Kane County
KC Transportation Committee
Agenda

Government Center
719 S. Batavia Ave., Bldg. A
Geneva, IL 60134

TEPE, Abbatacola, Iqbal, Kious, Lenert, Roth, K. Young, ex-officios Williams (County Development Chair) and Pierog (County Chair)

Tuesday, August 18, 2026 **9:00 AM** **County Board Room**

2026 Committee Goals

- Reasonably progress public safety, existing transportation services and programs, system maintenance, and capital projects as adopted by the County Board with allocated human and financial resources.

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1. **Call To Order**
2. **Roll Call**
3. **Remote Attendance Requests**
4. **Approval of Minutes: July 21, 2026**
5. **Public Comment**
6. **Finance**
   - **A.** Monthly Finance Reports
7. **Maintenance**
   - **A.** Maintenance Report
   - **B.** **Resolution:** Approving Adopt-A-Highway Applicants
8. **Planning & Programming**
   - **A.** Planning & Programming Report
   - **B.** **Resolution:** Approving an Intergovernmental Agreement for Transportation Activities with the Chicago Metropolitan Agency for Planning
   - **C.** **Resolution:** Establishing a Public Hearing Date for Consideration of the Comprehensive Road Improvement Plan and Imposition of Road Improvement Impact Fees
   - **D.** **Resolution:** Authorizing an Application for an Illinois Transportation Enhancement Program Grant for the Randall Road MultiModal Improvements, Segment N-7, Kane County Section No. 21-00539-00-TD

9. Permitting

A. Permitting Report

10. Traffic Operations

A. Traffic Operations Report

11. Project Implementation

A. Project Implementation Report

B. **Resolution:** Approving an Intergovernmental Agreement with the City of Elgin for Vacating/Abandoning Exclusivity of Utility Easement Along Randall Road

C. **Resolution:** Approving an Amendment to the Agreement with Crawford, Murphy & Tilly, Inc. of Aurora, Illinois for Tyrrell Road Corridor Improvements from Raymond Road to Mason Road, Kane County Section No. 23-00562-00-PW

D. **Resolution:** Approving a Contract for Construction with D. Construction, Inc. of Coal City, Illinois for the Hughes Road over Blackberry Creek Superstructure Replacement Project, Kane County Section No. 26-00571-01-BR

E. **Resolution:** Approving a Contract for Construction with Dunnet Bay Construction Company of Glendale Heights, Illinois for Kirk Road over UPRR Bridge Replacement, Kane County Section No. 12-00192-04-BR

F. **Resolution:** Approving Execution of a Right of Way Acquisition Agreement Between the County of Kane and the Forest Preserve District of Kane County for the Fabyan Parkway at Kingsland Drive Improvement Project, Kane County Section No. 21-00373-01-CH

G. **Resolution:** Approving an Agreement with Chicago, Central and Pacific Railroad and Acquisition of Real Property for the Randall Road at Hopps Road Intersection and CNRR Grade Separation Improvement, Kane County Section No. 19-00511-00-CH, Parcel No. 0004PE-A&B

12. Reports Placed On File

13. Executive Session (if needed)

14. New Business

15. Adjournment

STATE OF ILLINOIS)
SS.
COUNTY OF KANE)

REPORT NO. TMP-26-1056

MONTHLY FINANCE REPORTS

Committee Revenue Budget Report - by Account Detail

Through July 31, 2026 (66.7% YTD)

