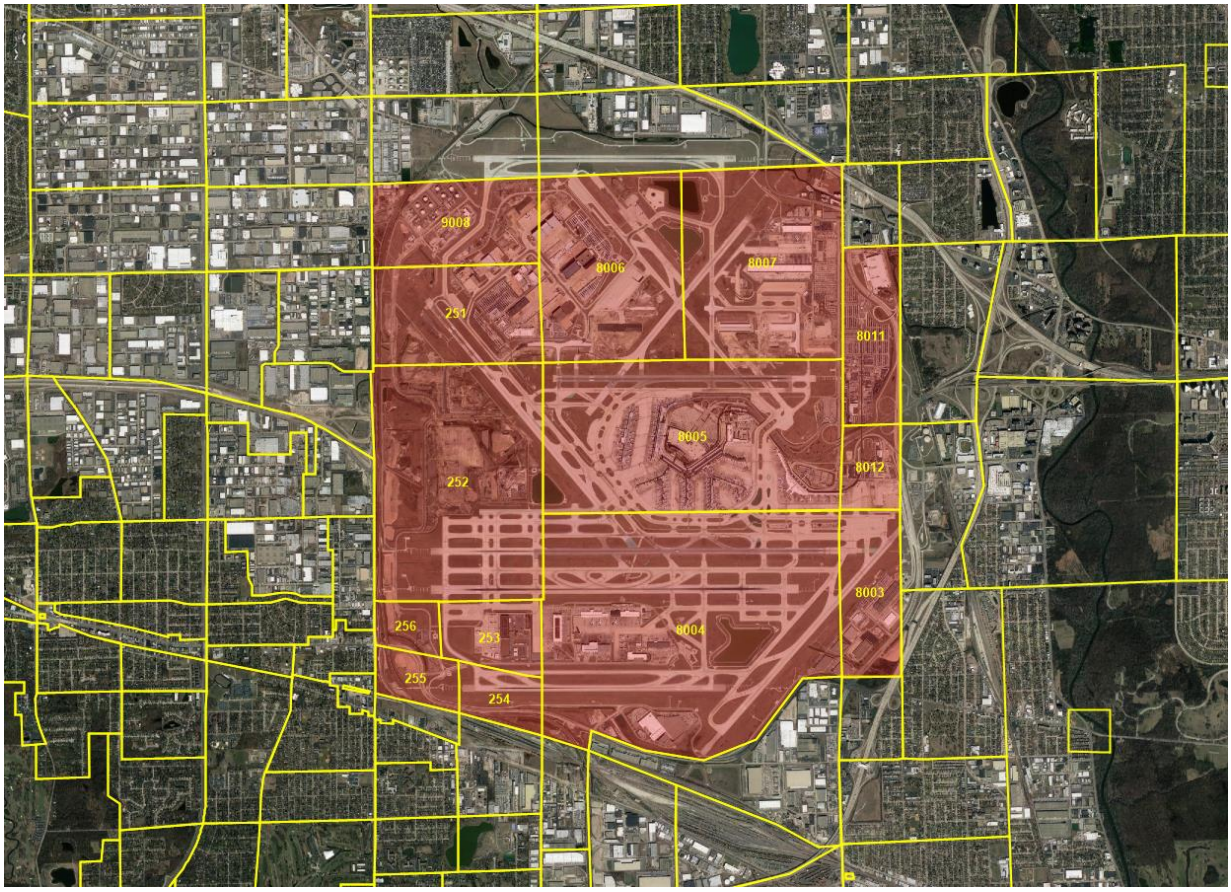
The O'Hare airport zone boundaries were updated to reflect the different activities that occur at discrete locations within in the O'Hare Airport property, and thus the different trip characteristics occurring within each area. These activities and zone delineations include: passenger terminal, parking facilities, cargo areas, and the northwest hangar area. Passengers and workers use different routes to access O'Hare. Most passengers, visitors, and greeters use the I-190 spur that enters O'Hare from the east. Workers, on the other hand, may enter from the north (airline employees), or the west/south (freight forwarding employees), or other routes. Several zones were also reconfigured to reflect the newly-completed IL-390, and the proposed airport configuration to accommodate a future Western Access to O'Hare.

Figure 6 shows the nine TAZs comprising O'Hare Airport. Aerial imagery was used to pinpoint activities such as hangars, rental car facilities and terminal. The allocation of the jobs to the main terminal, northwest hanger, east, south, and southeast cargo areas was based on the percentage of O'Hare employee parking spaces available in each of these O'Hare activity areas. The 2015 runway reconfiguration did not alter the essence of the access and egress patterns at O'Hare. Please note that Section 1.9 contains a description of the model steps unique to the O'Hare Airport zones.

O'Hare International Airport (ORD) is an important part of the DuPage traffic model for the following reasons:

- Part of the airport property is located in DuPage County;
- The activities that take place in the O'Hare area are diverse in nature encompassing terminal, air cargo, hangars, airline crew facilities, and parking. Additionally, many of these activities, such as cargo and parking do not take place at a single location at O'Hare;
- Irving Park Road, an east-west arterial in the south portion of the O'Hare area is an important conduit into and out of DuPage;
- Potential western access can be evaluated as part of one or more future scenarios.
- O'Hare Airport received extensive re-allocation of the employment-related forecasts during the DuPage County Model update.

Figure 6 – O'Hare Airport TAZ System



1.3.5 TAZ Numbering

Table 2 lists the TAZ numbers associated with various geographic areas or special land uses (Metra stations and O'Hare airport). The numbering of TAZs for the same geographic area or land use were grouped into ranges of thousands. These groupings allowed for easier identification of the TAZ's location. Each TAZ numbering range also contained unused numbers to allow for new TAZs to be inserted into each range without disrupting the overall numbering system.

Table 2 – TAZ Numbering Ranges

Numbering Range	Zones Included
1 - 1999	DuPage Internal Zones
2001 - 2099	Metra Zones (DuPage Only)
2101 - 2199	Metra Zones (Buffer Regions)
3001 - 3099	Kane County
4001 - 4099	Kendall County
6001 - 6099	South Cook
7001 - 7099	West Cook
8001 - 8099	O'Hare
9001 - 9199	Northwest Cook

1.3.6 Key TAZ Attributes

Table 3 lists all of the TAZ attributes contained in the DuPage County model. These attributes are used by the GISDK model "batch process" to allow current year socioeconomic (SE) assumptions to be referenced in the trip generation, trip distribution and traffic assignment steps.

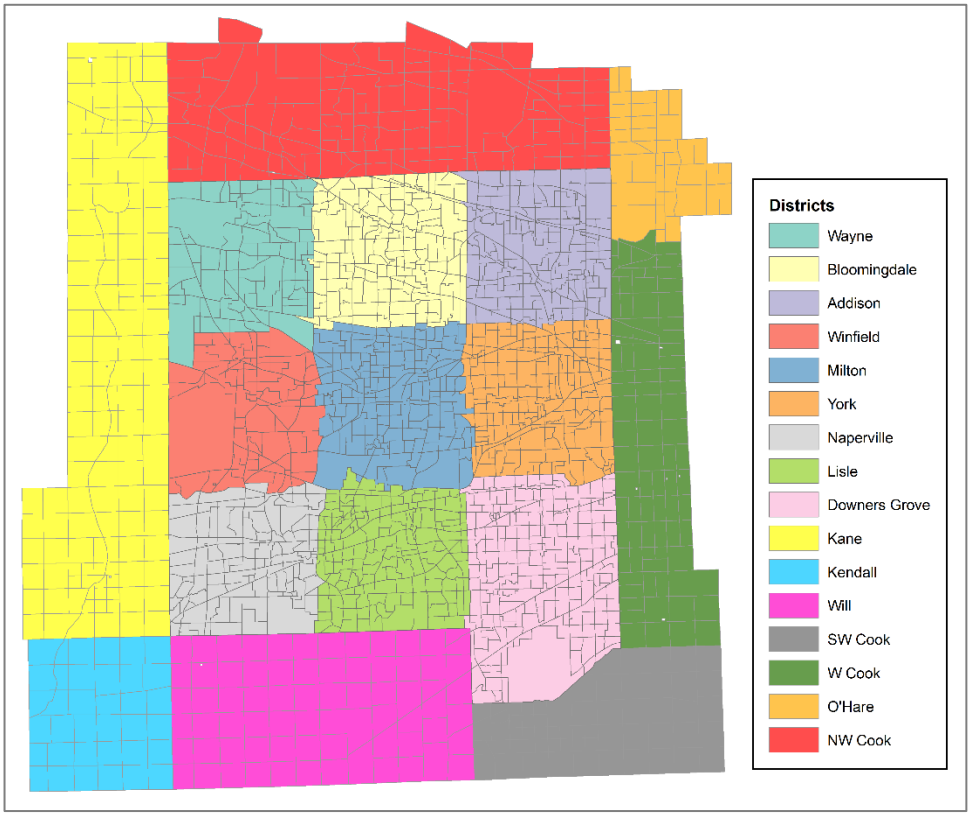
Table 3 – TAZ Attributes List

Name	Description
ID	Formal TransCAD ID and Final TAZ ID
Area	Area in Square Miles
TAZ_Number	Unique identifier for each TAZ
TAZ_Area_Type	1 - DuPage TAZ (incl. Downtown)
	2 - Metra Stations
	3 - Buffer TAZ
	4 - External TAZ
TAZTYPE	1 - Internal DuPage TAZ (w/o Downtown)
	2 - Buffer
	3 - Metra Station TAZ
	4 - Downtown TAZ
	5 - External TAZ
Area_Type	1 - Urban
	2 - Suburban
	3 - Rural
	4 - Metra
	5 - O'Hare
Terminal_Time_PC	Terminal Time for Passenger Cars
Terminal_Time_CV	Terminal Time for Trucks
COUNTY	District ID
DUP_TWP	DuPage Township ID
DESCRIP01	Description of the TAZ Profile
MUNI	Municipal Name where TAZ resides

1.3.7 DuPage Super-Zones

For reporting purposes, the DuPage Traffic Model TAZs were aggregated into Super-Zones to allow the model inputs and outputs to be easily summarized. The model outputs contained in this report and the LRTP Report have been summarized according to these Super-Zones. Within DuPage County, the super-zones follow the nine township boundaries. The buffer area is composed of seven super-zones that respectively cover Kane, Kendall, and Will Counties, Northwest Cook, West Cook and Southwest Cook, and the O'Hare area. Figure 7 shows the DuPage County Traffic Model super-zone boundaries.

Figure 7 – DuPage County Model Super-Zones



1.4 Highway Network

The DuPage County highway network was originally developed in the 1990s (using TModel software) and has been continually improved and refined up to the present time. To develop the highway network for the 2020 DuPage Model, CDM Smith updated and refined the highway network from the 2008 DuPage Model. The highway network of the 2020 DuPage County Travel Demand Model is shown in Figure 8. The network follows a similar pattern to the TAZ structure in that the network is more detailed within DuPage County, and is less detailed in the buffer areas. The highway network within DuPage County is more-detailed (reflects more roadways) than the CMAP model. Figure 9 compares the roadway networks of the DuPage and CMAP models. From a visually inspection, the DuPage County network is clearly denser than the CMAP network. CDM Smith and DuPage County staff made extensive updates to the 2008 highway network including:

- **Traffic Counts:** Traffic Counts coded onto the link attributes were updated from 2008 to 2015. The traffic counts included: 2015 Average Annual Daily Traffic (AADT) counts, 2015 average daily truck counts, and 2015 PM peak counts where available. These coded traffic counts were used for calibration and validation purposes. Segments chosen for inclusion in the DuPage 2018 Travel Demand Model generally accounted for all roadways classified as Minor Arterial or better. Additionally, the study team incorporated collector roads that were judged to be regionally significant in accommodating the travel demand throughout the model area.
- **Link Adjustments:** Adjusting roadway links and adding centroid connectors where TAZ boundaries were split or adjusted. TAZ along IL-390 and I-90 were split. Centroid connectors were added to connect these TAZ centroids to the roadway network.
- **Link Capacity**: Reviewed daily capacities on all links, and developed link capacities for the new PM peak-hour model.
- **Link distances and speeds:** Link distances and speeds are key variables in the highway network, as they dictate the free-flow travel time and roadway capacity of the links. CDM Smith employed the Geographic Information System (GIS) capabilities within the TransCAD software to identify, code, and check these key link variables.
- **Truck Prohibited Routes**: Identified truck prohibited segments. See Appendix A for a complete list of roadway segments from which trucks are prohibited.
- **Volume-Delay Functions:** Investigated volume delay functions and impacts on congested speed.
- **Quality Checking:** Performed general checks on directionality, connectivity and geometry of links.

Appendix B contains a list of all link attributes. The key Link Attributes are: length, roadway name, functional classification, number of lanes and hourly capacity; or Observed data, which includes Average Annual Daily Traffic (AADT) and Heavy Commercial Vehicle count.

Figure 8 – DuPage County 2020 Model Highway Network

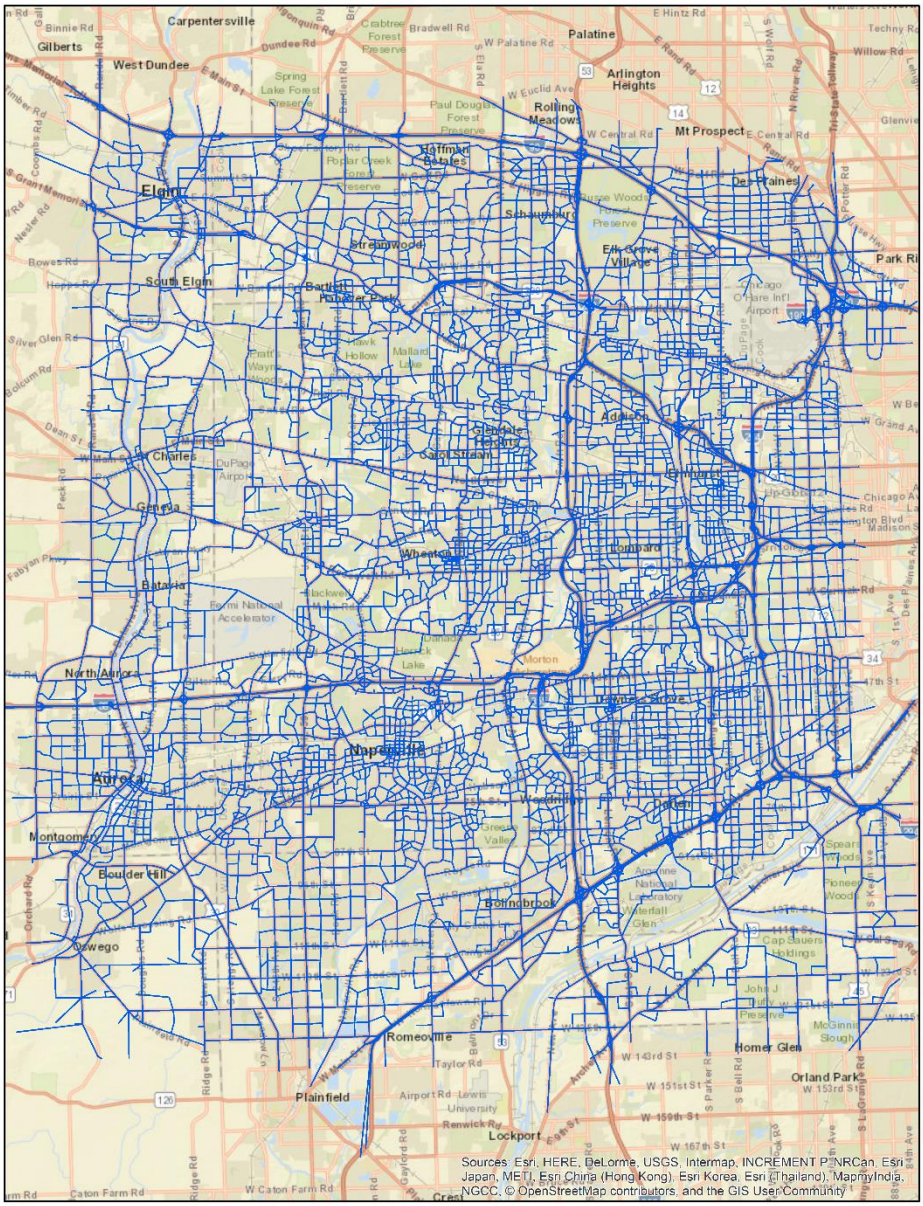
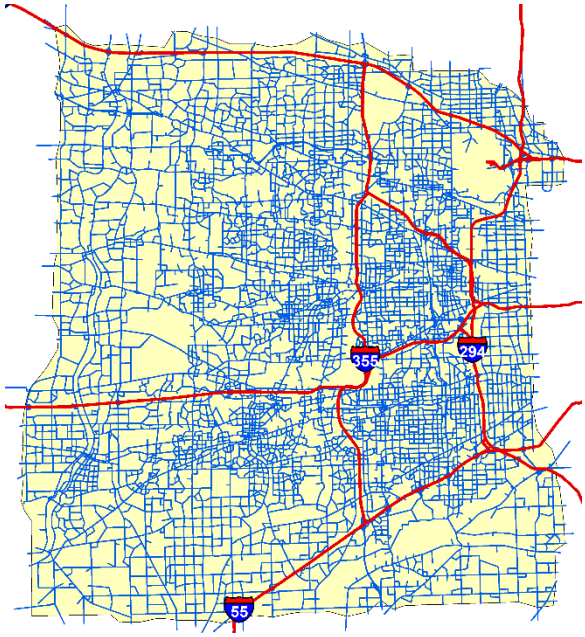
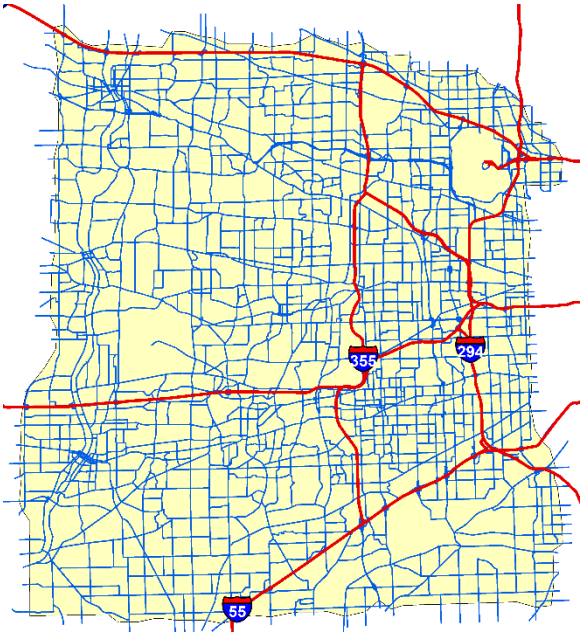


Figure 9 – DuPage County and CMAP Model Networks



DuPage County Model



CMAP Model

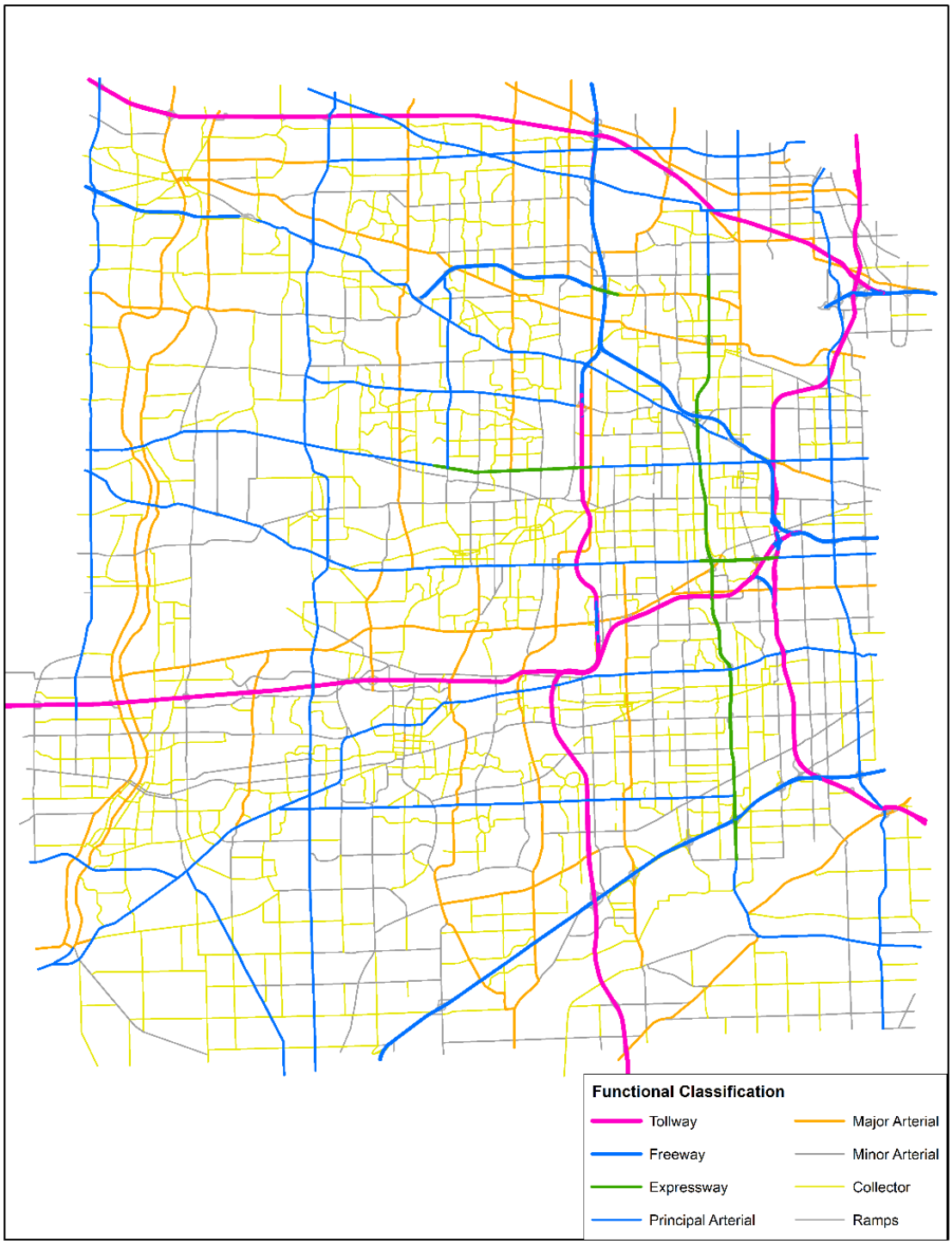
1.4.1 Functional Classification

Figure 10 shows the DuPage County Traffic Model network by functional classification. Functional classifications for the DuPage County Traffic Model consist of fifteen categories plus the centroid connectors. The DuPage County model generally contains all roadways classified as a Minor Arterial or higher classification. Table 4 presents the 16 functional classifications and the capacity and speed associated with each classification. The daily model uses the "off peak" speeds, while the PM peak-hour model uses the "peak" speeds.