*2024, 2025 and 2026 Actual Fiscal Year

Department / Fund / Account Classification	2024 Actual Amount*	2025 Actual Amount*	2026 Adopted Budget	2026 Amended Budget	2026 Actual Amount*	2026 YTD% Actual/Amended Budget	2024 - 2026 Trend
520 Transportation	**$ 82,859,097**	**$ 85,354,772**	**$ 119,097,734**	**$ 119,222,790**	**$ 33,768,722**	**28.32%**	
300 County Highway	**$ 6,302,254**	**$ 6,490,840**	**$ 7,434,025**	**$ 7,540,124**	**$ 3,499,823**	**46.42%**	
Revenue	***$ 6,302,254***	***$ 6,490,840***	***$ 7,434,025***	***$ 7,540,124***	***$ 3,499,823***	***46.42%***	
Interest Revenue	**$ 480,720**	**$ 296,493**	**$ 273,983**	**$ 273,983**	**$ 63,771**	**23.28%**	
38000 - Investment Income	$ 480,720	$ 296,493	$ 273,983	$ 273,983	$ 63,771	23.28%	
Other	**$ 66,619**	**$ 187,133**	**$ 1,025,693**	**$ 1,131,792**	**$ 67,527**	**5.97%**	
30999 - Lease Revenue	$ 32,464	$ 57,038	$ 42,317	$ 42,317	$ 29,327	69.30%	
38530 - Auction Sales	$ 34,155	$ 103,200	$ 15,000	$ 15,000	$ 38,200	254.67%	
38900 - Miscellaneous Other	$ -	$ 26,895	$ -	$ -	$ -	0.00%	
39900 - Fund Balance Utilization	$ -	$ -	$ 968,376	$ 1,074,475	$ -	0.00%	
Reimbursements	**$ 319,072**	**$ 325,783**	**$ -**	**$ -**	**$ 13,562**	**0.00%**	
37140 - KDOT Planner Reimbursement	$ 312,679	$ 325,389	$ -	$ -	$ 8,042	0.00%	
37150 - KDOT Service Reimbursement - Federal	$ (5,312)	$ -	$ -	$ -	$ -	0.00%	
37151 - KDOT Service Reimbursement - State	$ 7,700	$ -	$ -	$ -	$ -	0.00%	
37900 - Miscellaneous Reimbursement	$ 4,005	$ 393	$ -	$ -	$ 5,520	0.00%	
Charges for Services	**$ 32,470**	**$ 40,381**	**$ 31,054**	**$ 31,054**	**$ 7,951**	**25.60%**	
34640 - Engineering Fees	$ 26,000	$ 30,970	$ 24,000	$ 24,000	$ -	0.00%	
34650 - Sale of Various Material Fees	$ 99	$ -	$ 100	$ 100	$ -	0.00%	
35340 - Township Administration Fee	$ 6,371	$ 9,411	$ 6,954	$ 6,954	$ 7,951	114.34%	
Transfers In	**$ -**	**$ 123,686**	**$ 175,000**	**$ 175,000**	**$ -**	**0.00%**	
39558 - Transfer from North Impact Fees Fund 558	$ -	$ 72,846	$ 87,500	$ 87,500	$ -	0.00%	
39559 - Transfer from Central Impact Fees Fund 559	$ -	$ 22,475	$ 27,500	$ 27,500	$ -	0.00%	
39560 - Transfer from South Impact Fees Fund 560	$ -	$ 28,365	$ 60,000	$ 60,000	$ -	0.00%	
Grants	**$ -**	**$ -**	**$ 342,386**	**$ 342,386**	**$ 179,877**	**52.54%**	
33903 - Grants - Federal Government	$ -	$ -	$ 342,386	$ 342,386	$ 179,877	52.54%	
Licenses and Permits	**$ 377,775**	**$ 488,720**	**$ 575,000**	**$ 575,000**	**$ 492,320**	**85.62%**	
31350 - Oversized Moving Permits	$ 221,175	$ 261,020	$ 225,000	$ 225,000	$ 316,070	140.48%	
31370 - Roadway Access Permits	$ 156,600	$ 227,700	$ 350,000	$ 350,000	$ 176,250	50.36%	
Other Taxes	**$ 3,983**	**$ 7,252**	**$ -**	**$ -**	**$ 1,388**	**0.00%**	
30170 - TIF Distribution Tax	$ 3,983	$ 7,252	$ -	$ -	$ 1,388	0.00%	
Property Taxes	**$ 5,021,616**	**$ 5,021,392**	**$ 5,010,909**	**$ 5,010,909**	**$ 2,673,427**	**53.35%**	
30000 - Property Taxes	$ 5,001,757	$ 5,000,646	$ 5,010,909	$ 5,010,909	$ 2,673,427	53.35%	
30005 - Property Tax Revenue Recapture	$ 19,859	$ 20,746	$ -	$ -	$ -	0.00%	
301 County Bridge	**$ 394,365**	**$ 328,000**	**$ 381,875**	**$ 381,875**	**$ 197,011**	**51.59%**	