Table 4 – Highway Network Functional Classes and Coding Guidelines

Functional Class	Functional Class Name	Description	Capacity (PCPLPH)	Speed	
				Off Peak	Peak
10	Tollway	Illinois Tollway routes	2000	60-70	55-65
11	Freeway	Freeway routes	2000	60-70	55-65
12	CD-Freeway to Arterial	Collector-Distributor Road on Freeway to Arterial roadway	900	45-60	40-55
13	Ramp Freeway to Freeway	Freeway-to-Freeway Ramp	1400	40-55	35-50
15	Ramp- Freeway to Net	Freeway-to-Arterial Ramp	1200	30-50	25-45
16	Ramp - Tollway to Net	Illinois Tollway-to-Arterial Ramp	1200	35-45	30-40
17	Ramp - Arterial	Arterial-to-Arterial Ramp	1200	30-40	25-35
18	Ramp - Other	Other ramp connection	1200	35	30
19	Frontage Road	Frontage Road	720	40-45	35-40
20	Expressway	Expressway	1800	45-60	40-55
30	Principal Arterial	Principal Arterial	1200	35-55	30-50
40	Major Arterial	Major Arterial	1000	30-55	25-50
50	Minor Arterial	Minor Arterial	850	30-55	25-50
60	Collector	Collector	850	25-55	20-50
70	Community Collector	Community Collector	600	25-35	20-30
90	Centroid Connector	Centroid Connector	3000	25	20

Figure 10 – Model Highway Network by Functional Class



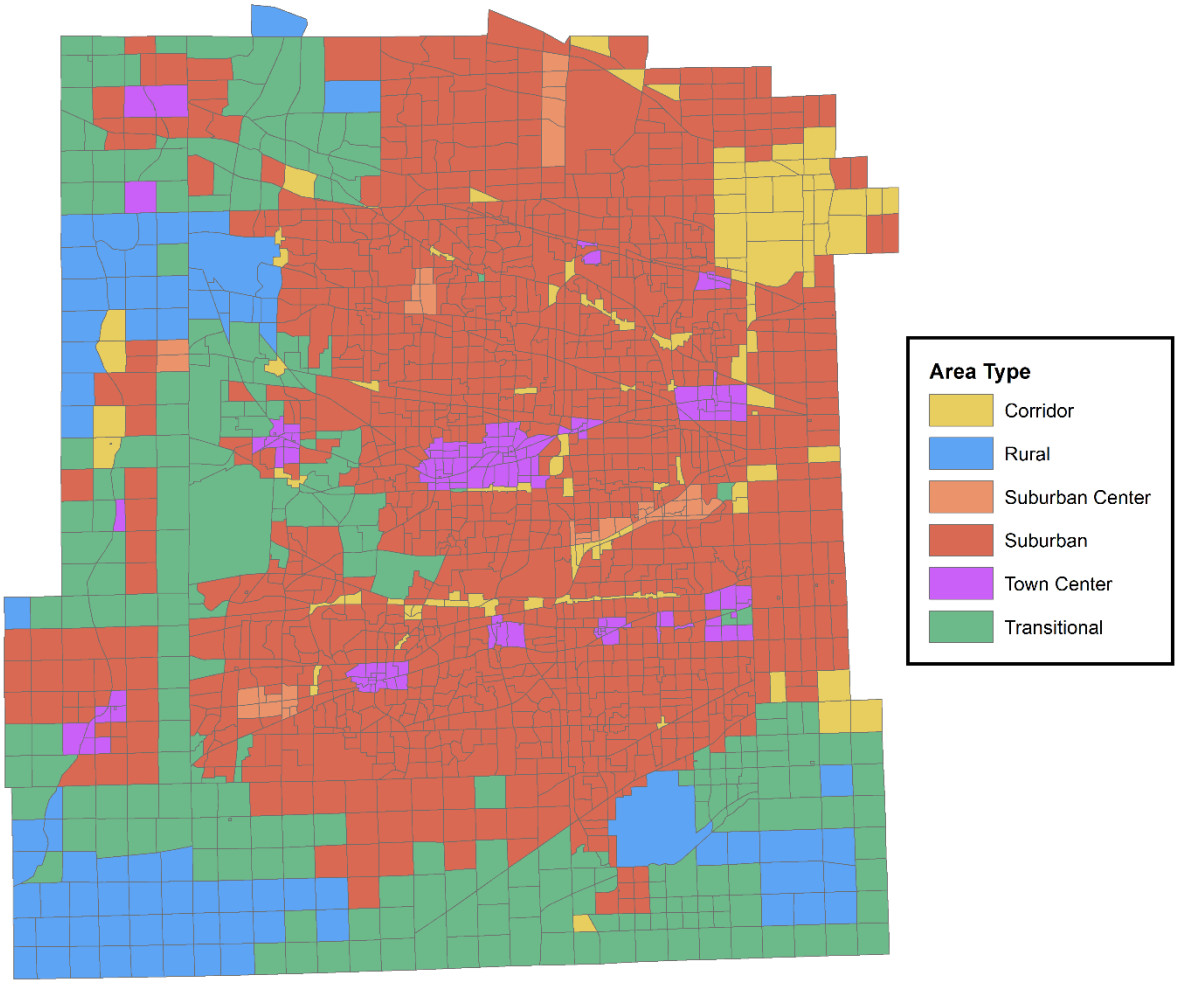
1.4.2 Link Area Type

Each link in the network is assigned to one of six "area types." The link area type dictates which volume-delay function the link will follow. Each "Area Type" also has a different volume/capacity ratio, which are shown in Table 5. The rural links have lower V/C Ratio targets whereas the urban links have higher V/C Ratio targets. Figure 11 shows the link "Area Types" by TAZ. Links within a given TAZ will follows the volume-delay function and target V/C ratio that corresponds to the TAZ's area type.

Table 5 – Volume-Capacity Ratios by Link Area Type

Area Type	V/C Ratio: During Off-Peak Period	Target V/C Ratio: Peak Period	# of Links*
Corridor	0.45	0.80	2,472
Rural	0.25	0.50	444
Suburban Center	0.50	0.90	245
Suburban	0.35	0.70	6,975
Town Center	0.55	0.90	1,148
Transitional	0.30	0.60	1,601
Total			**12,885**

Figure 11 – Link Area Types by TAZ location



1.5 Passenger Car Trip Generation

A majority of the trips in the DuPage model consists of internal passenger car trips. This section and the next section concern the internal passenger car model development (Sections 1.5 and 1.6), while the succeeding three sections (Section 1.7, 1.8 and 1.9) are concerned with the truck trips, the external trips and the O'Hare Airport trips respectively.

The first step in the four-step travel demand model development process is trip generation. Household trip generation includes procedures to estimate the travel demand associated with specific socioeconomic (SE) characteristics and land use activities. The goal of trip generation is to estimate the total number of trips by trip purpose that are produced by and attracted to each

zone. This section describes the trip generation process used to develop the DuPage County Model, and consists of four subsections: (1) SE forecasts, (2) trip productions, (3) trip attractions, (4) Balancing of Zonal Trip Productions and Attractions, and (5) Validation of Production-Attraction Models.

The trip generation step relies on TAZ-level SE data as inputs, and is used to calculate trip productions and attractions by trip purpose for each TAZ. The DuPage County Model's trip generation rates are based on a 2006 study conducted by the Chicago Metropolitan Agency for Planning (CMAP), the Illinois Department of Transportation (IDOT), the Northwestern Indiana Regional Planning Commission, and the Indiana Department of Transportation (InDOT). The primary objective of the 2006 study was to refine the Chicago regional travel demand forecast models. Data for this 2006 study was obtained through the Travel Tracker Survey, which entailed the collection of activity and travel information for all household members (regardless of age) during a randomly assigned 24-hour or 48-hour period. In 2008, CDM Smith processed this survey data to estimate weekday motorized person-trips suitable for application in a gravity-based DuPage County travel demand model. The survey data resulted in cross-classification trip rates that are reasonably similar to the values established by other MPOs.

1.5.1 TAZ Level Socioeconomic Data

SE data was estimated for each of the 1,293 internal TAZs. The full SE forecasts for DuPage County can be found in the document "2015-2025-2040 Land Use Assumptions," which is included as in Appendix C to this report. DuPage County population/household SE data obtained from 2010 and 2015 U.S. Census datasets and from DuPage County land use data. The County of DuPage purchased additional data (for the DuPage County TAZs) from a private source, which included: employment, square footage of commercial land uses and number of housing units. This data was developed by TAZ for the base year (2015) and for both future years (2025 and 2040).

For the buffer TAZs, CMAP SE forecasts (published in the third quarter of 2015) were used. The CMAP data was used in the buffer TAZs for both the base-year model (2015) and the future-year models (2025 and 2040).

The SE forecasts for the DuPage and buffer TAZs identify the geographic locations where future growth is predicted to occur (and consequently where traffic demand is likely to increase most significantly). Table 6 shows the total number of residential units that are forecast for DuPage County and the buffer zone areas. Table 7 lists the total commercial square footage forecasts in DuPage County and the "buffer" areas.

As Table 6 shows, the number of residential units in DuPage County is forecast to increase by almost 12,000, or 3 percent, between 2015 and 2025. Between 2025 and 2040, DuPage County residential growth will continue at slower pace, with just over 9,500 residences forecast. The commercial activities will grow at a substantial rate, adding over 22 million square feet, an increase of 3.2 percent, between 2015 and 2025. After 2025, the growth of square footage will

slightly slow with the addition of about 19 million square feet, a 2.5 percent increase. In case of buffer zones, the growth is similar to DuPage County between 2015 and 2025. After 2025, the buffer zones will grow at higher rate.

Table 7 shows the total square footage of commercial real estate in DuPage County and in the "buffer" area by model year. Within DuPage County, commercial space is forecasted to increase by 5.5 percent between 2015 and 2025, which is an increase of nearly 22 million square feet in that 10-year span. Over the same period, commercial square footage is expected to increase by 5.1 percent in the "buffer" area, and increase of more than 24 million square feet. In the succeeding period, 2025 to 2040, growth is forecast to occur at a slower rate. In DuPage County, commercial square footage is expected to increase by 4.5 percent.

Table 6 – DuPage and Buffer Area—Number of Residential Units by Forecast Year

Forecast Year	DuPage County	Buffer TAZs
2015	374,279	399,595
2025	386,198	412,745
2040	395,709	431,610
2015-2025	11,919	13,150
Absolute and Percentage Increase	3.2%	3.3%
2025-2040	9,511	18,865
Absolute and Percentage Increase	2.5%	4.6%
2015-2040	21,430	32,015
Absolute and Percentage Increase	5.7%	8.0%

Table 7 – DuPage and Buffer Area—Commercial Space by Forecast Year
(in square feet)

Forecast Year	DuPage County	Buffer TAZs
2015	400,725,000	479,508,000
2025	422,687,000	503,856,000
2040	441,548,000	541,568,000
2015-2025 Growth	21,962,000	24,348,000
	5.5%	5.1%
2025-2040 Growth	18,861,000	37,712,000
	4.5%	7.5%
2015-2040 Growth	40,823,000	62,060,000
	10.2%	12.9%

1.5.2 Trip Production

Trip production is performed by deriving the number of trips from an individual zone by the socioeconomic characteristics of that zone (e.g. population, employment, income level). Fundamental to the trip generation model is an understanding of trip purpose. People travel for a multitude of reasons – work, shopping, recreation, school, doctor, post office, dropping off or picking up passengers and other. Since each distinct reason for trip making cannot be included in the trip generation model, a small set of major trip purposes are established and used in the travel model. For the DuPage County Traffic Model five trip purposes were defined:

- Home Based Work (HBW)
- Non-Home Base (NHB)
- Home Based Shopping (HBSHP)
- Home Based School (HBSCH) – In the CMAP Travel Tracker Survey, the activity "travel to school" pertains only to students in twelfth grade or lower
- Home Based Other (HBO)

The procedure used to calculate trip productions for the DuPage County Traffic Model is a disaggregate cross-classification technique. Cross-classification offers the advantage that trip rates can be applied as a series of non-linear relationships. It has been shown that the number of trips generated by a household does not behave in a purely linear manner. For example, a three-person household does not make three times as many shopping trips as a one-person household. The second advantage that cross-classification provides is that it reduces the error associated with using zonal averages for household income and size. Cross-classification analysis is based on this fundamental assumption that trip generation rates are neither continuous nor linear in nature, and that the defined categories of independent variables are stable across the sample and through time.

Trip production rates are typically stratified by at least two relevant variables: a household size and a wealth attribute. For the DuPage County model, trip production rates were calculated for three variables:

- Dwelling Type: Two types: Single Family Home or Multi-Family Dwellings.
- Household size: Four sizes: 1, 2, 3 or 4+ persons.
- Income level: Three levels: less than $50,000, $50,000 to $99,000, and greater than $99,000

Table 8 and Table 9 show the trip rates, for each trip purpose, for this cross-classification scheme Table 8 shows the trip rates among Single Family Dwelling Units. Within this table there are 12 cross-classification categories corresponding to all combinations of the four household sizes and three income levels. Then the table contains five columns corresponding to the five trip purposes.

Thus, the table contains 60 unique trip rates. Similarly, Table 9 shows the same cross-classification of trip rates for Multi-Family Dwellings. All trip rates are shown in daily person trips per household

Table 8 -- Auto Trip Generation Rates –Single Family Dwelling Units

Household Size	Household Income	All Purposes	HBW	HBSHP	HBSCH	H-O	NHB
1	<$50k	3.214	0.257	0.504	0	1.181	1.272
	$50k-$99k	3.313	0.483	0.373	0.005	1.063	1.389
	>$99k	3.4	0.443	0.327	0.01	1.058	1.562
2	<$50k	5.93	0.427	0.995	0.05	2.31	2.148
	$50k-$99k	6.444	0.87	0.815	0.05	2.387	2.322
	>$99k	6.259	0.98	0.718	0.023	2.24	2.298
3	<$50k	6.784	0.937	1.004	0.143	2.931	1.769
	$50k-$99k	8.615	1.276	0.951	0.534	3.018	2.836
	>$99k	9.335	1.34	0.807	0.56	3.387	3.241
4+	<$50k	11.104	1.04	1.112	0.808	4.82	3.324
	$50k-$99k	13.443	1.398	1.22	1.087	5.719	4.019
	>$99k	13.52	1.198	1.076	1.122	5.985	4.139

Table 9 – Auto Trip Generation Rates – Multi Family Dwelling Units

Household Size	Household Income	All Purposes	HBW	HBSHP	HBSCH	H-O	NHB
1	<$50k	2.119	0.206	0.3	0.009	0.713	0.891
	$50k-$99k	2.962	0.446	0.286	0	0.984	1.246
	>$99k	2.468	0.32	0.348	0.025	0.697	1.078
2	<$50k	3.96	0.434	0.604	0.111	1.449	1.362
	$50k-$99k	5	0.625	0.573	0.072	1.831	1.899
	>$99k	4.148	0.73	0.42	0.034	1.482	1.482
3	<$50k	4.832	0.482	0.713	0.234	2.093	1.31
	$50k-$99k	7.549	1.122	1.04	0.394	2.588	2.405
	>$99k	5.792	0.776	0.595	0.274	1.961	2.186
4	<$50k	7.249	0.761	0.591	0.43	2.888	2.579
	$50k-$99k	9.998	0.851	0.803	0.73	4.208	3.406
	>$99k	10.077	1.005	1.167	0.73	4.208	2.967

1.5.3 Trip Attraction

Trip attractions are the complement of trip productions. Trip attraction rates are derived from household travel survey data using a process referred to as "aggregate cross-classification." Cross-Classification procedures measure the changes in the number of trips based on the land use. In this case, the number of trips is dependent on the "type of ending place" to which a person traveled (such as a school or retail establishment). Attractions are typically a function of socioeconomic activity – number of households, number of employees by type, or school enrollment numbers, but the attraction rates may also be land-use based, such as square feet of retail space, acres of open space or parks, or gross floor area of a manufacturing plant.

Table 10 contains the trip attraction rates used in the DuPage County Model. There are 60 unique trip attraction rates: 12 "end place" type and 5 trip purposes. Trip attraction rates have been developed for two main categories of socioeconomic variables: household-based and real estate-based. There are three household-based trip attraction ends: Single-family, multi-family and group dwelling units. Household-based trip ends are calculated based on the number of dwelling units within a given TAZ. There are also nine categories of real estate-based trip ends. Trip attraction rates for these categories are expressed per thousand square feet (TSF) of available space within each real estate category. The square footage data by real estate category was obtained through a private real estate data source. The real estate categories operate as a surrogate for employment, which is the typical travel demand attribute used in trip generation attraction equations. Trip attractions are calculated separately for each of the five trip purposes.

For example, if a TAZ has 100 multi-family units, 100 Home-Based Work trips would be attracted to that TAZs. If that same TAZ also had 100 thousand square feet of downtown retail space, then 51.9 (100*.519) Home-Based Work trips would also be attracted to the TAZ. Trip attractions have to be calculated for all 60 unique attraction categories, and the number of trip attractions are summed by trip purpose.