Committee Revenue Budget Report - by Account Detail

Through July 31, 2026 (66.7% YTD)

*2024, 2025 and 2026 Actual Fiscal Year

Department / Fund / Account Classification	2024 Actual Amount*	2025 Actual Amount*	2026 Adopted Budget	2026 Amended Budget	2026 Actual Amount*	2026 YTD% Actual/Amended Budget	2024 - 2026 Trend
Revenue	***$ 394,365***	***$ 328,000***	***$ 381,875***	***$ 381,875***	***$ 197,011***	***51.59%***	
Interest Revenue	**$ 14,011**	**$ 14,154**	**$ 9,180**	**$ 9,180**	**$ 4,828**	**52.59%**	
38000 - Investment Income	$ 14,011	$ 14,154	$ 9,180	$ 9,180	$ 4,828	52.59%	
Other	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
39900 - Fund Balance Utilization	$ -	$ -	$ -	$ -	$ -	0.00%	
Reimbursements	**$ 66,774**	**$ -**	**$ 60,000**	**$ 60,000**	**$ 25,276**	**42.13%**	
37152 - KDOT Service Reimbursement - Other	$ 66,774	$ -	$ 60,000	$ 60,000	$ 25,276	42.13%	
Other Taxes	**$ 249**	**$ 452**	**$ -**	**$ -**	**$ 87**	**0.00%**	
30170 - TIF Distribution Tax	$ 249	$ 452	$ -	$ -	$ 87	0.00%	
Property Taxes	**$ 313,332**	**$ 313,393**	**$ 312,695**	**$ 312,695**	**$ 166,821**	**53.35%**	
30000 - Property Taxes	$ 312,116	$ 312,090	$ 312,695	$ 312,695	$ 166,821	53.35%	
30005 - Property Tax Revenue Recapture	$ 1,216	$ 1,303	$ -	$ -	$ -	0.00%	
302 Motor Fuel Tax	**$ 16,638,339**	**$ 21,208,899**	**$ 39,687,011**	**$ 39,705,968**	**$ 7,374,798**	**18.57%**	
Revenue	***$ 16,638,339***	***$ 21,208,899***	***$ 39,687,011***	***$ 39,705,968***	***$ 7,374,798***	***18.57%***	
Interest Revenue	**$ 2,795,269**	**$ 2,926,170**	**$ 1,463,828**	**$ 1,463,828**	**$ 1,121,015**	**76.58%**	
38000 - Investment Income	$ 2,795,269	$ 2,926,170	$ 1,463,828	$ 1,463,828	$ 1,121,015	76.58%	
Other	**$ 117**	**$ -**	**$ 24,107,049**	**$ 24,126,006**	**$ -**	**0.00%**	
38900 - Miscellaneous Other	$ 117	$ -	$ -	$ -	$ -	0.00%	
39900 - Fund Balance Utilization	$ -	$ -	$ 24,107,049	$ 24,126,006	$ -	0.00%	
Reimbursements	**$ 176,350**	**$ 4,133,577**	**$ 90,000**	**$ 90,000**	**$ 187,639**	**208.49%**	
37150 - KDOT Service Reimbursement - Federal	$ 176,350	$ (0)	$ -	$ -	$ -	0.00%	
37151 - KDOT Service Reimbursement - State	$ -	$ 4,133,577	$ -	$ -	$ -	0.00%	
37160 - Cty Engineer Salary Reimbursemt	$ -	$ -	$ 90,000	$ 90,000	$ 187,639	208.49%	
Other Taxes	**$ 13,666,602**	**$ 14,149,151**	**$ 14,026,134**	**$ 14,026,134**	**$ 6,066,145**	**43.25%**	
30140 - Motor Fuel Tax	$ 12,021,014	$ 12,485,575	$ 12,400,000	$ 12,400,000	$ 6,066,145	48.92%	
33895 - Supplemental State Distribution	$ 1,645,588	$ 1,663,576	$ 1,626,134	$ 1,626,134	$ -	0.00%	
303 County Highway Matching	**$ 76,532**	**$ 68,048**	**$ 75,011**	**$ 75,011**	**$ 34,827**	**46.43%**	
Revenue	***$ 76,532***	***$ 68,048***	***$ 75,011***	***$ 75,011***	***$ 34,827***	***46.43%***	
Interest Revenue	**$ 11,113**	**$ 2,656**	**$ 9,886**	**$ 9,886**	**$ (10)**	**(0.10%)**	
38000 - Investment Income	$ 11,113	$ 2,656	$ 9,886	$ 9,886	$ (10)	(0.10%)	
Other	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
39900 - Fund Balance Utilization	$ -	$ -	$ -	$ -	$ -	0.00%	
Other Taxes	**$ 52**	**$ 94**	**$ -**	**$ -**	**$ 18**	**0.00%**	