Table 10 – Trip Attraction Rates

Attraction Type	Trip End Place Variable	Home-Base Work	Home Based Shopping	Home Based School	Home Based Other	Non-Home Base
Household-Based ***(trips per housing unit)***	Single-family units	1.000	1.000	1.000	1.000	1.000
	Multi-family units	1.000	1.000	1.000	1.000	1.000
	Group Quarters	1.000	1.000	1.000	1.000	1.000
Real-Estate-Based ***(trips per 1,000 square feet)***	Retail	0.519	1.580	0.900	2.678	0.993
	Downtown Retail	0.650	2.619	0.900	3.351	1.242
	Office/R&D	0.962	0.900	0.900	4.957	1.837
	Industrial	0.510	0.900	0.900	2.632	0.976
	Warehouse	0.127	0.900	0.900	0.658	0.244
	Schools	0.375	0.900	2.700	1.933	0.716
	Transp./Comm./utilities	0.510	0.900	0.900	2.632	0.976
	Public/Municipal	0.662	0.900	0.900	3.412	1.265
	Colleges/Convention	0.662	0.900	0.720	3.412	1.265

1.5.4. Balancing of Zonal Trip Productions and Attractions

Trip productions and trip attractions are calculated separately, and the two trip totals will not match. The totals must match, as each trip produced (origin) must have an attraction (destination). Therefore, after the trip productions and attractions are calculated, the number of trip attractions will be adjusted (up or down) to match the number of trip productions. This adjustment is done separately for each of the five trip purposes. The following should be noted about the balancing within each trip purpose:

- Home-Based Shopping (HBSHP) trips: the home-based shop trip attraction rate is typically tied to retail employment alone. However, for the 2020 DuPage model update, HBSHP has separate trip attraction factors for both regular retail locations and downtown retail locations.

- Home-Based School (HBSCH) trip attractions pertain only to students in twelfth grade or lower.

- Home-Based Other (HBO): This category includes trips made for eating a meal, personal business, driving a child to school or an activity, recreational/social activities and other unstated reasons. Due to the variety of destinations to which this trip purpose may be attracted, it is reasonable to assume that HBO trips are attracted to all land uses. As shown in Table 8 and Table 9, there are relatively high HBO trip attraction factors for all land-use types.

- Non-Home Based (NHB): There are NHB trip attraction factors for all 12 land-use types. However, the highest coefficient is associated with Office/R&D.

1.5.5. Validation of Production-Attraction Models

After calculating and adjusting the zonal trip productions and attractions, these values must be checked for reasonableness.

Trip production rates were developed from the 2007 CMAP Travel Tracker Survey. The CMAP surveys did not provide direct estimates of zonal trip ends. Consequently, model-estimated trip ends cannot be compared against observed trip-ends. Instead, model-estimated trip ends must be compared against industry standards, such as the 2017 National Household Travel Survey. This document provides average values and typical deviation ranges for average trips per household and average trips per person.

The average daily household trip rate is calculated by dividing the total number of trips produced in trip generation by the total number of households. Previous National Household Travel Survey results have shown that there has been a decrease in daily household trip rate in recent years. In the 1970s and early 1980s, household trip rates ranged from 6.34 to 7.69 trips per household per day. By the 1990s these trip rates had peaked above 10.00 trips per day. Since 2000s, the daily household trip rate had begun decreasing, such that by 2015, the average household trip rates ranged from 8.5 to 9.6 trips per day.

The average daily person trip rate is calculated by dividing the total number of trips produced in trip generation by the total number of persons living in households in 2015. Typical per capita trip rates were obtained from 2017 National Household Travel Survey. As with the daily household trip rate, there has been a decrease in the daily person trip rate over the past years. In the 1970s and early 1980s the rate ranged from 2.92 to 3.76. It peaked in mid 1990s to 4.3 and since than daily person trip rate was in slight decline to a range of 3.33 to 3.82 in 2015.

Table 11 contains the average trips per household and per person, as calculated from the socioeconomic data and the CMAP trip generation rates. The right-hand column also shows the typical range of trips contained in the 2017 National Household Travel Survey. This table shows that the number of trips estimated for the DuPage model are more conservative (lower) than the typical range for overall trips produced at the household and per person levels, as well as for the home-based work (HBW) trip purpose. However, trips are within range for the home-based other (HBO), and non-home based (NHB) trip purposes.

Another set of statistics, by which to check the reasonableness of trip productions, is the proportion of trips produced by trip purpose. Table 12 contains the five trip purposes utilized in the DuPage model, the percentage of trips by trip purpose in the DuPage model, versus the proportions observed through the CMAP 2006 travel tracker survey. There is some variation in the HBW and HBO trip purposes, but the other three purposes have identical proportions.

a travel demand model. Similarly, Table 13 compares the proportion of trips produced by trip purpose in the DuPage Model versus the typical ranges published in the 2017 National Household

Travel Survey. Please note that the Home-Based School and Home-Based Shopping trip purposes have been included as part of the home-based other (HBO) for this comparison. This comparison indicates that the DuPage Model contains a typical proportion of NHB trips (33 percent), a lower than typical proportion of HBW trips (11 percent), and a higher typical proportion of HBO trips (55 percent).

Table 11 – Trip Generation Validation, Part 1

Average Daily Trip Rates	DuPage Model Estimated Trips	Typical Range[2]
Productions Per Household	7.1	8.5 to 9.6
Productions Per Person	2.6	3.3 to 3.8
Home-based Work (HBW) Productions Per Household	0.8	1.7 to 2.3
Home-Based Other (HBO) Productions Per Household	3.9	3.5 to 4.8
Non-Home Based (NHB) Productions Per Household	2.4	1.7 to 2.9

Table 12 – Trip Generation Validation, Part 2

Trip Purpose	DuPage County Model *Number of Trip Productions by Purpose*	DuPage County Mode *Percentage of Trip Productions by Purpose*	CMAP Travel Tracker 2006 Survey *(Observed Percentages by Trip Purpose)*
Home-Based Work	596,839	11%	15%
Home-Based School	261,340	5%	4%
Home-Based Shopping	572,879	11%	11%
Home-Based Other	2,095,288	40%	37%
Non-Home Based	1,766,886	33%	33%
All Purposes	**5,293,232**	**100%**	**100%**

Table 13 – Trip Generation Validation, Part 3

Trip Purpose	Productions	Productions, as percent of total	Typical Range
Home-Based Work	596,839	11%	16 to 17%
Home-Based Other	2,929,507	55%	49 to 52%
Non-Home Based	1,766,886	33%	32 to 33%

[2] Source: Summary of Travel Trends - 2017 National Household Travel Survey

1.6 Passenger Car Trip Distribution

Trip Distribution is the second step of the traditional four-step travel demand model development process, which was the process used for the DuPage County Model. In this step, zonal trips (estimated in the Trip Generation step) are distributed geographically using a gravity model-based procedure. The basic theory underlying the gravity model is that the number of trips between two zones is directly proportional to: (1) the number of trips produced at the production zone and (2) the number of trips attracted to the attraction zone. The number of trips is also inversely proportional to the impedance between the two zones. The impedance, often referred to as the "friction factor," represents the spatial separation between two zones. As the spatial separation between two zones increases, the attractiveness to travel between these zones decreases. Gravity models are calibrated to observed data (household survey data) using mathematical functions. For the DuPage Model, the following gamma function was used:

$$F_{i,j} = a \cdot t_{i,j}^{b} \cdot e^{c(t_{i,j})}$$

where:

$t_{i,j}$ = the travel impedance between zone i and zone j. In the DuPage Model, auto travel time is used to represent $t_{i,j}$, which is the typical practice.

e = the base of the natural logarithm (2.71828)

a, b and c = Calibrated coefficients.

The trip distribution matrices, for each of the five DuPage Model auto trip purposes, were developed using a doubly constrained gravity model. This means that if the estimated trip distribution matrix is summed horizontally and vertically, the row sum for a particular zone matches the observed zonal trip productions and the column sum for that same zone will match the observed zonal trip attractions.

The following three subsections describe how the trip distribution step was executed. The first section describes the "time skims," which is the total time to travel from each zone to every other zone in the model. As described in the second section, the total travel time between zones includes a "terminal time" at each end of the trip, in addition to the roadway travel time. There are also trips that travel only within the origin zone, known as "intrazonal trips." The third section describes how these travel times were calculated.

1.6.1 Time Skims

To run the gravity models, a shortest path time matrix was produced. Due to the routes on which truck were prohibited, an auto only and an all vehicle skim were produced. The travel time for

each link in the model is computed from the link length (in miles) and the link speed (in miles per hour). TransCAD then computes the minimum time path between each pair of zones, and produces a matrix containing the travel times between all zone pairs. These travel times were based on the free-flow speed and distance only; no volume delay was included in the trip distribution travel time matrix.

1.6.2 Terminal Times

To fully reflect the travel time between zones, the terminal times were incorporated into the shortest travel time matrix. Terminal times reflect additional time spent parking, walking, or other pre-driving activity at both the origin and destination of the trip. Each trip contains two terminal times: one at the origin and one at the destination. The terminal time assumed on each end of the trip, depends on the type of zone in which the trip originates or terminates. The assumed terminal times for each zonal area type are shown in Table 14.

Table 14 – Terminal Times

Area Type	# of Minutes
Rural	1
Town/Suburban	2
Urban	3

The terminal time computation is produced by assigning an area type from the zone layer for each origin and destination, then a terminal time lookup table shown above was used to add the appropriate time on the appropriate pair, and then finding the total time for each matrix O-D pair.

1.6.3 Intrazonal times

Some trips will have both their origin and destination within the same zone. For this reason, intrazonal travel times must be calculated for each zone. CDM Smith utilized the "nearest neighbor technique" to calculate the intrazonal travel times. This method assumes that the travel time within a zone is equal to one-half the average travel time to the adjacent zones. For the DuPage Model, the five nearest neighboring zones were used as the basis for calculating intrazonal times. TransCAD calculated the average travel times from a zone to the five nearest zones (based on the lowest travel times); half of this average time constituted the intrazonal travel time for that zone.

1.6.4 Gamma Coefficients

Calibrating the DuPage gravity model consisted of finding the appropriate gamma function coefficient values to replicate observed trip length frequency distributions. Table 15 contains the gamma function coefficient values for each trip purpose determined through the calibration process. The next section shows the trip length frequency distributions for the calibrated DuPage Model.

Table 15 – Gamma Coefficients for Household Trip Distribution[3]

Trip Purpose	*a*	*b*	*c*
Home Based Work	219,000	-1.250	-0.013
Non-Home Based	219,113	-1.380	-0.013
Home Based Shopping	219,113	-1.332	-0.010
Home Based School	219,113	-1.332	-0.010
Home Based Other	139,173	-1.000	-0.094

1.6.5 Trip Length Frequency Distribution

Trip distribution is the most important step in the travel demand process because it establishes how different trip purposes are sensitive to time and distance. This information needs to be estimated correctly so that during the traffic assignment step, the model fits observed conditions (in terms of observed traffic volumes on links, travel times on links and trip lengths). The doubly-constrained gravity models, for each trip purpose, were set to ten balancing iterations. The trip length frequency distributions, as estimated by the model, are shown in Figure 12 and Figure 13. The first graph shows the trip lengths in terms of time (minutes), while the second graph shows the trip lengths in terms of distances (miles). The trip length distributions are shown separately by trip purpose. The graphs show that Home-Based Other (HBO) trips have the shortest average trip length (as indicated by the sharp peak at the beginning of the curve). By contrast, Home Based School (HBSCH) trips have the flattest trip length distribution, and the longest average trip length.

[3] NCHRP 365

Figure 12 – Trip Length Distribution [minutes]

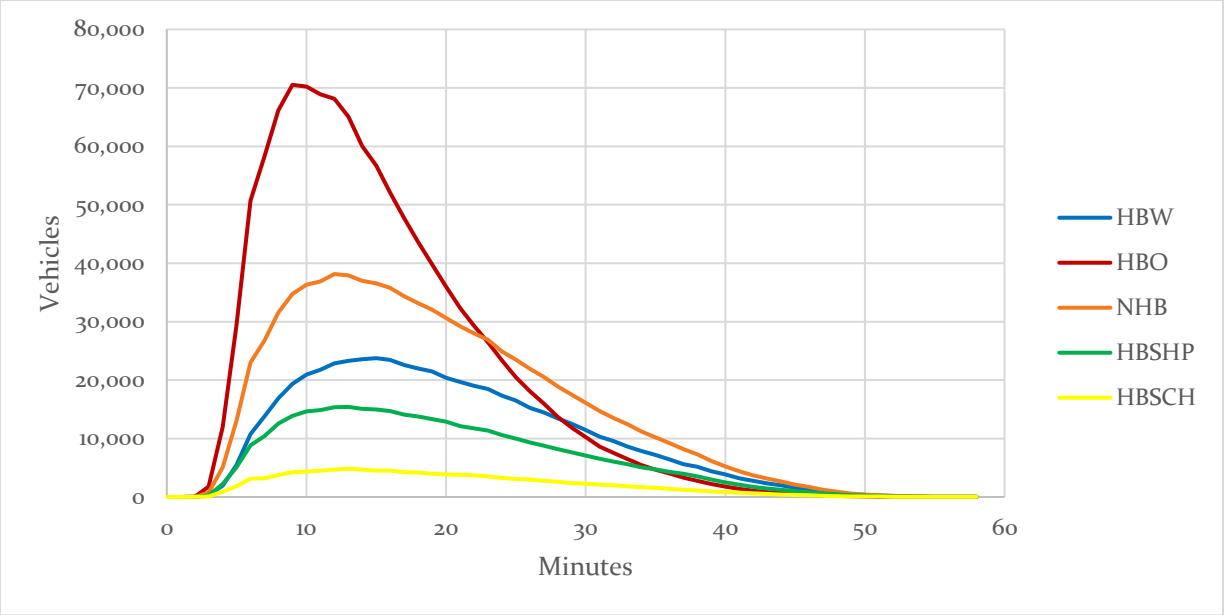


Figure 13 – Trip Length Distribution [miles]

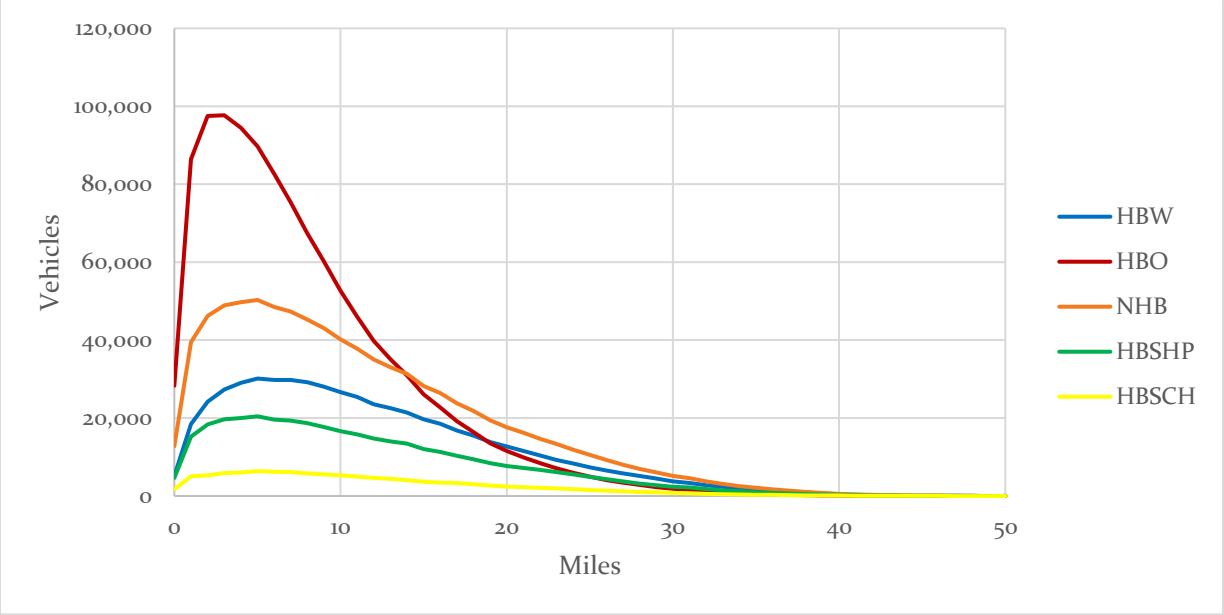


Table 16 shows the average trip length distance (in miles) by trip purpose, as estimated by the DuPage passenger car model. The average trip length distribution is summarized in table below.

Table 16 – Average Trip Length Distribution [miles]

Trip Purpose	Model	Typical Range*
Home-Based Work (HBW)	12.63	11.9 - 12.4
Home-Based Other (HBO)	8.5	6.5 - 7.3
Non-Home-Based (NHB)	11.8	11.4 - 11.8

* *Summary of Travel Trends - 2017 National Household Travel Survey*

1.6.6 Transformation of P-A Tables to O-D Trip Tables

After distribution, the resulting P-A tables require two transformations to obtain the vehicle trip tables used in the traffic assignment step. The first transformation is transforming the Production-Attraction matrices to Origin-Destination trip tables. The second transformation is converting the trip table from person-trips to vehicle-trips.

In TransCAD software, there is straightforward method to transform productions-attractions to origins-destinations, which is based on information about when trips depart and return. This procedure was used for the DuPage County daily (24-hour) travel demand model. Separate daily person-trip matrices were produced for each of the five trip purposes.

These five daily O-D trip tables were then converted from person-trips to vehicle (passenger car) trip matrices. Table 17 shows the vehicle occupancy rates assumed in the DuPage County Traffic Model, which are based on the CMAP Travel Tracker Survey. Each cell of the person-trip matrices was divided by the vehicle occupancy rate. This division was done separately for the matrix for each trip purpose…, corresponding to the trip purpose of the matrix.

Table 17 – Auto Occupancy Factors

TRIP PURPOSE	Vehicle Occupancy (persons per vehicle)
Home-Based Work (HBW)	1.07
Home-Based Shopping (HBSHP)	1.57
Home-Based School (HBSCH)	2.29
Home-Based Other (HBO)	1.82
Non-Home-Based (NHB)	1.55

1.7 Truck Traffic Model

The DuPage County travel demand model has separate sets of trip tables for passenger cars and trucks. Furthermore, the model has separate sets of trip tables for light versus heavy trucks. Light trucks are defined as single-unit trucks, whereas heavy trucks are defined as combination trucks consisting of a power-unit (tractor) and one or more trailers.[4] Trucks and passenger cars are modeled separately to improve the accuracy and usefulness of the traffic forecasts. The benefits of separate passenger car and truck trip tables include:

1. Truck traffic can comprise 2 to 20 percent of overall traffic depending on the roadway functional classification. By having separate truck trip tables, routes with high truck volumes or percentages can be identified.
2. The forecasts of truck trips are estimated directly from the socioeconomic data, rather than using cruder "rule of thumb" estimation methods.
3. Allows for more precise scenario testing, as planned land use changes will be reflected in truck traffic forecasts. For example, to test a proposed industrial area, the increased employment in that zone would be reflected in the socioeconomic forecasts. In turn, this increased employment would be reflected in the truck traffic to/from that zone (through the trip generation, trip distribution and traffic assignment steps).
4. Provides DuPage County with truck model that has been validated against county-wide truck traffic counts.

1.7.1 Truck Model Development Steps and Assumptions

The truck component of the DuPage model was developed in a similar manner to the passenger car component. The following are some of the key activities and assumptions in the truck component of the DuPage Model:

- Internal Truck Trips: Internal trucks trips (those traveling within DuPage County and the buffer zones) were estimated from TAZ-level socioeconomic data, using traditional trip generation methods. The number of truck productions were set equal to the number of truck attractions. The truck trip generation step is described in greater detail in the next section (Section 1.7.2). Internal trucks trips were then distributed using a gravity model.
- External truck trips: Like the passenger car external trips, external truck trips were estimated from a CMAP subarea matrix. These external trips were then added to the overall truck trip tables. The development of the external model is described in Section 1.8.
- The truck trips are generated in "truck vehicles," as opposed to person-trips. Essentially, it is assumed that all trucks will have a vehicle occupancy of one person per truck.

[4] The light truck class does not include personal household vehicles such as Sports Utility Vehicles (SUVs), vans, Jeeps, or personal pick-up trucks (even if registered with "B" Plates); these vehicles are included in the passenger car trip generation process. The CMAP and DuPage County models use the same definitions of heavy trucks.

Therefore, trucks trips (from the trip generation step) do not need to be converted from person-trips to vehicle-trips.

- Roadway Network: Several roadways or roadway segments in the model area are truck prohibited. The list of prohibited roadway segments are contained in Table 42. This list was developed with input from DuPage County planners. During traffic assignment, truck trips may only use roadway links on which they are not prohibited.
- During the traffic assignment step, truck trips are pre-loaded onto the DuPage County travel model network.
- Observed 2015 truck traffic counts have been used to calibrate and validate the truck model.
- Future year truck models were prepared using the same truck trip generation rates, trip distribution curves, and assignment type, as were used to develop the 2015 truck model.

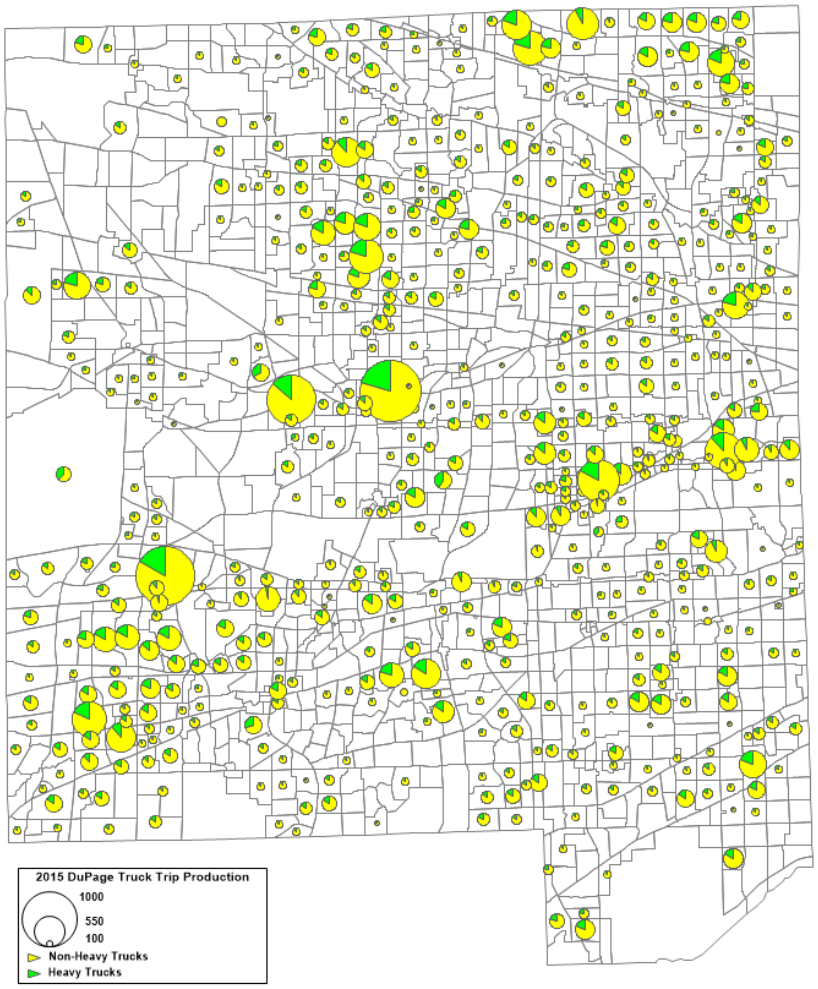
1.7.2 Truck Trip Generation

The same private real estate data that was used to estimate passenger car trip productions and attractions was also used for the truck model. Table 18 shows the truck trip production/ attraction rates used in the truck trip generation step. Please note that the trip production rates and trip attraction rates are the same within each land-use and truck-size category. Figure 14 shows the geographic location and magnitude of zonal truck trip productions. The size of each pie indicates the magnitude of the productions. Within each pie, the yellow area indicates the proportion of light trucks and the great area indicates the proportion of heavy trucks.

Table 18 – Truck Trip Generation Rates (Productions and Attractions)

Attraction Type	Trip End Place Variable	Light Trucks	Heavy Trucks
Household-Based	Single-family units	0.20	0.04
	Multi-family units	0.20	0.04
	Group Quarters	0.38	0.08
Employment-Based	Retail	0.68	0.09
	Downtown Retail	0.68	0.09
	Office/R&D	0.32	0.01
	Industrial	0.70	0.18
	Warehouse	0.70	0.18
	Schools	0.05	0.00
	Transp./Comm./utilities	0.70	0.09
	Public/Municipal	0.22	0.00
	Colleges/Convention	0.21	0.14

Figure 14 – 2015 Truck Trip Productions by the Two Truck Types



1.7.3 Truck Assignment & Validation

Table 19 shows the number of truck trips within the base-year 2015 DuPage truck model. There are nearly 462 thousand truck trips in total. Light trucks account for 68 percent of truck trips, and heavy trucks account for the remaining 32 percent. Seventy percent of all truck trips in the model originate within DuPage County with the remaining 30 percent originating or terminating within the buffer zones.

Table 19 – Total Truck Origins – DuPage County vs. "Buffer" Zones

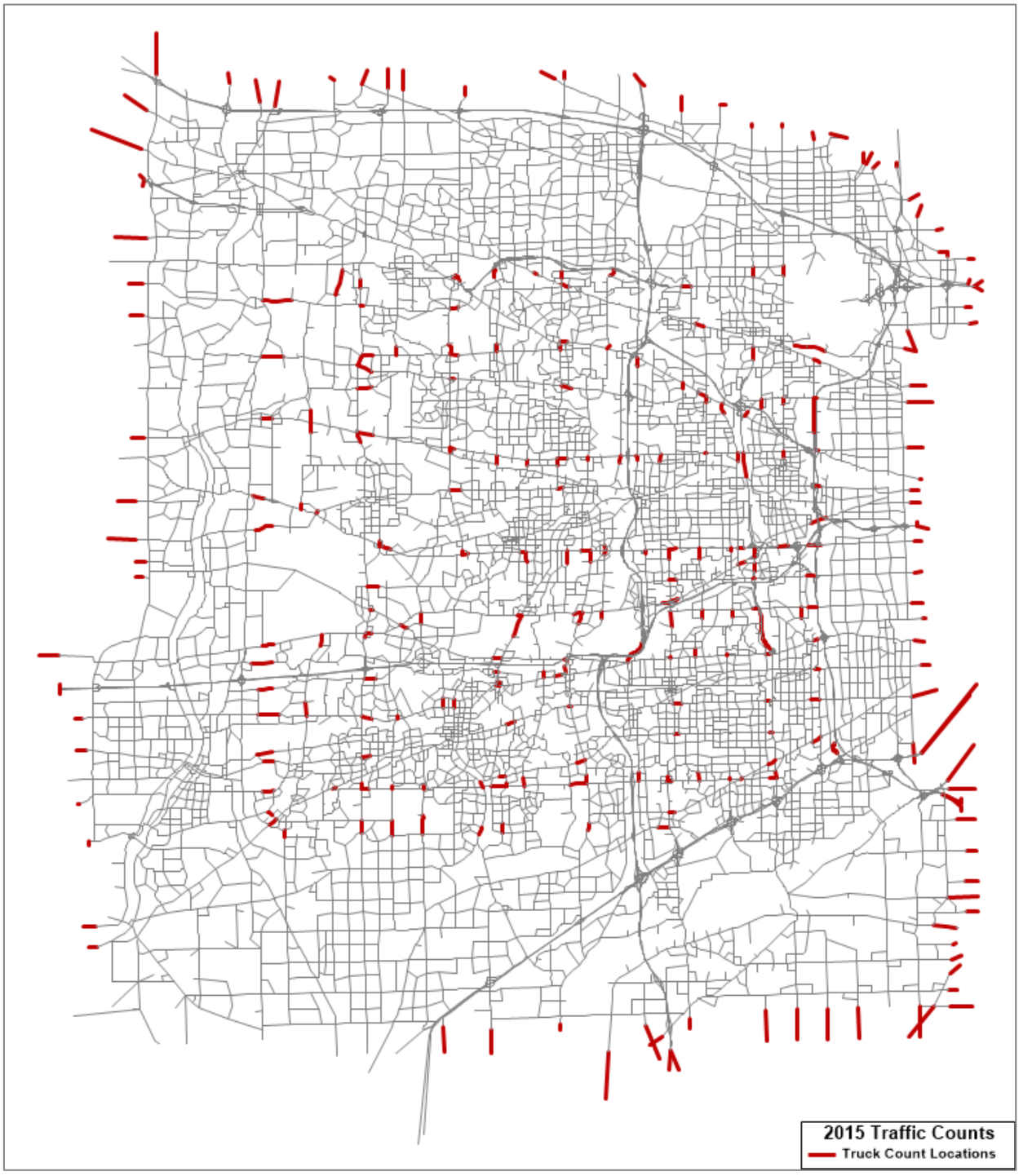
Truck Type	DuPage	Buffer	Total	Percent of DuPage	Percent of Buffer	Percent of Total
Light Trucks	279,739	34,303	314,042	84%	27%	23%
Heavy Trucks	53,169	94,334	147,503	16%	73%	77%
Total	**322,907**	**128,638**	**461,545**	**100%**	**100%**	**100%**

The truck model traffic assignment results were tested against observed 2015 truck traffic counts. Traffic volume screen-lines were established, and the performance of the model versus observed traffic counts were compared at each count location and across all screen-lines. The locations of the truck traffic volume counts used to calibrate the DuPage Model are shown in Figure 15. The results of truck model to observed truck traffic by township are shown in Table 20. Once the truck model was calibrated to the traffic counts, within accepted tolerances, the resulting truck trip tables were stored in the model.

Table 20 – Truck Model Results by Township

Township	Number of Count Links	Truck Count Volume	Model Traffic Volumes	Difference	Percent Difference
Addison	9	15,206	14,391	-815	-5%
Bloomingdale	10	18,546	18,103	-444	-2%
Wayne	17	19,415	18,368	-1,048	-5%
York	30	58,760	47,828	-10,932	-19%
Milton	20	35,132	34,295	-837	-2%
Winfield	12	15,597	17,486	1,889	12%
Downers Grove	25	37,971	29,855	-8,117	-21%
Lisle	21	26,340	28,641	2,301	9%
Naperville	18	30,730	27,196	-3,533	-11%
Total	**162**	**257,698**	**236,162**	**-21,536**	**-8%**

Figure 15 – Location of Truck Counts



1.8 External Trip Model

An external trip has one (either the Origin or Destination) or both ends that is external to the model area; that is: outside of the geographic boundaries of the model. For the DuPage Model, these are trips where one or both ends of the trip are located outside of DuPage County itself and outside of the "buffer" zones that surround DuPage County. These trips may be: External-External trips (where both ends of the trip are external to the DuPage model area), or they may be External-Internal or Internal-External trips (where one end of the trip is external to the DuPage model area, either the origin or the destination).

Fortunately, DuPage County is part of the extensive eight-county CMAP travel model. Furthermore, DuPage County is bounded on all sides by other counties that are also part of the CMAP model. This allow travel patterns from the CMAP model to reflect the external trips in the DuPage model. In other words, the CMAP trip tables indicate traffic (by trip purpose) that flow into, out of or through DuPage County. The CMAP model also has several features in common with the DuPage model, allowing the CMAP model data to be readily imported into the DuPage model, including:

- An eight-period time of day model to allow the estimation of external trips on a PM peak-hour level as well as on daily level.
- Separate truck and auto components.
- An eight-period time of day model, including a regional, PM peak hour trip table.
- Three model years that are consistent with the DuPage Model years: 2015, 2025, and 2040.

In TransCAD, the subarea processing tool was used to "collapse" the CMAP model's passenger car and truck trips at the outer boundaries of the buffer area of the DuPage County Traffic Model. Through this process, trips that cross the outer boundary of the DuPage model have one or both end of the trip that terminate at an external zone in the DuPage model.

Table 21**Error! Reference source not found.** presents a summary of the number of internal and external vehicle trips in the DuPage County Traffic Model. Trips in the first row are internal trips that were estimated through the trip generation process. Trips in the second row are external trips, and were obtained through the process described above using the CMAP model. The table shows that approximately one-quarter of passenger car trips are external to DuPage County, and nearly two-thirds of heavy truck trips are external (by contrast, only about one-tenth of light truck trips are external).

Table 21 – Estimated DuPage Model Trips after Integration

	Passenger Cars	Light Trucks	Heavy Trucks
Internal Trips: DuPage County + Buffer Area	3,058,921	279,739	53,169
External Trips: From CMAP Sub Area	1,080,031	34,303	94,334
Total DuPage Model Trips	4,138,952	314,042	147,503

1.9 O'Hare Airport Model

O'Hare International Airport is an important destination for air passengers and airport employees who live in DuPage County. For that reason, special attention was devoted to developing an O'Hare airport sub model. The O'Hare Airport property straddles both DuPage and Cook counties, but the airport's influence area reaches into several other counties.

1.9.1 Airport Trips

Airport trips were estimated using traffic counts, air operation data, and passenger traffic data, as outlined in the DuPage County's "Technical Memo on O'Hare Airport and Ground Transport Modeling". Based on the memo, the airport trips were identified as either O'Hare Airport Passengers or O'Hare Airport Employees. Furthermore, 2025 and 2040 model applications test the proposed Western Access to O'Hare Airport. Therefore, it was important to prepare both a TAZ system and trip tables that accommodate the proposed improvements to O'Hare airport. Figure 6 shows the TAZ system for O'Hare airport. Passengers and workers use different entrances to access O'Hare Airport. Most passengers, visitors, and greeters use I-190 that enters O'Hare from the east. Mannheim Road and Bessie Coleman Drive provide support for car rentals and airport parking. For employees, the main entrance to the airport is located, along airport's northern boundary, along Touhy Avenue (IL 72) and Mt. Prospect Road. The southern entrance, located off Irving Park Road, provide access to airfield Postal and cargo operation services. The TAZ structure has sufficient detail to capture these movements, as well as provide a basis for testing O'Hare Western Access, in the 2015 model.

1.9.2 Air Passenger Trips

DuPage County is an important origin and destination for both air passengers and airport employees. Survey data collected during previous model development was based at the home locations of air passengers. The data included air passengers who originated from home, work or hotel. This data was updated with the new information provided by DuPage County in the O'Hare

Airport Technical Memo. Based on the Memo, in 2015 there were around 77 million passengers arriving to or departing from O'Hare airport, and they were served by 186 terminal gates.

In June 2017 DuPage County conducted traffic counts at the airport. The daily vehicle count was 168,100 vehicles. At the same time there were on average of 246,100 daily passengers, 2,480 daily passenger and cargo flights per day, and 186 terminal gates. Using this observed data, the following vehicle rates were estimated: 0.683 vehicles generated per passenger daily, 67.8 vehicles generated per operation daily, and 904 vehicles generated per gate daily. Table 22 shows the number of vehicle trips to/from the Airport, estimated by applying 2015 vehicle rates to the 2015 observed data.

Table 22 – Generated Traffic Based on 2015/2017 Observed Data

	Daily Flight Operations	Daily Passengers	Terminal Gates
Airport Data	2,378	210,822	186
Vehicle Rates	67.8	0.683	904
Generated Traffic	161,166	144,003	168,100
Model Estimate	184,600		
2017 Observed Traffic	168,100		

The same methodology was used to estimate the future-year vehicle trips to/from O'Hare Airport. DuPage County obtained FAA future airport operation assumptions for future years. In 2025 and 2040, the average daily operations were estimated to be 2,615 and 3,410 respectively. Similarly, the number of operational terminal gates, as forecasted in the Chicago Department of Aviation Terminal Area Plan, are 200 in 2025 and 235 in 2040. Table 23 contains the 2025 and 2040 daily O'Hare Airport traffic estimates, based on the forecasted daily flight operations and terminal gates.

Table 23 – O'Hare Airport: Future year traffic estimates

	2025		2040	
	Daily Flight Operations	Terminal Gates	Daily Flight Operations	Terminal Gates
Estimated Data	2,430	200	3,222	235
Vehicle Rates	67.8	904	67.8	904
Generated Traffic	164,720	180,753	218,389	212,384
Model Estimate	**197,700**		**217,200**	

1.9.3 Airport Employees Trips

DuPage County is also an important destination for airport employees. To estimate the number of employee trips, traffic counts were used in combination with trips developed for the previous Model. Based on the location of the traffic counters, it is estimated that 29 percent of total airport trips are generated by employees. In 2025 and 2040, it is estimated that the percentage of employee trips will decrease to 20 percent of all vehicle trips to/from O'Hare Airport.

1.10 PM Peak Hour Model Development

In addition to the daily DuPage Model, CDM Smith also developed a one-hour PM peak-hour model. This latter model was developed for a number of reasons, including:

- The ability to account for the effects of congestion is essential for air quality modeling purposes,
- Supporting project-level analysis of both transit and highway improvement projects.
- Route choices that result from traffic congestion, accidents or construction. Short duration incidents/activities cannot readily be evaluated using an all-day travel model.
- DuPage County staff have expressed a desire to establish a validated PM peak hour for use in traffic and signal-timing planning.

The PM peak-hour trip tables were derived from the daily production attraction matrices. The daily matrices were multiplied by a set of directional percentages to obtain the one-hour matrices, which were then converted into origin-destination trip tables. Table 24 lists the conversion factors for each hour and trip purpose. The directional percentages were obtained from the 2007 CMAP Travel Tracker Survey. The 5:00 PM row contains the factors used to develop the DuPage PM Peak-Hour model.

Table 24 – Daily to Hourly Trip Table Conversion Factors

	HBW		HBSCH		HBSHO		HBO		NHB	
HOUR	Departure	Return	Departure	Return	Departure	Return	Departure	Return	Departure	Return
12:00 AM	0.0393	0.4188	0	0	0	0.0568	0.0166	0.255	0.0438	0.0438
1:00 AM	0.0262	0.3403	0	0	0	0	0.0055	0.0942	0.025	0.025
2:00 AM	0.0262	0.1701	0	0	0	0.0189	0	0.0665	0.0063	0.0063
3:00 AM	0.4188	0.0785	0	0	0	0	0.0554	0.0166	0.0188	0.0188
4:00 AM	1.047	0.0523	0	0	0.1135	0.0189	0.1829	0.0111	0.0313	0.0313
5:00 AM	4.345	0.1047	0.0527	0	0.2081	0.0378	0.7927	0.0942	0.2004	0.2004
6:00 AM	10.352	0.1963	4.428	0	0.7189	0.0378	2.2339	0.3492	0.6356	0.6356
7:00 AM	14.4745	0.4581	25.883	0.0527	1.4567	0.3594	5.1608	1.1475	1.9286	1.9286
8:00 AM	8.6507	0.301	16.9215	0.0527	1.8729	0.8324	5.5654	1.8071	2.7145	2.7145
9:00 AM	3.1802	0.301	2.6357	0.1054	3.3106	1.835	3.9468	1.5909	2.9399	2.9399
10:00 AM	1.6621	0.3926	0.7907	0.5799	4.6727	4.0863	3.0377	1.6962	3.6913	3.6913
11:00 AM	1.0732	1.1386	1.2652	3.0047	3.4431	5.4862	3.0765	2.4113	4.7151	4.7151
12:00 PM	1.492	1.4003	1.107	1.7923	2.8944	4.2754	2.6663	2.5	5.2536	5.2536
1:00 PM	1.6097	1.3611	0.2109	1.2652	2.8377	4.597	2.4002	2.1729	4.2298	4.2298
2:00 PM	1.3218	2.6698	0.2636	8.6452	2.7998	5.8078	2.7051	3.3038	4.5335	4.5335
3:00 PM	1.0993	6.6353	0.2109	13.8113	3.0458	5.6754	2.8271	4.041	4.6681	4.6681
4:00 PM	0.8899	8.9517	0.5271	4.5335	2.5918	6.9429	3.4257	4.357	4.0294	4.0294
5:00 PM	0.6805	9.5799	0.8434	4.1118	2.6863	5.6754	4.2905	4.5953	3.7163	3.7163
6:00 PM	0.6675	4.0178	0.738	2.2667	2.8755	5.1267	4.9667	4.5011	2.6049	2.6049
7:00 PM	0.2356	1.8715	0.0527	0.9489	1.7783	4.7673	2.1729	3.9579	1.8378	1.8378
8:00 PM	0.1701	1.5836	0.0527	0.7907	0.7756	3.5376	0.7816	4.5898	1.2868	1.2868
9:00 PM	0.3664	1.5443	0	1.4233	0.2838	1.7026	0.4989	3.6696	0.598	0.598
10:00 PM	0.301	1.204	0	0.5271	0.0757	0.4351	0.1164	1.1863	0.1847	0.1847
11:00 PM	0.0785	1.0208	0	0.1054	0.0378	0.2081	0.0554	0.6042	0.1064	0.1064

1.11 Traffic Assignment Methodology

The fourth step of traditional travel demand model development is traffic assignment.[5] The DuPage County Traffic Model approach used the following methods to assign the daily and PM peak hourly trips:

1. Assign Truck Trips and Save for Preload to Auto Daily Assignment – Trucks to be assigned using an All-or-Nothing (AON) assignment with time as the input for path building. The daily truck trips come directly from the distribution step. The PM truck trips are estimated using the CMAP directional percentages for heavy truck.
2. Use the BPR Method Equilibrium Assignment –The traffic assignment utilized the BPR (Bureau of Public Roads) function. It is an equilibrium assignment that relates link travel times as a function of the volume/capacity ratio according to the equation:

$$T = t_0\left(1 + \alpha\left(\frac{V}{C}\right)^{\beta}\right)$$

Where:

T	-	congested link travel time
T_0	-	link free-flow travel time
V	-	link volume
C	-	link capacity
α, β	-	coefficient based on area type and functional class

[5] Please note that "mode choice" is the third step in travel demand model development. However, the DuPage Model has only a vehicle mode (and does not include transit, bike or pedestrian modes). Therefore, there is no mode choice step in the DuPage Model.