Committee Revenue Budget Report - by Account Detail

Through July 31, 2026 (66.7% YTD)

*2024, 2025 and 2026 Actual Fiscal Year

Department / Fund / Account Classification	2024 Actual Amount*	2025 Actual Amount*	2026 Adopted Budget	2026 Amended Budget	2026 Actual Amount*	2026 YTD% Actual/Amended Budget	2024 - 2026 Trend
30170 - TIF Distribution Tax	$ 52	$ 94	$ -	$ -	$ 18	0.00%	
Property Taxes	**$ 65,367**	**$ 65,298**	**$ 65,125**	**$ 65,125**	**$ 34,818**	**53.46%**	
30000 - Property Taxes	$ 65,134	$ 65,001	$ 65,125	$ 65,125	$ 34,818	53.46%	
30005 - Property Tax Revenue Recapture	$ 233	$ 297	$ -	$ -	$ -	0.00%	
304 Motor Fuel Local Option	**$ 11,430,021**	**$ 12,044,169**	**$ 20,323,347**	**$ 20,323,347**	**$ 5,696,902**	**28.03%**	
Revenue	***$ 11,430,021***	***$ 12,044,169***	***$ 20,323,347***	***$ 20,323,347***	***$ 5,696,902***	***28.03%***	
Interest Revenue	**$ 760,665**	**$ 1,023,080**	**$ 338,947**	**$ 338,947**	**$ 396,328**	**116.93%**	
38000 - Investment Income	$ 760,665	$ 1,023,080	$ 338,947	$ 338,947	$ 396,328	116.93%	
Other	**$ -**	**$ -**	**$ 9,351,400**	**$ 9,351,400**	**$ -**	**0.00%**	
39900 - Fund Balance Utilization	$ -	$ -	$ 9,351,400	$ 9,351,400	$ -	0.00%	
Reimbursements	**$ 477,719**	**$ 434,829**	**$ 150,000**	**$ 150,000**	**$ 118,836**	**79.22%**	
37150 - KDOT Service Reimbursement - Federal	$ 24,412	$ 181,878	$ -	$ -	$ -	0.00%	
37151 - KDOT Service Reimbursement - State	$ 171,028	$ -	$ -	$ -	$ -	0.00%	
37152 - KDOT Service Reimbursement - Other	$ 26,105	$ 26,105	$ -	$ -	$ -	0.00%	
37900 - Miscellaneous Reimbursement	$ 256,174	$ 226,846	$ 150,000	$ 150,000	$ 118,836	79.22%	
Charges for Services	**$ 13,218**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
34640 - Engineering Fees	$ 13,218	$ -	$ -	$ -	$ -	0.00%	
Grants	**$ -**	**$ -**	**$ -**	**$ -**	**$ 22,007**	**0.00%**	
33903 - Grants - Federal Government	$ -	$ -	$ -	$ -	$ 22,007	0.00%	
Other Taxes	**$ 10,178,419**	**$ 10,586,260**	**$ 10,483,000**	**$ 10,483,000**	**$ 5,159,731**	**49.22%**	
30150 - County Local Option Tax	$ 10,178,419	$ 10,586,260	$ 10,483,000	$ 10,483,000	$ 5,159,731	49.22%	
305 Transportation Sales Tax	**$ 25,289,863**	**$ 36,455,039**	**$ 39,600,854**	**$ 39,600,854**	**$ 15,328,238**	**38.71%**	
Revenue	***$ 25,289,863***	***$ 36,455,039***	***$ 39,600,854***	***$ 39,600,854***	***$ 15,328,238***	***38.71%***	
Interest Revenue	**$ 3,184,763**	**$ 4,293,327**	**$ 1,425,696**	**$ 1,425,696**	**$ 1,818,055**	**127.52%**	
38000 - Investment Income	$ 3,184,763	$ 4,293,327	$ 1,425,696	$ 1,425,696	$ 1,818,055	127.52%	
Other	**$ -**	**$ 61,768**	**$ 19,907,659**	**$ 19,907,659**	**$ 65,520**	**0.33%**	
38530 - Auction Sales	$ -	$ 61,768	$ -	$ -	$ 65,520	0.00%	
39900 - Fund Balance Utilization	$ -	$ -	$ 19,907,659	$ 19,907,659	$ -	0.00%	
Reimbursements	**$ 2,495,390**	**$ 10,398,810**	**$ 1,200,000**	**$ 1,200,000**	**$ 5,701,612**	**475.13%**	
37150 - KDOT Service Reimbursement - Federal	$ 1,331,318	$ 1,864,379	$ -	$ -	$ -	0.00%	
37151 - KDOT Service Reimbursement - State	$ -	$ 7,922,827	$ -	$ -	$ 3,419,174	0.00%	
37152 - KDOT Service Reimbursement - Other	$ 1,164,072	$ 611,378	$ 1,200,000	$ 1,200,000	$ 2,281,489	190.12%	
37900 - Miscellaneous Reimbursement	$ -	$ 225	$ -	$ -	$ 950	0.00%	

Committee Revenue Budget Report - by Account Detail

Through July 31, 2026 (66.7% YTD)