1.12 Base-Year Model Calibration and Validation

Model calibration is the process of adjusting model constants and parameters in order to improve how well the model replicates observed traffic counts, trip lengths and travel patterns. CDM Smith utilized Federal model calibration guidelines, and comprehensive calibration efforts were performed using available observed data. The Model Validation and Reasonableness Checking Manual – 2nd Edition (Validation Manual) developed by the Federal Highway Administration (FHWA) is used as a standard reference for validation of the DuPage model. The overall 2015 base-year DuPage County model included several sub-models, which were calibrated and validated collectively:

- Passenger Car traffic model with trip components from:
  - DuPage three-step model for internal trips
  - Chicago Metropolitan Agency for Planning (CMAP) regional trip table extracted from "GoTo 2040" model for external trips, and
  - Special generator trip tables developed for O'Hare Airport and the Metra stations
- Truck traffic model

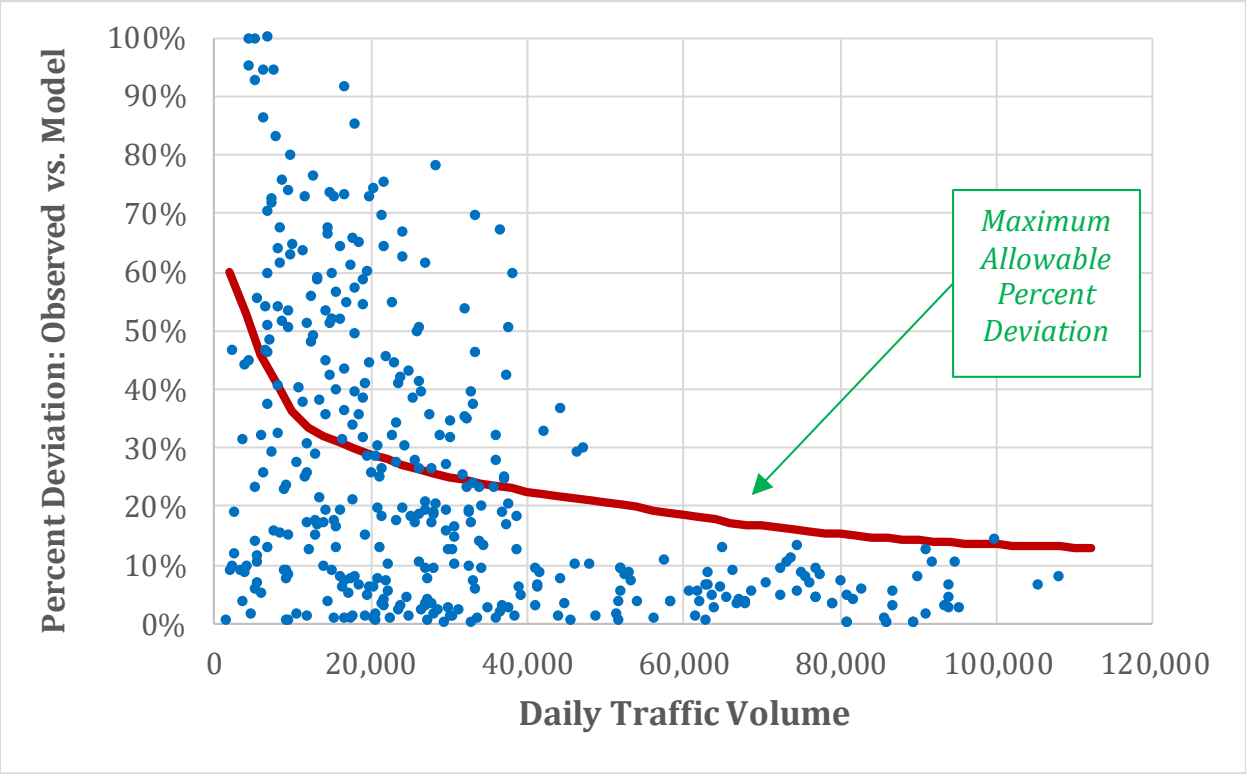
The traffic assignment results of the 2015 base model were compared to the 2015 observed traffic counts in order to validate the model output. The following sections summarize the comparisons made between observed data and model estimates.

To prepare the future year models, the same trip generation/distribution steps were followed, but instead using the future year SE data. Then the base year trip table adjustments are applied to the future year trip tables to reflect the "calibration effect." In other works, the numerical changes between the uncalibrated and calibrated base-year are added to the uncalibrated future-year trip tables.

1.12.1 Percent Error Graph

Figure 16 contains a graph with two elements: (1) Each dot represents a comparison between an observed traffic count and the model estimated traffic volume. The location of the dot is based on the percent difference between the observed and modeled volumes on the y-axis, and the traffic count volume level on the x-axis. (2) The graph contains a solid line that represents maximum desirable deviation between the counts and model estimated volume. The maximum deviation curve is based on the concept that higher volume links should contain a lower level of error than lower volume links. For example, links with daily traffic of 100 or 200 vehicles may appear in a travel model with error of greater than 50 percent. However, on the links with daily traffic volumes of 80,000 vehicles, the error should be less than 15 percent. Based upon this approach, the majority of model calibration links fall below the maximum desirable deviation line.

Figure 16 – Percent Deviation for Total Vehicle Calibration Links



1.12.2 Traffic Count Comparison by Functional Class

Table 25 contains a comparison between the observed and modeled traffic volumes, depending on the roadway classification on which the traffic count was obtained. Among all functional classifications, the average count vs. model-estimated volume deviation was 9 percent. The variability between observed and modeled volumes is highest in the lower volume links (under 2,000 vehicles per day) decreasing as the links volume range increases. For example, Minor Arterials had the largest deviation (at 21 percent), while Freeways had the smallest deviation (at negative 1 percent). This table also includes the Root Mean Square Error (RMSE) calculation. The RMSE measures the difference between model volumes and observed traffic counts and shows where the variability of the traffic counts is most. If the model fit were perfect, the RMSE would be zero. The overall RMSE for all functional classification categories is 26 percent.

Table 25 – Traffic Count by Functional Class with Percent Root Mean Square Error

FCLASS ID	Functional Class	Number of Count Links	Observed Traffic Volumes (AADT)	Model Traffic Volumes	Difference	Percent Difference	RMSE
10	Tollway	35	2,498,920	2,551,245	52,325	2%	7%
11	Freeway	23	1,410,670	1,390,224	-20,446	-1%	7%
20	Expressway	12	508,600	526,040	17,440	3%	17%
30	Principal Arterial	42	1,484,490	1,661,327	176,837	12%	24%
40	Major Arterial	42	1,101,580	1,297,959	196,379	18%	32%
50	Minor Arterial	93	1,659,589	2,004,902	345,313	21%	42%
60	Collector	17	136,625	143,729	7,104	5%	52%
Total	Total	264	8,800,474	9,575,426	774,952	9%	26%

1.12.3 Traffic Count Comparison by Township

Table 26 contains a comparison of observed and modeled traffic volumes disaggregated into the nine DuPage County Townships. Most townships had an error in the 9 to 15 percent range. The overall error for DuPage County was 11 percent.

Table 26 – Traffic Count Comparison by Township

Township ID	Township	Number of Count Links	Observed Traffic Volumes (AADT)	Model Traffic Volumes	Difference	Percent Difference
56	Addison	18	626,615	722,396	95,781	15%
57	Bloomingdale	22	714,880	784,723	69,843	10%
58	Wayne	15	284,095	325,799	41,704	15%
70	York	40	1,358,550	1,489,737	131,187	10%
71	Milton	25	694,990	788,709	93,719	13%
72	Winfield	11	193,380	274,206	80,826	42%
82	Downers Grove	24	690,885	666,103	-24,782	-4%
83	Lisle	30	1,128,580	1,259,075	130,495	12%
84	Naperville	19	533,910	582,626	48,716	9%
Total		204	6,225,885	6,893,372	667,487	11%

1.12.4 Traffic Count Comparison by Volume Group

Table 27 contains a comparison of observed and modeled traffic volumes summarized into volume groups. This table shows that the model generally under-assigned traffic on low volume roadways (volumes of 0 to 8,000 vehicles per day). However, the calibration was tight on higher volume roadways, on which traffic assignment errors ranged from just 2 to 5 percent. The difference, between observed and modeled traffic volumes, was 3 percent for the entire model.

Table 27 – Traffic Count Comparison by Volume Class with Percent Root Mean Square Error

Link Volume Group	Number of Count Links	Observed Traffic Volumes (AADT)	Model Traffic Volumes	Difference	Percent Difference	RMSE
0 - 8,000	41	246,490	179,920	-66,570	-27%	60
8,001 - 22,000	136	2,119,140	2,224,672	105,532	5%	47
22,001 - 40,000	115	3,504,643	3,658,626	153,983	4%	33
40,001 - 64,000	39	1,952,555	1,995,961	43,406	2%	14
64,000 +	55	4,028,210	4,104,843	76,633	2%	10
Total	386	11,851,038	12,164,022	312,984	3%	26

1.12.5 Traffic Count Comparison by Screenline

Table 28 contains a comparison of observed and modeled traffic volumes summarized into 28 screenlines. Figure 17 shows the locations of the screenlines. Each screenline is each composed of three to eleven count locations.[6] The screenline results demonstrate that the 2015 DuPage travel demand model is performing well in replicating both north-south movements and east-west movements throughout the county.

[6] Numerically, the screenline numbers go up to 30, as screenlines 27 and 29 are omitted from this exhibit.

Figure 17 – Screenline Locations for Traffic Volume Calibration

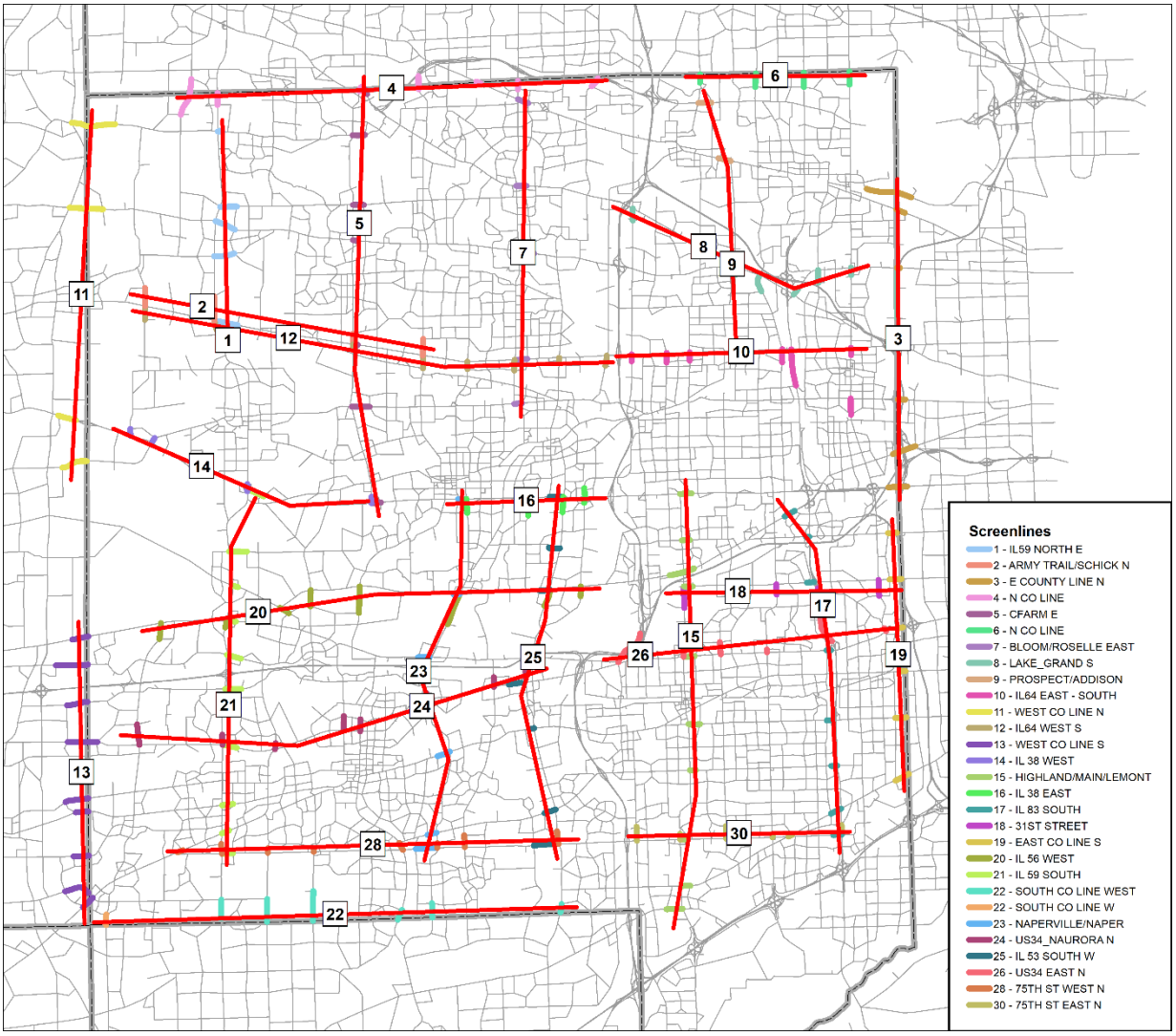


Table 28 – Traffic Counts and Model Volumes by Screenline

Screenline	Number of Count Links	Observed Traffic Volumes (AADT)	Model Traffic Volumes	Difference	Percent Difference
1 - IL59 NORTH E	5	88,000	94,513	6,513	7%
2 - ARMY TRAIL/SCHICK N	8	149,830	183,727	33,897	23%
3 - E COUNTY LINE N	11	248,660	281,882	33,222	13%
4 - N CO LINE	8	146,005	144,620	-1,385	-1%
5 - CFARM E	7	214,210	251,648	37,438	17%
6 - N CO LINE	3	52,995	56,289	3,294	6%
7 - BLOOM/ROSELLE EAST	5	188,830	208,254	19,424	10%
8 - LAKE_GRAND S	8	126,020	162,495	36,475	29%
9 - PROSPECT/ADDISON	4	160,800	200,519	39,719	25%
10 - IL64 EAST - SOUTH	7	147,430	185,390	37,960	26%
11 - WEST CO LINE N	5	104,880	134,199	29,319	28%
12 - IL64 WEST S	8	152,870	199,193	46,323	30%
13 - WEST CO LINE S	9	142,450	176,940	34,490	24%
14 - IL 38 WEST	4	78,625	98,487	19,862	25%
15 - HIGHLAND/MAIN/LEMONT	11	279,345	281,359	2,014	1%
16 - IL 38 EAST	10	196,655	253,450	56,795	29%
17 - IL 83 SOUTH	9	275,300	276,910	1,610	1%
18 - 31ST STREET	5	111,350	143,054	31,704	28%
19 - EAST CO LINE S	6	143,850	136,705	-7,145	-5%
20 - IL 56 WEST	8	165,120	214,376	49,256	30%
21 - IL 59 SOUTH	10	181,270	231,034	49,764	27%
22 - SOUTH CO LINE W	7	172,300	202,927	30,627	18%
23 - NAPERVILLE/NAPER	8	221,515	249,678	28,163	13%
24 - US34_NAURORA N	7	191,070	194,263	3,193	2%
25 - IL 53 SOUTH W	8	231,350	264,554	33,204	14%
26 - US34 EAST N	7	172,150	220,995	48,845	28%
27 - 75TH ST WEST N	8	240,750	282,161	41,411	17%
28 - 75TH ST EAST N	6	159,800	127,206	-32,594	-20%
Total	202	4,743,430	5,456,830	713,400	15%

1.13 Model Traffic Assignment Statistics

1.13.1 Number of Vehicle Trips by Vehicle Type

Table 29 – Number of Network-wide Trips by Year and Vehicle Type

	2015	2040
Total Autos	4,741,601	5,290,768
Total Trucks	461,545	529,539
Total All	5,203,146	5,820,308

1.13.2 Number of Trips by Truck Type

Table 30 – Number of Trips by Truck Type

Truck Type	2015	2040
Non-Heavy Trucks	279,739	320,833
Heavy Trucks	53,169	58,200
M-Truck External	34,303	40,135
H-Truck External	94,334	110,371
Total Trucks	461,545	529,539

1.13.3 Number of Trips by Internal versus External

Table 31 – Number of Trips by Internal versus External

	2015			2040		
	Autos	**Trucks**	**Total**	**Autos**	**Trucks**	**Total**
Internal- Internal	3,176,472	332,907	3,509,379	3,459,567	379,033	3,838,600
External- Internal	516,252	27,687	543,939	604,014	32,394	636,408
Internal - External	511,820	26,854	538,673	598,829	31,419	630,248
External - External	537,058	74,097	611,155	628,358	86,693	715,051
Total	4,741,601	461,545	5,203,146	5,290,768	529,539	5,820,308

1.13.4 Number of Trips by Trip Purpose

Table 32 – Number of Trips by Trip Purpose—2015 vs. 2040

	2015	2040
HBW	557,793	593,114
HBSCH	114,122	119,394
HBSHP	364,891	389,889
HBO	1,151,257	1,220,893
NHB	870,857	1,003,600
O'Hare	198,761	232,550
Metra Trips	33,725	34,601
PC External	1,450,195	1,696,728
Total Autos	4,741,601	5,290,768

1.14 Model Statistics by DuPage County Quadrant

Should we show model statistics for the "buffer" areas by County?

1.14.1 Vehicle Miles Traveled

Table 33 – Daily Vehicle Miles Traveled by Model Quadrant and Year

Quadrant	2015	2040
1 - NE	7,177,396	8,054,410
2 - SE	11,012,530	12,078,494
3 - SW	5,186,422	5,735,893
4 - NW	3,748,189	4,240,372
Total	**27,124,537**	**30,109,169**

Table 34 – Daily Vehicle Miles Traveled by Model Quadrant and Year

Quadrant	2015	2040
1 - NE	599,059	660,617
2 - SE	937,348	1,003,543
3 - SW	430,856	471,207
4 - NW	308,717	347,932
Total	**2,277,994**	**2,485,339**

1.14.2 Vehicle Hours Traveled

Table 35 – Daily Vehicle Hours Traveled by Model Quadrant and Year

	All VHT		Congested VHT		Percent Congested VHT	
Quadrant	**2015**	**2040**	**2015**	**2040**	**2015**	**2040**
1 – NE	190,858	210,836	36,859	41,644	19%	20%
2 - SE	271,926	311,417	46,852	64,778	17%	21%
3 - SW	135,420	158,165	20,049	29,890	15%	19%
4 - NW	100,241	117,452	9,043	14,205	9%	12%
Total	**698,446**	**797,870**	**112,803**	**150,517**	**16%**	**19%**

Table 36 – PM Peak Hour Vehicle Hours Traveled

	All VHT		Congested VHT		Percent Congested VHT	
Quadrant	**2015**	**2040**	**2015**	**2040**	**2015**	**2040**
1 - NE	19,074	20,007	4,543	4,436	24%	22%
2 - SE	28,271	31,349	6,571	8,106	23%	26%
3 - SW	13,743	16,027	2,913	4,075	21%	25%
4 - NW	9,741	11,409	1,185	1,733	12%	15%
Total	**70,829**	**78,793**	**15,212**	**18,350**	**21%**	**23%**

1.14.3 Average Operating Speeds

Table 37 – Average Operating Speeds—Daily

Quadrant	2015	2040 Base
1 - NE	31.4	33.0
2 - SE	33.2	32.0
3 - SW	31.4	29.4
4 - NW	31.7	30.5
DuPage County Average	**32.1**	**31.5**

Table 38 – Average Operating Speeds—PM Peak Hour

Quadrant	2015	2040 Base
1 - NE	31.4	33.0
2 - SE	33.2	32.0
3 - SW	31.4	29.4
4 - NW	31.7	30.5
DuPage County Average	**32.1**	**31.5**

1.14.4 Percentage of Travel by Jurisdiction

Table 39 – Percent of Daily VMT by Route Jurisdiction

	VMT		Percent VMT	
Jurisdiction	**2015**	**2040 Base**	**2015**	**2040 Base**
IDOT	10,321,264	11,428,681	38%	38%
ISTHA	6,104,028	7,015,906	23%	23%
DCDOT	5,733,562	6,120,278	21%	20%
MUNI	12,361	13,077	0%	0%
LOCAL	4,951,626	5,528,079	18%	18%
Total	**27,122,841**	**30,106,021**	**100%**	**100%**

1.14.5 Percentage of Travel by Roadway Functional Classification

Table 40 – Percent of Travel by Roadway Functional Classification

Functional Classification	2015	2040 Base	2015	2040 Base
10 - TOLLWAY	5,537,273	6,138,860	21%	21%
11 - FREEWAY	3,375,309	3,447,109	13%	12%
20 - EXPRESSWAY	1,677,251	2,109,510	6%	7%
30 - PRINCIPAL ART	4,704,567	5,296,717	18%	18%
40 - MAJOR ART	3,461,914	3,416,620	13%	12%
50 - MINOR ART	5,352,334	5,917,061	20%	20%
60 - COLLECTOR	2,154,316	2,476,037	8%	9%
70 - COMM COLLECTOR	229,729	265,795	1%	1%
Total	26,492,694	29,067,710	100%	100%

1.14.6 Average Daily Volume by Roadway Jurisdiction

Divide VMT by the link length. See "Average Volume Per Mile" table.

Table 41 – Average Daily Volume by Roadway Jurisdiction

Jurisdiction	2015	2040
IDOT	41,300	43,200
ISTHA	56,100	53,800
DCDOT	25,900	27,500
MUNI	2,000	2,100
LOCAL	8,300	9,200

1.15 Conclusion

The DuPage County Travel Demand Model will aid in the analysis of future highway needs in DuPage County. Activities for which traffic models are traditionally applied include, but are not limited to, roadway improvement analysis and new route alternative analysis. The model update efforts have yielded a predictive model with study years 2025 and 2040 that will be used for planning within the county.

APPENDIX A

Truck Prohibited Routes

Truck Prohibited Road Segments – During this development period, a set of roadways were deemed to be off-limits to truck. These roads are presented in Table 42.

Table 42 – Truck Prohibited Road Segments

Roadway	From	To
Rose Ln	Lake St/US-20	Spaulding Rd
35th St	Meyers Rd	Cass Ave
63rd St	IL 83	Madison St
Abbeywood Dr	College Rd	Naper Blvd
Adams St	US 34/Ogden Ave	Spring Rd
Army Trail Rd	Munger Rd	IL 59
Batavia Rd	Continental Dr	Warrenville Rd
Benedictine Pkwy	Maple Ave	Abbeywood Dr
Bridge St	Wesley St	Manchester Rd
Burlington Ave	Yackley Ave	IL-53
Hinsdale Ave	Stought St	Indian Dr
Cass Ave	55th St	W Chicago Ave
Church Rd	W 3rd Ave	IL 19/Irving Park Rd
Fairoaks Rd	Army Trail Rd	Birchbark Tr
Foster Ave	Edgewood Av	IL-83
Green Trails Dr	College Rd	New Albany Rd
Greenbrook Blvd	County Farm Rd	Lake St/US-20
Grove Ave	IL-83	Church Rd
Hill Ave	Finley Rd	Acorn Ave
Hobson Rd	Belmont Rd	Wolfe Dr
Jewell Rd	County Farm Rd	Gary Ave
Lee Ave	Prairie Ave	US 34/Ogden Ave
Mack Rd	IL 59	Williams Rd
Madison St	US 34/Ogden Ave	Spring Rd
Madison St	55th St	I-55 Frontage
Main St	Short St	IL-53
MacArthur Dr	IL 56/Butterfield Rd	22nd St
Medinah Rd	IL 19/Irving Park Rd	Army Trail Rd
Prospect Ave	Hinsdale Ave	W Chicago Ave
River Rd	Ferry Rd	Warrenville Rd
S River Rd	Oswego Rd	US 34/Ogden Ave
Short St	Main St	Ohio St
Smith Rd	IL 59	Army Trail Rd

Spring Rd	Oakbrook Rd	York Rd
Swift Rd	IL 64/North Ave	Dickens Rd
Walker Ave	Hinsdale Ave	55th St
Warrenville Rd	IL 56/Butterfield Rd	Batavia Rd
Williams St	75th St	Plainfield Rd
Winfield Rd	IL 38/Roosevelt Rd	Highlake Rd
Wood Dale Rd	IL 19/Irving Park Rd	Lake St/US-20
York Rd	Grand Ave	E Green St

APPENDIX B

Link Attributes

Table 43 contains all of the link attributes coded onto links in the DuPage County model. There are 69 unique link attributions. For attributes that have a limited number of choices, they have been listed in the third column of the table. For example, there are five possible Counties in which the links may be located.

Table 43 – Link Attributes List

Field_Name	Field Description	Link Attribute Choices
ID	Unique identifier	-
Dir	Direction	-
Length	Link length in miles	-
NAME/ROUTE	Roadway name	-
COUNTY	County Name	COOK
		DUPAGE
		KANE
		KENDALL
		WILL
CNTY_ID	County Identification Number	County ID
TOWNSHIP	Township Name	Addison
		Aurora
		Barrington
		Batavia
		Bloomingdale
		Chicago-Cook
		Chicago-DuPage
		Downers Grove
		Dundee
		DuPage
		Elgin
		Elk Grove
		Geneva
		Hanover
		Homer
		Lemont
		Leyden
		Lisle
		Lockport
		Lyons
		Maine
		Milton

		Naperville
		Norwood Park
		Oswego
		Palatine
		Palos
		Plainfield
		Proviso
		Schaumburg
		St Charles
		Sugar Grove
		Wayne
		Wheatland
		Winfield
		York
TWP	Township ID Number	Township ID
JURIS	Roadway Agency Jurisdiction	COOK COUNTY
		DCDOT
		IDOT
		ISTHA
		KCDOT
		LOCAL
		MUNI
		ZONE
WSA_FCLASS	Functional Classification ID	-
CLASS_NAME	Functional Classification Name	10- Tollway
		11- Freeway
		11- Collector/Distributor Freeway to Freeway
		12- Collector/Distributor Freeway to Arterial
		13- Ramp - Freeway to Freeway
		15- Ramp - Freeway to Network
		15- Ramp - Expressway to Network
		16- Ramp - Tollway to Network
		17- Ramp Arterial
		18- Ramp Other
		19- Frontage Road
		20- Expressway
		30- Principal Arterial
		40- Major Arterial
		50- Minor Arterial
		60- Collector
		70- Community Collector
		90- Centroid Connector

		90- External Centroid Connector
		91- Train Station Connector
Lanes_AB/BA	Directional Number of lanes	-
LANE CAP	Lane capacity per hour per lane	-
DIR CAP	Total directional capacity	-
DAY CAP	Daily capacity	-
DailyCap_AB/BA	Directional Daily capacity	-
PMCap_AB/BA	Directional PM capacity	-
DYSpeed_AB/BA	Directional Daily free flow speed	-
PMSpeed_AB/BA	Directional PM free flow speed	-
GC_AB/BA	Directional Green to Cycle ratio	-
CYCLE_AB/BA	Directional Length of the Signal Cycle	-
RED_AB/BA	Directional Length of the Red Signal	-
TOLL_RATE	Toll Rates	-
TOLLWAY_VOT	Additional travel time for the tollway routes	-
SCREEN	Screenline	-
ADT15_AB/BA	Directional 2015 Daily Counts	-
PM Pk Count_AB/BA	Directional PM Peak Counts	-
ADT2W_TRK_PERC_15	Directional Daily Truck Percentage	-
PM2W_TRK_PERC_15	Directional PM Peak Truck Percentage	-
AREA_TYPE	Area Type	Corridor
		Downtown
		External
		Rural
		Sub Center
		Suburban
		Town Center
		Transitional
NO_TRK	Trucks Prohibited	-
ALPHA	Alpha Value for VDF	-
BETA	Beta Value for VDF	-
TURN_PEN	Turn Penalty 1=active and 0=inactive	-
RR_PEN	Rail Road Penalty 1=active and 0=inactive	-
TRUCKS_COUNT	Total Truck Counts	-
AADT_COUNT	Total Counts	-
DY_Model_NHT_AB/BA	Directional DY Non-Heavy Truck Model Volume	-
DY_Model_HT_AB/BA	Directional DY Heavy Truck Model Volume	-

DY_Model_Truck_AB/BA	Directional DY Total Truck Model Volume	-
DY_Model_Truck_PCE_AB/BA	Directional DY Total Truck Model Volume in PCE	-
DY_Model_NHT	DY Non-Heavy Truck Model Volume	-
DY_Model_HT	DY Heavy Truck Model Volume	-
DY_Model_Total_Trucks	DY Total Truck Model Volume	-
DY_Model_Autos_AB/BA	Directional DY Passenger Car Model Volume	-
DY_Model_Total_Autos	DY Passenger Car Model Volume	-
DY_MODEL	Daily Model	-
DY_COUNTS	Daily Counts	-
PM_MODEL	PM Peak Model	-
PM_COUNTS	PM Peak Counts	-
DYTime_Min_AB/BA	Directional Daily Congested Time	-
PMTime_Min_AB/BA	Directional PM Peak Congested Time	-
PM_Model_NHT_AB/BA	Directional PM Peak Non-Heavy Truck Model Volume	-
PM_Model_HT_AB/BA	Directional PM Peak Heavy Truck Model Volume	-
PM_Model_Truck_AB/BA	Directional PM Peak Total Truck Model Volume	-
PM_Model_Total_Trucks	PM Peak Total Truck Model Volume	-
PM_Model_Truck_PCE_AB/BA	Directional PM Peak Total Truck Model Volume in PCE	-
PM_Model_Autos_AB/BA	Directional PM Peak Passenger Car Model Volume	-
PM_Model_Total_Autos	PM Peak Passenger Car Model Volume	-
Map_DY_Model_Total_Vehicles_AB/BA	Directional Daily Total Vehicles	-
Map_DY_Model_Total_Vehicles	DY Total Vehicles	-
Map_PM_Model_Total_Vehicles_AB/BA	Directional PM Peak Total Vehicles	-
Map_PM_Model_Total_Vehicles	PM Peak Total Vehicles	-
MODEL_PM_VC_AB/BA	Directional PM Peak V/C Ratio	-
MODEL_PM_VC	Max PM Peak V/C Ratio	-
MODEL_PM_Speed_AB/BA	Directional PM Peak Congested Speed	-
MODEL_PM_Speed	Min PM Peak Congested Speed	-
MODEL_PM_CTime_AB/BA	Directional PM Peak Congested Time	-
MODEL_PM_CTime	Max PM Peak Congested Time	-

Appendix 5-A

Historic Revenues and Expenditures, 2010-2019

TABLE A-1
DuPage County DOT Historic Revenues, 2010-2019

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Cumul
Revenues (in $ millions)											
Local Gas Tax	$18.9	$19.3	$18.9	$18.4	$18.7	$19.1	$19.4	$19.4	$19.9	$19.7	$191.6
Motor Fuel Tax	$15.2	$15.2	$15.6	$14.4	$15.2	$16.3	$15.3	$15.4	$15.1	$15.6	$153.2
Impact Fees	$0.4	$1.0	$0.7	$0.9	$0.5	$1.2	$1.3	$1.1	$0.8	$1.6	$9.4
State Capital Bill	$2.2	$2.2	$2.2	$2.3	$4.3	$0.0	$0.0	$0.0	$0.0	$3.1	$16.4
Licenses and Permits	$0.4	$0.4	$0.5	$0.6	$0.6	$1.0	$0.7	$0.5	$0.6	$0.6	$6.0
Charges for Services	$1.7	$1.1	$1.6	$1.3	$1.2	$1.3	$1.0	$0.9	$1.1	$1.0	$12.3
Investment Income	$0.1	$0.0	$0.1	$0.0	$0.2	$0.1	$0.1	$0.1	$0.2	$0.3	$1.1
Miscellaneous	$0.6	$0.8	$0.4	$0.5	$0.4	$0.6	$0.7	$0.2	$0.2	$0.6	$5.0
Intergovernmental Revenue	$7.4	$9.2	$7.8	$6.9	$5.5	$1.7	$1.8	$2.0	$0.8	$1.1	$44.2
Infrastructure Fund Transfer	$0.0	$0.0	$0.4	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.4
State and Federal Grants	$13.3	$3.0	$2.5	$4.6	$1.4	$1.7	$1.8	$2.1	NA	NA	$30.4
RZ Bond	$0.0	$0.1	$1.3							$0.0	$1.4
Transfers In										$0.0	$0.0
Total Revenues	**$60.2**	**$52.4**	**$52.0**	**$49.9**	**$48.0**	**$42.9**	**$42.1**	**$41.7**	**$38.7**	**$43.5**	**$471.5**

TABLE A-2
DuPage County DOT Historic Expenditures, 2010-2019

Expenses (in $ millions)	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Cumul
Personnel Services	$9.1	$9.7	$8.8	$8.9	$10.1	$9.2	$9.5	$9.5	$10.0	$10.1	$94.9
Commodities	$3.9	$4.2	$3.9	$2.7	$4.0	$3.1	$3.0	$3.1	$4.0	$3.2	$35.0
Contractual	$8.3	$7.7	$6.7	$7.8	$8.6	$7.4	$10.0	$9.0	$9.5	$9.5	$84.4
Professional Services						$0.5	$0.5	$1.4	$0.8	$1.2	$4.3
Capital Outlay	$17.5	$13.2	$10.0	$6.5	$7.1	$17.8	$12.2	$10.7	$8.0	$9.6	$112.7
Debt Service 1	$10.6	$10.6	$10.8	$10.6	$10.6	$10.6	$9.6	$9.6	$9.6	$9.6	$102.2
Transfers Out					$0.0	$0.7	$0.0	$0.3	$0.4		$ 1.4
Total Expenses	**$49.4**	**$45.4**	**$40.3**	**$36.5**	**$40.3**	**$49.4**	**$44.7**	**$43.6**	**$42.1**	**$43.2**	**$433.5**

1) 2015A Transportation (MFT) Revenue Refunding Bonds Debt Service

Appendix 5-B

Projected Revenues and Expenditures, 2021-2040

TABLE B-1
DuPage County DOT Projected Revenues and Expenses, 2021-2040

	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	TOTAL
Revenues (in $ millions)																					
Local Gas Tax	$21.20	$36.61	$40.37	$40.56	$40.17	$40.77	$41.38	$41.55	$42.17	$42.79	$42.96	$43.60	$44.24	$44.42	$45.07	$45.74	$45.91	$46.58	$47.27	$47.44	$840.8
Motor Fuel Tax	$22.01	$24.21	$26.70	$26.82	$26.57	$26.96	$27.37	$27.48	$27.89	$28.30	$28.41	$28.83	$29.26	$29.37	$29.81	$30.25	$30.36	$30.81	$31.26	$31.37	$564.0
State Capital Bill Bond	$11.8	$11.8	$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	$0.0	$0.0	$23.6
Impact Fees	$1.5	$1.5	$1.5	$1.5	$1.5	$1.2	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$22.7
State and Federal Grants	$7.9	$5.5	$5.0	$5.0	$5.0	$5.0	$5.0	$5.0	$5.0	$5.0	$5.0	$5.0	$5.0	$5.0	$5.0	$5.0	$5.0	$5.0	$5.0	$5.0	$103.4
Licenses and Permits	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$0.7	$14.0
Charges for Services	$1.3	$1.3	$1.3	$1.3	$1.3	$1.4	$1.4	$1.4	$1.4	$1.4	$1.4	$1.4	$1.5	$1.5	$1.5	$1.5	$1.5	$1.5	$1.5	$1.6	$28.4
Investment Income	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$0.1	$2.0
Miscellaneous	$0.2	$0.2	$0.2	$0.2	$0.2	$0.2	$0.2	$0.2	$0.2	$0.2	$0.2	$0.2	$0.2	$0.2	$0.2	$0.2	$0.2	$0.2	$0.2	$0.2	$4.0
Transfers In	$1.4	$0.0	$0.0																		$1.4
Agency Participation	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$0.5	$10.0
RTA Sales Tax																					$0.0
TOTAL REVENUES-BASE	**$ 68.7**	**$ 82.4**	**$ 76.4**	**$ 76.7**	**$ 76.1**	**$ 76.7**	**$ 77.6**	**$ 77.9**	**$ 78.9**	**$ 80.0**	**$ 80.3**	**$ 81.4**	**$ 82.5**	**$ 82.8**	**$ 83.9**	**$ 85.0**	**$ 85.3**	**$ 86.4**	**$ 87.6**	**$ 87.9**	**$ 1,614.3**
Expenses (in $ millions)																					
Personnel Services	$10.9	$11.1	$11.4	$11.7	$12.0	$12.3	$12.6	$12.9	$13.2	$13.5	$13.9	$14.3	$14.7	$15.1	$15.5	$15.9	$16.3	$16.7	$17.1	$17.5	$278.6
Commodities	$3.1	$3.1	$3.1	$3.1	$3.2	$3.2	$3.2	$3.2	$3.2	$3.3	$3.3	$3.3	$3.3	$3.3	$3.4	$3.4	$3.4	$3.4	$3.4	$3.5	$65.4
Contractual	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$22.0
Capital - Operational	$2.1	$2.1	$2.1	$2.1	$2.2	$2.2	$2.2	$2.2	$2.2	$2.3	$2.3	$2.3	$2.3	$2.3	$2.4	$2.4	$2.4	$2.4	$2.4	$2.5	$45.4
Debt Service	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$0.0	$0.0	$0.0	$0.0	$0.0	$15.0
Transportation (MFT) Revenue Bonds	$9.1	$0.0																			$9.1
Transfers Out																					
OPERATING EXPENSES	**$27.3**	**$18.4**	**$18.7**	**$19.1**	**$19.4**	**$19.8**	**$20.1**	**$20.4**	**$20.8**	**$21.1**	**$21.6**	**$22.0**	**$22.4**	**$22.9**	**$23.3**	**$22.8**	**$23.2**	**$23.6**	**$24.1**	**$24.5**	**$435.55**
CAP MTC AND CONTRACTUAL	**18.1**	**17.1**	**18.3**	**17.7**	**18.6**	**$17.6**	**$19.3**	**$17.6**	**$19.9**	**$17.8**	**$19.8**	**$18.2**	**$20.2**	**$18.8**	**$20.3**	**$19.9**	**$21.8**	**$19.8**	**$22.5**	**$20.0**	**$383.20**
FUNDS AVAILABLE FOR CAPITAL IMPROVEMENTS	**$23.2**	**$46.9**	**$39.4**	**$40.0**	**$38.1**	**$39.4**	**$38.2**	**$39.9**	**$38.3**	**$41.0**	**$38.9**	**$41.2**	**$39.8**	**$41.0**	**$40.3**	**$42.3**	**$40.3**	**$43.0**	**$41.0**	**$43.4**	**$795.5**

Operations Expenditures

DuPage County Operations costs include personnel, utility, fleet, commodities and materials, and facility. Additionally, debt service on bonds is included as an operating cost. Costs were derived from DOT-Finance reports on LGT and MFT expenditures over prior 5-7 years. Contractual costs are those related to equipment repair, tools, parts, and other annual services needed for facilities, fleet services.