*2024, 2025 and 2026 Actual Fiscal Year

Department / Fund / Account Classification	2024 Actual Amount*	2025 Actual Amount*	2026 Adopted Budget	2026 Amended Budget	2026 Actual Amount*	2026 YTD% Actual/Amended Budget	2024 - 2026 Trend
Transfers In	**$ 41,087**	**$ 629**	**$ -**	**$ -**	**$ -**	**0.00%**	
39540 - Transfer From Transportation Capital Fund 540	$ 27,530	$ 629	$ -	$ -	$ -	0.00%	
39624 - Transfer from Longmeadow Debt Service Fund 624	$ 13,557	$ -	$ -	$ -	$ -	0.00%	
Grants	**$ -**	**$ -**	**$ 3,360,000**	**$ 3,360,000**	**$ 317,318**	**9.44%**	
33902 - Grants - State Government	$ -	$ -	$ 1,760,000	$ 1,760,000	$ -	0.00%	
33903 - Grants - Federal Government	$ -	$ -	$ 1,600,000	$ 1,600,000	$ 317,318	19.83%	
Other Taxes	**$ 19,568,623**	**$ 21,700,506**	**$ 13,707,499**	**$ 13,707,499**	**$ 7,425,733**	**54.17%**	
30105 - Sales Tax- RTA	$ 19,568,623	$ 21,700,506	$ 13,707,499	$ 13,707,499	$ 7,425,733	54.17%	
515 Longmeadow Bond Construction	**$ 17,514,984**	**$ 933,205**	**$ -**	**$ -**	**$ -**	**0.00%**	
Revenue	***$ 17,514,984***	***$ 933,205***	***$ -***	***$ -***	***$ -***	***0.00%***	
Interest Revenue	**$ 14,984**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
38000 - Investment Income	$ 14,984	$ -	$ -	$ -	$ -	0.00%	
Other	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
39900 - Fund Balance Utilization	$ -	$ -	$ -	$ -	$ -	0.00%	
Reimbursements	**$ 17,500,000**	**$ 933,205**	**$ -**	**$ -**	**$ -**	**0.00%**	
37151 - KDOT Service Reimbursement - State	$ 17,500,000	$ 933,205	$ -	$ -	$ -	0.00%	
540 Transportation Capital	**$ 1,150**	**$ 1**	**$ -**	**$ -**	**$ -**	**0.00%**	
Revenue	***$ 1,150***	***$ 1***	***$ -***	***$ -***	***$ -***	***0.00%***	
Interest Revenue	**$ 1,150**	**$ 1**	**$ -**	**$ -**	**$ -**	**0.00%**	
38000 - Investment Income	$ 1,150	$ 1	$ -	$ -	$ -	0.00%	
Other	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
39900 - Fund Balance Utilization	$ -	$ -	$ -	$ -	$ -	0.00%	
550 Aurora Area Impact Fees	**$ 7,414**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
Revenue	***$ 7,414***	***$ -***	***$ -***	***$ -***	***$ -***	***0.00%***	
Interest Revenue	**$ 7,414**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
38000 - Investment Income	$ 7,414	$ -	$ -	$ -	$ -	0.00%	
Other	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
39900 - Fund Balance Utilization	$ -	$ -	$ -	$ -	$ -	0.00%	