		PROGRAM YEAR																			
OPERATION	CB DISTRICT	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	TOTAL
Personnel Services	ALL	$10.9	$11.1	$11.4	$11.7	$12.0	$12.3	$12.6	$12.9	$13.2	$13.5	$13.9	$14.3	$14.7	$15.1	$15.5	$15.9	$16.3	$16.7	$17.1	$17.5	$278.6
Commodities	ALL	$3.1	$3.1	$3.1	$3.1	$3.2	$3.2	$3.2	$3.2	$3.2	$3.3	$3.3	$3.3	$3.3	$3.3	$3.4	$3.4	$3.4	$3.4	$3.4	$3.5	$65.4
Contractual	ALL	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$1.1	$22.0
Capital - Operational	ALL	$2.1	$2.1	$2.1	$2.1	$2.2	$2.2	$2.2	$2.2	$2.2	$2.3	$2.3	$2.3	$2.3	$2.3	$2.4	$2.4	$2.4	$2.4	$2.4	$2.5	$45.4
Debt Service	ALL	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$1.0	$0.0	$0.0	$0.0	$0.0	$0.0	$15.0
Transportation (MFT) Revenue Bonds	ALL	$9.1	$0.0																			$9.1
Transfers Out	ALL																					
OPERATING EXPENSES	**ALL**	**$27.3**	**$18.4**	**$18.7**	**$19.1**	**$19.4**	**$19.8**	**$20.1**	**$20.4**	**$20.8**	**$21.1**	**$21.6**	**$22.0**	**$22.4**	**$22.9**	**$23.3**	**$22.8**	**$23.2**	**$23.6**	**$24.1**	**$24.5**	**$435.55**
5 YEAR TOTALS				***$103.0***					***$102.2***					***$112.2***					***$118.2***			

Capital Maintenance Expenditure Projections by Category	
Item	**FY21-40 TOTAL**
Bridge Repair	$ 6,600,000
Drainage Maint/Repair	$ 7,850,000
Landscape Maintenance	$ 3,852,000
Major Culvert Replacement	$ 7,000,000
Pavement Maintenance	$ 205,000,000
Pavement Marking	$ 10,991,000
Pavement Preservation	$ 916,000
Retaining Wall Repair/Replace	$ 3,586,000
Sidewalk Install, Repair & ADA	$ 11,650,000
Stormsewer Lining	$ 2,970,000
Traffic Sig/Lighting Maint	$ 35,000,000
Traffic Sig/Lighting Maint - Century Hills	$ 460,000
Traffic Signal Repair & Replace	$ 34,750,000
Wetland Maintenance	$ 390,000
TOTALS	$ 331,015,000

Contractual Service Expenditure Projections by Category

Item	FY21-40 TOTAL
Appraisal Services	$ 1,000,000
Bridge Inspection	$ 1,000,000
Construction Inspection	$ 10,250,000
Design Engineering	$ 4,800,000
Environmental Screening	$ 2,235,000
Geotechnical Services	$ 291,000
ITS Network Support	$ 1,140,000
LRTP/CRIP	$ 2,020,000
Traffic Count and Data Management Services	$ 3,000,000
Material Testing	$ 1,085,000
Mowing Agreements	$ 6,760,000
Pavement Management	$ 1,088,000
Planning and Feasibility Studies	$ 750,000
Regional Operations Support	$ 570,000
Signal Coordination/Timing	$ 975,000
Structural Engineering	$ 4,264,000
Surveying Services	$ 830,000
Title Services	$ 286,000
Traffic Signal Design	$ 5,380,000
Underground Util Locating Srv	$ 4,380,000
Wetland Monitoring/Inspect	$ 79,000
TOTALS	$ 52,183,000

Appendix 6-A

Project Evaluation Criteria

Criteria Included in Project Evaluation Process

Criteria	Details
Goal: Improve Safety	
High Crash Segments	Project is located within 0.5 mile of a Top 50 by Crash Rate
IDOT 5%	State route specific; Project is identified by IDOT as in the top 5% for safety improvement potential
Pedestrian Crashes	Project is located within 0.5 mile of pedestrian accident point
Bike Crashes	Project is located within 0.5 mile of bike accident point
Truck Safety	Project is located within 0.5 mile of truck accident point
Bridge Condition	Project contains a bridge with a Sufficiency rating of <=65 and/or pavement rating of 5 or lower
Roadway Condition	Project is located on a road with defficient pavement condition; pavement rating of 5 or lower
Goal: Provide Mobility Choice	
Bus Access (PACE)	Project is located within 0.5 mile of a bus stop
Metro Access	Project is located within 0.5 mile of a Metra station
Supports ADA transition plan	Project includes an area identified as a priortity in the ADA transition plan
Access to trail	Project provides access to DuPage County trail network
Goal: Efficient Operations and Maintenance	
Scale of Economic Benefit	Economic Impact at level of local/muni = 1; corridor (multi-muni) = 2; regional = 3
Access to Opportunity	Directly serves a high employment area
Access to Opportunity	Directly serves an area with a high population density (intent to represent service to areas of affordable housing)
Intermodal Connectors	Project connects to or falls on the IRIS (illinois Roadway Inventory System) connector; national highway system.
Freight/Industrial Growth	Is the route a designated truck route?

Criteria Included in Project Evaluation Process

Criteria	Details
Goal: Provide Access to Opportunity and Increase Economic Vitality	
Existing Traffic Volume	Project is located on a roadway with average PM Peak Hour volume in top 50%; Scores range from 1 to 3 with thresholds of 1,500, 1,900, and 2,300
Existing Congestion - 2015 Travel Time Index (TTI)	Project is located on a roadway (link) with a low travel speed relative to expected free flow; scores range form 1 to 3, with thresholds of 1.2, 1.5, and 2.0
2040 Congestion	Project is located on a roadway with at least a 0.25 increase in TTI between 2015 and 2040; 1 or 2 for thresholds of 0.25 or 0.75
Availability of right-of-way	Sufficent right-of-way exists to implement complete project with no or minimal ROW acq.
Goal: Foster Susatainabiliyt and Resilience	
Environmental Red Flag	Project does NOT cross or reside adjacent to a wetland
Environmental Red Flag	Project does NOT cross or reside adjacent to a flood zone
Efficiency of Emergency Services	Project is located within 0.5 mile of an emergency service (Fire Station, Hospital, or police station)
Other	
Support in other plans	Is project supported in other plans such as CMAP LRTP, DATP, Regional Bikeway Plan?

Appendix 6-B

Full List of Programmed and Planned Projects

DuPage County Programmed Projects

10/1/2021

Map_ID	Agency	Project/Roadway	From	To	Type	SubType 1	Activity 1	IFD	IF ELIGIBLE?	Completion Year	Estimated Cost (in scheduled year)
1	DuPage County	140 Building	DuPage County Campus		Facility	Capital Facility	Reconstruct/Replace	5	No	2021-2025	$ 28,750,000
2	DuPage County	31st Street	Meyers Rd	York Rd	System Enhancement	Intersection	Channelize	6	Partial	2021-2025	$ 7,158,100
3	DuPage County	55th Street	Dunham Road	Clarendon Hills Road	System Enhancement	Intersection	Channelize	9	No	2021-2025	$ 1,055,000
4	DuPage County	63rd Street	at Main Street, DG		State of Good Repair/Safety	Traffic Signal	Modernize	9	No	2021-2025	$ 662,000
5	DuPage County	63rd Street	at Springside Ave		System Enhancement	Traffic Signal	Install	9	No	2021-2025	$ 7,000
6	DuPage County	63rd Street	Suffield Ct	Americana Dr	System Enhancement	Traffic Sig System	Modernize	9	No	2021-2025	$ 2,100,000
7	DuPage County	75th Street	at Naper Blvd		State of Good Repair/Safety	Intersection	Channelize	8	No	2021-2025	$ 234,200
8	DuPage County	75th Street	Lyman Avenue	Exner Road/Williams Street	System Enhancement	Highway/Corridor	Channelize	9	No	2021-2025	$ 656,200
9	DuPage County	75th Street	Millbrook	Greene Road	System Enhancement	Intersection	Channelize	7, 8	Yes	2021-2025	$ 4,823,000
10	DuPage County	87th Street (Boughton Road)	at Woodward Ave		System Enhancement	Intersection	Channelize	9	Yes	2021-2025	$ 5,256,000
11	DuPage County	Army Trail Road	at West Branch DuPage River		State of Good Repair/Safety	Bridge & Culvert	Reconstruct/Replace	1	No	2021-2025	$ 7,490,000
12	DuPage County	at Kearney Road Dam			State of Good Repair/Safety	Drainage & Detention	Reconstruct/Replace	9	No	2021-2025	$ 550,000
13	DuPage County	Bloomingdale Road	at Geneva Road		System Enhancement	Intersection	Channelize	5	Yes	2021-2025	$ 790,000
14	DuPage County	Bloomingdale Road	over CC&P Railroad		State of Good Repair/Safety	Bridge & Culvert	Reconstruct/Replace	2	No	2021-2025	$ 6,240,000
15	DuPage County	Campus Ring Road North	DuPage County Campus		State of Good Repair/Safety	Pavement	Reconstruct/Replace	5	No	2021-2025	$ 1,500,000
**	DuPage County	Central Signal System Phases I-IV	Various Locations		System Enhancement	Traffic Sig System	Coordinate	1-9	Yes	2021-2025	$ 17,780,000
17	DuPage County	County Farm Road	at St. Charles Road		System Enhancement	Intersection	Channelize	4	Yes	2021-2025	$ 1,000,000
18	DuPage County	Fabyan Parkway	Roosevelt Rd (IL 38)	Kane Co Line	State of Good Repair/Safety	Highway/Corridor	Add Lanes	4	Yes	2021-2025	$ 19,000,000
19	DuPage County	Fabyan Parkway	Roosevelt Rd (IL 38)	Kane Co Line	State of Good Repair/Safety	Lighting	Install	4	No	2021-2025	$ 137,000
20	DuPage County	Ferry Road Bike Trail	Eola Road	Raymond Drive	State of Good Repair/Safety	Bike Path/Trail	Reconstruct/Replace	7	No	2021-2025	$ 600,000
21	DuPage County	Gary Avenue	Army Trail Road	Great Western Trail	Mobility	Bike Path/Trail	Construct	2	No	2021-2025	$ 684,700
22	DuPage County	Gas Station/Fuel Tanks and Pumps	DuPage County Campus		Facility	Capital Facility	Reconstruct/Replace	5	No	2021-2025	$ 1,000,000
23	DuPage County	Geneva Road	at West Branch DuPage River		State of Good Repair/Safety	Bridge & Culvert	Reconstruct/Replace	4	No	2021-2025	$ 4,490,000
24	DuPage County	Grand Avenue	at York Road		State of Good Repair/Safety	Highway/Corridor	Improve	3	No	2021-2025	$ 4,574,000
25	DuPage County	Great Western Trail Extension	IPP Elgin Branch	Sassafras	Mobility	Bike Path/Trail	Construct	4	No	2021-2025	$ 70,000
26	DuPage County	Highlake Road	at Sunset Blvd		System Enhancement	Rail Crossing	Improve	4	Yes	2021-2025	$ 1,906,000
27	DuPage County	Hobson Road	Woodridge Drive	Janes Avenue	Mobility	Sidewalk	Construct	8	No	2021-2025	$ 1,471,000
28	DuPage County	I-88 "Reagan Memorial" Tollway	over Illinois Prairie Path		Mobility	Bike Path/Trail	Align/Re-align	7	No	2021-2025	$ 130,000
29	IDOT/DuPage County	IL 38 (Roosevelt Road)	at Naperville Rd		System Enhancement	Intersection	Channelize	5	Partial	2021-2025	$ 7,750,000
30	DuPage County	IL 38/Roosevelt Road	over IL 53		System Enhancement	Bridge & Culvert	Modernize	5	No	2021-2025	$ 200,000
31	DuPage County	Kress Road	IL 38/Roosevelt Road	Hawthorne Lane	State of Good Repair/Safety	Highway/Corridor	Resurface	5	No	2021-2025	$ 2,442,000
32	DuPage County	Lemont Road	83rd Street	87th Street	System Enhancement	Intersection	Channelize	9	Yes	2021-2025	$ 6,717,000
33	DuPage County	Main Street, DG	at 59th St		System Enhancement	Intersection	Channelize	9	Yes	2021-2025	$ 1,265,000

Map_ID	Agency	Project/Roadway	From	To	Type	SubType 1	Activity 1	IFD	IF ELIGIBLE?	Completion Year	Estimated Cost (in scheduled year)
34	DuPage County	Naperville Rd	N of Diehl Rd	Ogden Ave/US 34	System Enhancement	Highway/Corridor	Channelize	8	Yes	2021-2025	$ 5,253,000
35	DuPage County	Parking Lots	DuPage County Campus		State of Good Repair/Safety	Pavement	Resurface	5	No	2021-2025	$ 500,000
**	DuPage County	Traffic Signal ITS/UPS Modernization	Various Locations		System Enhancement	Traffic Signal	Modernize	1-9	No	2021-2025	$ 1,580,000
37	DuPage County	Walter Road/Byron Ave	Medinah Road	Army Trail Road	State of Good Repair/Safety	Drainage & Detention	Modernize	2	No	2021-2025	$ 600,000
38	DuPage County	St. Charles Road	at East Branch DuPage River		State of Good Repair/Safety	Bridge & Culvert	Repair/Rehab	5	No	2021-2025	$ 268,000
39	DuPage County	Warrenville Road	at East Branch DuPage River		State of Good Repair/Safety	Bridge & Culvert	Reconstruct/Replace	8	No	2021-2025	$ 5,200,000
40	DuPage County	Yellow Freight	Off Campus Facility		Facility	Capital Facility	Reconstruct/Replace	4	No	2021-2025	$ 6,325,000
41	DuPage County	York Road	Devon Avenue	Gateway Drive	State of Good Repair/Safety	Highway/Corridor	Reconstruct/Replace	3	Partial	2021-2025	$ 16,000,000
										TOTAL	**$ 174,214,200**

** Indicates Projects with multiple known locations too numerous to map

DuPage County Planned Projects

Map_ID	Agency	Road Type	Roadway	From	To	Type	Subtype 1	Activity 1	SubType 2	Activity 2	Year Grouping	Constrained $$
101	DuPage County	Bike Path/Trail	31st Street	Highland Ave	Meyers Road	Mobility	Bike Path/Trail	Construct	Bridge & Culvert	Construct	2026-2030	$ 2,933,000
102	DuPage County	Arterial	55th Street	County Line Road	E of IL 83	State of Good Repair/Safety	Highway/Corridor	Reconstruct/Replace			2036-2040	$ 15,290,000
103	DuPage County	Arterial	63rd St./Hobson Rd.	I-355 Ramp	Prentice Drive	State of Good Repair/Safety	Intersection	Channelize			2036-2040	$ 2,400,000
104	DuPage County	Arterial	63rd Street	Dunham	Main St, Downers Grove	State of Good Repair/Safety	Highway/Corridor	Channelize			2036-2040	$ 1,800,000
105	DuPage County	Arterial	63rd Street	E of Cass Avenue	Clarendon Hills Road	State of Good Repair/Safety	Highway/Corridor	Reconstruct/Replace			2026-2030	$ 8,960,000
108	DuPage County	Arterial	63rd Street	at Cass Ave		System Enhancement	Intersection	Add Lanes	Traffic Signal	Modernize	2026-2030	$ 3,700,000
109	DuPage County	Arterial	75th St.	Commons Dr.	IL 59	System Enhancement	Intersection	Channelize			2026-2030	$ 2,400,000
110	DuPage County	Arterial	75th Street	E of Plainfield Road	IL 83	State of Good Repair/Safety	Highway/Corridor	Reconstruct/Replace			2036-2040	$ 9,520,000
111	DuPage County	Arterial	75th Street	IL 59	W of Washington St	System Expansion	Highway/Corridor	Add Lanes	Traffic Signal	Modernize	2031-2035	$ 42,900,000
112	DuPage County	Arterial	75th Street	W of Naper Blvd	Janes Ave	System Expansion	Highway/Corridor	Add Lanes	Traffic Signal	Modernize	2036-2040	$ 48,900,000
113	DuPage County	Arterial	Addison Road	at Byron Ave		State of Good Repair/Safety	Intersection	Channelize	Sidewalk	Construct	2026-2030	$ 600,000
114	DuPage County	Arterial	Army Trail Road	at County Farm Rd		System Enhancement	Intersection	Improve	Traffic Signal	Modernize	2031-2035	$ 6,800,000
115	DuPage County	Arterial	Army Trail Road	W of Gary Ave	Gladstone Ct	System Expansion	Highway/Corridor	Widen/Resurface	Traffic Signal	Modernize	2036-2040	$ 23,200,000
116	DuPage County	Arterial	Army Trail Road	at Munger Road		System Enhancement	Intersection	Reconstruct/Replace	Intersection	Align/Re-align	2026-2030	$ 1,500,000
118	DuPage County	Arterial	Bloomingdale Road	at Schick Road		System Enhancement	Intersection	Channelize			2036-2040	$ 5,700,000
119	DuPage County	Arterial	Cass Avenue	I-55 Frontage	91st Street	State of Good Repair/Safety	Highway/Corridor	Improve	Bike Path/Trail	Construct	2026-2030	$ 2,300,000
120	DuPage County	Arterial	College Road	Maple Avenue	Hobson Road	System Enhancement	Highway/Corridor	Channelize	Bike Path/Trail	Construct	2031-2035	$ 5,700,000
121	DuPage County	Arterial	County Farm Road	at Geneva Rd		System Enhancement	Intersection	Add Lanes	Bike Path/Trail	Modernize	2026-2030	$ 1,600,000
122	DuPage County	Arterial	County Farm Road	At Stearns Road		System Enhancement	Intersection	Add Lanes	Traffic Signal	Modernize	2026-2030	$ 6,200,000
123	DuPage County	Arterial	County Farm Road	Stearns Road	Ontarioville Rd	State of Good Repair/Safety	Highway/Corridor	Channelize	Intersection	New	2026-2030	$ 5,700,000
124	DuPage County	Arterial	County Farm Road	at Klein Creek		State of Good Repair/Safety	Bridge & Culvert	Reconstruct/Replace			2036-2040	$ 8,400,000
125	DuPage County	Arterial	County Farm Road	at West Branch DuPage River		State of Good Repair/Safety	Bridge & Culvert	Reconstruct/Replace			2026-2030	$ 6,890,000
126	DuPage County	Bike Path/Trail	East Branch DuPage River Trail	Great Western Trail	IL 38/Roosevelt Road	Mobility	Bike Path/Trail	Construct			2026-2030	$ 17,400,000
127	DuPage County	Bike Path/Trail	East Branch DuPage River Trail	IL 38/Roosevelt Road	IL 56/Butterfield Road	Mobility	Bike Path/Trail	Construct			2031-2035	$ 12,810,000
128	DuPage County	Arterial	Eola Road	New York St	North Aurora Rd	System Expansion	Highway/Corridor	Add Lanes	Bridge & Culvert	Add Lanes	2031-2035	$ 45,900,000
129	DuPage County	Arterial	Eola Road	North Aurora Rd	Ferry Road	System Expansion	Highway/Corridor	Add Lanes	Bridge & Culvert	Add Lanes	2026-2030	$ 56,300,000
130	DuPage County	Arterial	Gary Ave	at Schick Rd		System Enhancement	Intersection	Widen/Resurface	Traffic Signal	Modernize	2026-2030	$ 9,500,000
131	DuPage County	Arterial	Geneva Road	E of County Farm Road	Delano St	State of Good Repair/Safety	Highway/Corridor	Channelize			2026-2030	$ 1,800,000
133	DuPage County	Arterial	Hobson Road	E of IL 53	W of I-355	State of Good Repair/Safety	Highway/Corridor	Channelize			2026-2030	$ 2,500,000
134	DuPage County	Arterial	Hobson Road	Greene Road	Double Eagle Dr	System Enhancement	Highway/Corridor	Channelize	Bridge & Culvert	Widen/Resurface	2026-2030	$ 9,300,000
135	DuPage County	Arterial	Main Street DG	55th Street	63rd Street	State of Good Repair/Safety	Highway/Corridor	Reconstruct/Replace			2036-2040	$ 10,920,000
136	DuPage County	Arterial	Main Street, DG/Lemont Road	Norfolk	Valley View	State of Good Repair/Safety	Highway/Corridor	Channelize			2036-2040	$ 800,000
137	DuPage County	Arterial	Maple Avenue	at Belmont Road		System Enhancement	Intersection	Channelize	Traffic Signal	Modernize	2026-2030	$ 1,600,000
138	DuPage County	Arterial	Maple Avenue	at Naper Blvd		System Enhancement	Intersection	Channelize	Traffic Signal	Modernize	2026-2030	$ 1,700,000
141	DuPage County	Arterial	Maple Avenue	Walnut Ave	Dunham Road	State of Good Repair/Safety	Highway/Corridor	Reconstruct/Replace			2031-2035	$ 16,320,000
142	DuPage County	Arterial	Medinah Road	at MDW/NIRC RR		State of Good Repair/Safety	Rail Crossing	Reconstruct/Replace	Sidewalk	Construct	2036-2040	$ 1,400,000
143	DuPage County	Arterial	Medinah Road	US 20/Lake Street	IL 19/Irving Park Road	State of Good Repair/Safety	Highway/Corridor	Reconstruct/Replace			2036-2040	$ 18,020,000
144	DuPage County	Bike Path/Trail	Meyers Road/Central DuPage Trail	31st Street	IL 56/Butterfield Road	Mobility	Bridge & Culvert	Widen/Resurface	Bike Path/Trail	Construct	2036-2040	$ 3,710,000
145	DuPage County	Bike Path/Trail	Mill Street	N of I-88	Shuman Blvd	Mobility	Bridge & Culvert	Widen/Resurface	Bike Path/Trail	Construct	2036-2040	$ 1,560,000
**	DuPage County	Bike Path/Trail	MultiUse Path Conversion	Various		Mobility	Bike Path/Trail	Construct			2026-2030	$ 2,200,000
**	DuPage County	Bike Path/Trail	MultiUse Path Conversion	Various		Mobility	Bike Path/Trail	Construct			2031-2035	$ 2,430,000