551 Campton Hills Impact Fees	**$ 411**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
Revenue	***$ 411***	***$ -***	***$ -***	***$ -***	***$ -***	***0.00%***	
Interest Revenue	**$ 411**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	

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38000 - Investment Income	$ 411	$ -	$ -	$ -	$ -	0.00%	
Other	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
39900 - Fund Balance Utilization	$ -	$ -	$ -	$ -	$ -	0.00%	
552 Greater Elgin Impact Fees	**$ 656**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
Revenue	***$ 656***	***$ -***	***$ -***	***$ -***	***$ -***	***0.00%***	
Interest Revenue	**$ 656**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
38000 - Investment Income	$ 656	$ -	$ -	$ -	$ -	0.00%	
Other	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
39900 - Fund Balance Utilization	$ -	$ -	$ -	$ -	$ -	0.00%	
553 Northwest Impact Fees	**$ 191**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
Revenue	***$ 191***	***$ -***	***$ -***	***$ -***	***$ -***	***0.00%***	
Interest Revenue	**$ 191**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
38000 - Investment Income	$ 191	$ -	$ -	$ -	$ -	0.00%	
Other	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
39900 - Fund Balance Utilization	$ -	$ -	$ -	$ -	$ -	0.00%	
554 Southwest Impact Fees	**$ (1)**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
Revenue	***$ (1)***	***$ -***	***$ -***	***$ -***	***$ -***	***0.00%***	
Interest Revenue	**$ (1)**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
38000 - Investment Income	$ (1)	$ -	$ -	$ -	$ -	0.00%	
Other	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
39900 - Fund Balance Utilization	$ -	$ -	$ -	$ -	$ -	0.00%	
555 Tri-Cities Impact Fees	**$ (0)**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
Revenue	***$ (0)***	***$ -***	***$ -***	***$ -***	***$ -***	***0.00%***	
Interest Revenue	**$ (0)**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
38000 - Investment Income	$ (0)	$ -	$ -	$ -	$ -	0.00%	
Other	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
39900 - Fund Balance Utilization	$ -	$ -	$ -	$ -	$ -	0.00%	
556 Upper Fox Impact Fees	**$ 463**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
Revenue	***$ 463***	***$ -***	***$ -***	***$ -***	***$ -***	***0.00%***	
Interest Revenue	**$ 463**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	