Map_ID	Agency	Road Type	Roadway	From	To	Type	Subtype 1	Activity 1	SubType 2	Activity 2	Year Grouping	Constrained $$
**	DuPage County	Bike Path/Trail	MultiUse Path Conversion	Various		Mobility	Bike Path/Trail	Construct			2036-2040	$ 2,680,000
149	DuPage County	Arterial	Naperville Rd.	Danada Dr.	Loop Rd.	System Enhancement	Highway/Corridor	Widen/Resurface			2031-2035	$ 10,500,000
150	DuPage County	Arterial	Powis Road	S of IL 64/North Avenue	Kress Road	State of Good Repair/Safety	Highway/Corridor	Reconstruct/Replace			2031-2035	$ 14,050,000
**	DuPage County	Bike Path/Trail	Prairie Path Enhancements	Various		System Enhancement	Bike Path/Trail	Construct			2026-2030	$ 696,000
**	DuPage County	Bike Path/Trail	Prairie Path Enhancements	Various		System Enhancement	Bike Path/Trail	Construct			2031-2035	$ 769,000
**	DuPage County	Bike Path/Trail	Prairie Path Enhancements	Various		System Enhancement	Bike Path/Trail	Construct			2036-2040	$ 849,000
154	DuPage County	Arterial	Raymond Drive	S of McDowell	N of Brookdale	State of Good Repair/Safety	Highway/Corridor	Channelize			2036-2040	$ 2,800,000
155	DuPage County	Facility	Salt Dome Replacement	at 140 N County Farm Road		Facility	Capital Facility	Reconstruct/Replace			2036-2040	$ 1,789,000
**	DuPage County	Bike Path/Trail	Sidewalk and Bikepath Gap Completion	Various		Mobility	Sidewalk	Construct	Bike Path/Trail	Construct	2026-2030	$ 5,710,000
**	DuPage County	Bike Path/Trail	Sidewalk and Bikepath Gap Completion	Various		Mobility	Sidewalk	Construct	Bike Path/Trail	Construct	2031-2035	$ 6,310,000
**	DuPage County	Bike Path/Trail	Sidewalk and Bikepath Gap Completion	Various		Mobility	Sidewalk	Construct	Bike Path/Trail	Construct	2036-2040	$ 6,960,000
159	DuPage County	Arterial	St. Charles Road	County Farm Road	Bloomingdale Road	State of Good Repair/Safety	Highway/Corridor	Reconstruct/Replace			2031-2035	$ 34,620,000
160	DuPage County	Arterial	St. Charles Road	at East Branch DuPage River		State of Good Repair/Safety	Bridge & Culvert	Reconstruct/Replace			2036-2040	$ 8,400,000
161	DuPage County	Arterial	Stearns Road	DuPage/Kane County Border	Bartlett Road	System Enhancement	Highway/Corridor	Add Lanes	Traffic Signal	Modernize	2036-2040	$ 24,400,000
162	DuPage County	Bike Path/Trail	Stearns Road Trail	Phillip State Park	IL 59	Mobility	Bike Path/Trail	Construct			2026-2030	$ 3,754,000
163	DuPage County	Bike Path/Trail	Swift Road	at CN Railroad		Mobility	Sidewalk	Construct	Rail Crossing	Modernize	2031-2035	$ 1,000,000
**	DuPage County	Arterial	Traffic Monitoring Systems - Various	Various		System Enhancement	Traffic Sig System	Modernize			2026-2030	$ 3,400,000
164	DuPage County	Arterial	US 34 (Ogden Ave)	at Finley Rd/Belmont Rd/Cross St		System Enhancement	Intersection	Channelize	Traffic Signal	Modernize	2026-2030	$ 8,700,000
166	DuPage County	Bike Path/Trail	Volunteer Bridge	over UPW RR		State of Good Repair/Safety	Bridge & Culvert	Repair/Rehab			2026-2030	$ 900,000
167	DuPage County	Bike Path/Trail	Warrenville Road	Ivanhoe	Authority Drive	Mobility	Sidewalk	Construct	Bridge & Culvert	Modernize	2036-2040	$ 827,000
168	DuPage County	Arterial	Wooddale Road	Driscoll	S of Mark St	State of Good Repair/Safety	Highway/Corridor	Channelize			2036-2040	$ 1,400,000
169	DuPage County	Arterial	WoodDale Road	Montrose Avenue	N of US 20/Lake Street	State of Good Repair/Safety	Highway/Corridor	Reconstruct/Replace			2026-2030	$ 21,060,000
171	DuPage County	Arterial	Yackley Ave.	at Ogden Avenue		System Enhancement	Intersection	Widen/Resurface	Traffic Signal	Modernize	2026-2030	$ 3,600,000
172	DuPage County	Arterial	Yackley Ave.	over BNSF RR		State of Good Repair/Safety	Bridge & Culvert	Reconstruct/Replace			2036-2040	$ 7,000,000
174	DuPage County	Arterial	York Road	31st Street	N of US 34/Ogden Avenue	State of Good Repair/Safety	Highway/Corridor	Reconstruct/Replace			2031-2035	$ 11,380,000
												$ 613,117,000

Other Agency Committed or Programmed Projects

The following projects are previously committed, are already included in adopted plans, and have received at least some funding commitment.
All of these projects are included in the Base Model Scenario.

Expressway and Arterial Projects in DuPage County											
Agency	Location	Road Type	Roadway	From	To	Type	SubType	Activity 1	Activity 2	Completion Year	Impact Fee Eligibility
Aurora	DuPage County	Arterial	75th Street	at Commons Drive		System Enhancement	Intersection	Construct	Traffic Signal Installation	2021-2025	YES
Aurora	DuPage County	Arterial	Commons Drive	US 34	Thatcher	System Expansion	Highway	Construct	Alignment	2021-2025	
IDOT	DuPage County	Arterial	IL 38 (Roosevelt Road)	Winfield Rd	Westhaven	System Enhancement	Intersection	Widen	Traffic Signal Modernization	2021-2025	YES
IDOT	DuPage County	Arterial	IL 53	Butterfield Rd (IL 56)	Park Blvd	System Expansion	Highway	Widen/Resurface		2021-2025	
IDOT	DuPage County	Arterial	IL 56 (Butterfield Road)	W of IL 53	W of I-355	System Expansion	Highway	Widen/Resurface		2021-2025	
IDOT	DuPage County	Arterial	IL 56/Butterfield Road & 22nd Street	IL 59	Cicero Ave	System Enhancement	Intersection	Signal Coordination	Traffic Signal Modernization	2021-2025	
IDOT	DuPage County	Arterial	IL 59	at Stearns Road		System Enhancement	Intersection	Widen	Traffic Signal Modernization	2021-2025	
IDOT	DuPage County	Arterial	IL 59	at Army Trail Road		System Enhancement	Intersection	Channelize		2021-2025	YES
IDOT	DuPage County	Arterial	IL 59	at James Ave & Joliet Street		System Enhancement	Intersection	Improve	Traffic Signal Modernization		
IDOT	DuPage County	Arterial	IL 59	at Garys Mill Road		System Enhancement	Intersection	Improve	Traffic Signal		
IDOT	DuPage County	Arterial	IL 64 (North Avenue)	Smith/Kautz Road	Cicero Ave	System Enhancement	Intersection	Signal Coordination	Traffic Signal Modernization		
IDOT	DuPage County	Arterial	IL 83	at Plainfield Rd		System Enhancement	Intersection	Widen	Traffic Signal Modernization	2021-2025	
IDOT	DuPage County	Arterial	Irving Park Road (IL 19)	Eicklemann Drive (Itasca)	Rush St	Operational Efficency and Safety	Corridor			2021-2025	
Municipal	DuPage County/Kane County	Arterial	Kautz Road	Swenson Ave	N of IL 38/Roosevelt Road	State of Good Repair	Corridor	Reconstruct	Truck Route	2021-2025	
Naperville	DuPage County	Arterial	North Aurora Road	at CN RR		System Expansion	Corridor	Bridge	Widen	2021-2025	
Naperville	DuPage County	Arterial	North Aurora Road	Frontenac Road	Fairway Drive	System Expansion	Corridor	Widen		2021-2025	
IDOT/DuPage County	DuPage County	Arterial	US 20 (Lake Street)	at Gary Ave		System Enhancement	Intersection	Widen	Traffic Signal Modernization	2026-2030	
IDOT	DuPage County	Arterial	US 34/Ogden Ave.	Rickert Drive	Feldott Lane	System Enhancement	Intersection	Channelize	Traffic Signal Modernization		
Oak Brook	DuPage County	Arterial	York Road	at Harger Road		System Enhancement	Intersection	Channelize	Traffic Signal Installation	2021-2025	
IDOT	Cook County/DuPage County	Expressway	I-55 Stevenson Express Toll Lanes	W of Lemont Road	I-90/I-94 Dan Ryan	System Expansion	Highway	Construct		2026-2030	
Tollway	Cook County/DuPage County	Expressway	I-294 Central Tri-State	at E County Line Road		System Expansion	Interchange	Construct		2021-2025	
Tollway	Cook County/DuPage County	Arterial	E County Line Road	I-294 Ramps	IL 64/North Avenue	System Enhancement	Highway	Widen/Resurface	Alignment	2021-2025	
Tollway/Cook County	Cook County	Expressway	IL 64 (North Avenue)	Lake St (US 20)/County Line Rd		System Expansion	Interchange	Construct		2021-2025	
Tollway	DuPage County	Expressway	Elgin-O'Hare Expressway (IL 390) Elgin-O'Hare Expressway (IL 490)	IL 83	IL 490/York Road I-90	System Expansion	Highway	Construct		2021-2025	YES
Tollway	DuPage County Cook County	Expressway	I-490	I-90	I-294	System Expansion	Highway	Construct			
Tollway	Cook County	Expressway	I-294, Central Tri-State	95th St	Balmoral Ave	System Expansion	Highway	Construct		2021-2025	
Tollway	DuPage County	Expressway	I-88 On Ramp	York Road	I-88/I-294	System Expansion	Interchange	Add Lanes	Bridge	2021-2025	

Other Identified Long Range System Needs

The following projects are future needs as identified through the DuPage County DOT long range modeling process. Some locations may have planned improvements but at the time of analysis, these projects were not programmed. The projects are limited geographically to DuPage County only.

Agency	Roadway	From	To	Type	SubType	Activity 1	Activity 2	Completion Year	Potential DuPage Participation	Potential Impact Fee Eligible
Aurora	Bilter Road	DuPage Blvd	E of Farnsworth	System Expansion	Highway	Add Lanes	Alignment	2026-2040		
Itasca	Bloomingdale Road	IL 19	IL 53	State of Good Repair, Safety & Mobility	Corridor	Reconstruct/Widen	Pedestrian	2026-2040		
Naperville	Book Road	Rickert Dr	87th Street	System Expansion	Highway	Add Lanes		2026-2040	YES	YES
Aurora	Commons Dr.	Mc Coy Dr.	US 34/Ogden Ave.	System Enhancement	Intersection			2026-2030		
Aurora/Naperville	Commons Drive	at BNSF RR		System Expansion	Highway/Bridge	New Bridge		2026-2040		
Aurora/Naperville	Commons Drive	North Aurora Road	Campus Drive	System Expansion	Highway	Add Lanes	Intersection	2026-2040		
Bensenville	County Line Rd.	E Green St.	E 3rd Ave.	System Enhancement	Intersection	Channelize	Signal Modernization	2026-2040	YES	
Tollway	I-294	Complete interchange at 31st Street and 22nd Street		System Expansion	Interchange	New Interchange		2026-2040	YES	
IDOT	I-55	at Lemont Road		Operational Efficiency & Safety	Interchange	Align Ramps		2026-2040	YES	YES
Tollway	I-88 EB Off Ramp	to SB I-355		System Expansion	Interchange	Add Lanes		2026-2040		
Tollway	I-88 WB Off Ramp	at Technology Dr or Fairfield		System Expansion	Interchange	Add Lanes	Alignment	2026-2040		YES
IDOT	IL 38 (Roosevelt Road)	Park Blvd	W of I-355	System Enhancement	Highway	Widen	Channelize	2026-2040		
IDOT	IL 38 (Roosevelt Road)	West of Finley Rd	W of Summit Ave	System Expansion	Highway	Add Lanes	Intersection	2026-2040	YES	
Tollway	IL 390 Extension	US20/Lake Street	County Farm Road	System Enhancement	Corridor	New Alignment	Interchange	2026-2040	YES	YES
IDOT	IL 53	IL 38 (Roosevelt Road)	IL 56 (Butterfield Rd)	System Expansion	Highway	Add Lanes	Drainage	2026-2040		
IDOT	IL 53	Park Blvd	I-88	System Expansion	Highway	Add Lanes	Intersection	2026-2040		YES
IDOT	IL 53	at Maple Ave		System Enhancement	Intersection	Intersection Improvement	Signal Modernization	2026-2040	YES	
IDOT	IL 53	IL 64/North Avenue	N of IL 38/Roosevelt Road	System Expansion	Highway	Add Lanes		2026-2040		
IDOT	IL 56/Butterfield Road	W of IL 59	E of Farnsworth	System Expansion	Highway	Add Lanes	Intersection	2026-2040	YES	
IDOT	IL 56/Butterfield Road	Loop Rd.	IL 53	System Expansion	Highway	Add Lanes	Intersection	2026-2040	YES	
Elmhurst	IL 56/Butterfield Road	at York Road		System Expansion	Intersection	Intersection Improvement	Signal Modernization	2026-2040		
IDOT	IL 59	IL 38/Roosevelt Road	Ferry Road	System Expansion	Highway	Add Lanes	Intersection	2026-2040	YES	YES
IDOT	IL 83	63rd Street	I-55 Frontage Rd.	System Expansion	Highway	Add Lanes	Intersection	2026-2040	YES	YES
IDOT	IL 83	N of 31st St	N of 55th St	System Expansion	Highway	Add Lanes	Interchange	2026-2040		
IDOT	IL-53	IL 38/Roosevelt Road	IL 64/North Ave.	System Expansion	Highway	Add Lanes	Intersection	2026-2040		
Aurora	Liberty Street	Eola Road	Commerce St	System Expansion	Highway	Add Lanes	Rail Crossing	2026-2040	YES	YES
Downers Grove	Maple Avenue/Fairview Avenue	at BNSF RR		Operational Efficiency & Safety	Highway	Grade Separate		2026-2040		
Aurora	Montgomery Rd	at Meadowbrook Drive/White Eagle Drive	at S Commons Dr	System Enhancement	Intersection	Intersection Improvement	Add Signals	2026-2040		

Agency	Roadway	From	To	Type	SubType	Activity 1	Activity 2	Completion Year	Potential DuPage Participation	Potential Impact Fee Eligible
West Chicago/DuPage County	Powis Road	North Avenue (IL 64)	Smith Road and at Railroad	Operational Efficiency and Safety	Corridor	Channelization	Alignment	2026-2040		
Naperville	Rickert Dr.	Book Rd.	75th St.	Operational Efficiency & Safety	Highway	Channelize	Signal Modernization	2026-2040	YES	YES
Roselle	Rodenburg Road	Village Limits	Travis Parkway	System Enhancement	Corridor	Bikeway		2026-2040		
Villa Park	St. Charles	Addison Rd.	Meyers/Westmore Rd	System Enhancement	Intersection	Channelize	Signal Modernization	2026-2040		
DuPage County/Hanover Park	Stearns Road	Bartlett Road	Newport Blvd	System Enhancement	Highway	Reconstruct and Widen	Alignment	2026-2040	YES	YES
IDOT	US 20 (Lake Street)	County Farm Road	Shales Parkway	System Expansion	Corridor	New Alignment	Add Lanes	2026-2040		
IDOT	US 20 (Lake Street)	IL 390	Rosedale	System Expansion	Highway	Add Lanes	Intersection	2026-2040		
IDOT	US 34 (Ogden Ave)	Iroquois Ave	Fender Rd	System Enhancement	Intersection	Channelization	Alignment	2026-2040	YES	
IDOT	US 34 (Ogden Ave)	N Aurora Road	Aurora Avenue	System Enhancement	Intersection	Channelization	Bridge	2026-2040		
IDOT	US 34/Ogden Ave.	US 30	75th St.	System Expansion	Highway	Add Lanes	Intersection	2026-2040	YES	YES
Elmhurst	York Rd.	Church St.	IL 56 (Butterfield Rd)	System Enhancement	Highway	Channelize	Intersection	2026-2040		