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Department / Fund / Account Classification	2024 Actual Amount*	2025 Actual Amount*	2026 Adopted Budget	2026 Amended Budget	2026 Actual Amount*	2026 YTD% Actual/Amended Budget	2024 - 2026 Trend
38000 - Investment Income	$ 463	$ -	$ -	$ -	$ -	0.00%	
Other	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
39900 - Fund Balance Utilization	$ -	$ -	$ -	$ -	$ -	0.00%	
557 West Central Impact Fees	**$ 402**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
Revenue	***$ 402***	***$ -***	***$ -***	***$ -***	***$ -***	***0.00%***	
Interest Revenue	**$ 402**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
38000 - Investment Income	$ 402	$ -	$ -	$ -	$ -	0.00%	
Other	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
39900 - Fund Balance Utilization	$ -	$ -	$ -	$ -	$ -	0.00%	
558 North Impact Fees	**$ 1,996,962**	**$ 5,597,837**	**$ 4,686,730**	**$ 4,686,730**	**$ 880,531**	**18.79%**	
Revenue	***$ 1,996,962***	***$ 5,597,837***	***$ 4,686,730***	***$ 4,686,730***	***$ 880,531***	***18.79%***	
Interest Revenue	**$ 296,575**	**$ 382,304**	**$ 182,184**	**$ 182,184**	**$ 146,167**	**80.23%**	
38000 - Investment Income	$ 296,575	$ 382,304	$ 182,184	$ 182,184	$ 146,167	80.23%	
Other	**$ -**	**$ -**	**$ 2,754,546**	**$ 2,754,546**	**$ -**	**0.00%**	
39900 - Fund Balance Utilization	$ -	$ -	$ 2,754,546	$ 2,754,546	$ -	0.00%	
Reimbursements	**$ 115,000**	**$ 3,643,967**	**$ -**	**$ -**	**$ -**	**0.00%**	
37151 - KDOT Service Reimbursement - State	$ 115,000	$ 3,643,967	$ -	$ -	$ -	0.00%	
Charges for Services	**$ 1,456,920**	**$ 1,571,566**	**$ 1,750,000**	**$ 1,750,000**	**$ 734,364**	**41.96%**	
34660 - Impact Fees	$ 1,456,920	$ 1,571,566	$ 1,750,000	$ 1,750,000	$ 734,364	41.96%	
Transfers In	**$ 128,467**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
39552 - Transfer from Greater Elgin Impact Fees Fund 552	$ 64,294	$ -	$ -	$ -	$ -	0.00%	
39553 - Transfer from Northwest Impact Fees Fund 553	$ 18,816	$ -	$ -	$ -	$ -	0.00%	
39556 - Transfer from Upper Fox Impact Fees Fund 556	$ 45,356	$ -	$ -	$ -	$ -	0.00%	
559 Central Impact Fees	**$ 771,010**	**$ 616,092**	**$ 2,624,644**	**$ 2,624,644**	**$ 196,649**	**7.49%**	
Revenue	***$ 771,010***	***$ 616,092***	***$ 2,624,644***	***$ 2,624,644***	***$ 196,649***	***7.49%***	
Interest Revenue	**$ 235,374**	**$ 190,046**	**$ 84,031**	**$ 84,031**	**$ 43,656**	**51.95%**	
38000 - Investment Income	$ 235,374	$ 190,046	$ 84,031	$ 84,031	$ 43,656	51.95%	
Other	**$ -**	**$ -**	**$ 1,990,613**	**$ 1,990,613**	**$ -**	**0.00%**	
39900 - Fund Balance Utilization	$ -	$ -	$ 1,990,613	$ 1,990,613	$ -	0.00%	
Reimbursements	**$ 6,814**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
37151 - KDOT Service Reimbursement - State	$ 6,814	$ -	$ -	$ -	$ -	0.00%	
Charges for Services	**$ 449,497**	**$ 426,046**	**$ 550,000**	**$ 550,000**	**$ 152,993**	**27.82%**	

Committee Revenue Budget Report - by Account Detail

Through July 31, 2026 (66.7% YTD)

*2024, 2025 and 2026 Actual Fiscal Year

Department / Fund / Account Classification	2024 Actual Amount*	2025 Actual Amount*	2026 Adopted Budget	2026 Amended Budget	2026 Actual Amount*	2026 YTD% Actual/Amended Budget	2024 - 2026 Trend
34660 - Impact Fees	$ 449,497	$ 426,046	$ 550,000	$ 550,000	$ 152,993	27.82%	
Transfers In	**$ 79,326**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
39551 - Transfer from Campton Hills Impact Fees Fund 551	$ 40,108	$ -	$ -	$ -	$ -	0.00%	
39555 - Transfer from Tri-Cities Impact Fees Fund 555	$ 1	$ -	$ -	$ -	$ -	0.00%	
39557 - Transfer from West Central Impact Fees Fund 557	$ 39,217	$ -	$ -	$ -	$ -	0.00%	
560 South Impact Fees	**$ 2,434,081**	**$ 1,612,643**	**$ 4,284,237**	**$ 4,284,237**	**$ 559,943**	**13.07%**	
Revenue	***$ 2,434,081***	***$ 1,612,643***	***$ 4,284,237***	***$ 4,284,237***	***$ 559,943***	***13.07%***	
Interest Revenue	**$ 421,662**	**$ 478,056**	**$ 132,049**	**$ 132,049**	**$ 184,206**	**139.50%**	
38000 - Investment Income	$ 421,662	$ 478,056	$ 132,049	$ 132,049	$ 184,206	139.50%	
Other	**$ -**	**$ -**	**$ 2,952,188**	**$ 2,952,188**	**$ -**	**0.00%**	
39900 - Fund Balance Utilization	$ -	$ -	$ 2,952,188	$ 2,952,188	$ -	0.00%	
Reimbursements	**$ 715,220**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
37151 - KDOT Service Reimbursement - State	$ 715,220	$ -	$ -	$ -	$ -	0.00%	
Charges for Services	**$ 567,303**	**$ 1,134,587**	**$ 1,200,000**	**$ 1,200,000**	**$ 375,737**	**31.31%**	
34660 - Impact Fees	$ 567,303	$ 1,134,587	$ 1,200,000	$ 1,200,000	$ 375,737	31.31%	
Transfers In	**$ 729,897**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
39550 - Transfer from Aurora Area Impact Fees Fund 550	$ 729,895	$ -	$ -	$ -	$ -	0.00%	
39554 - Transfer from Southwest Impact Fees Fund 554	$ 1	$ -	$ -	$ -	$ -	0.00%	
Grand Total	**$ 82,859,097**	**$ 85,354,772**	**$ 119,097,734**	**$ 119,222,790**	**$ 33,768,722**	**28.32%**	

Committee Expense Budget Report - by Account Detail

Through July 31, 2026 (66.7% YTD, 65.38% Payroll Expense through Pay Period Ending 7/18/2026)

*2024, 2025 and 2026 Actual Fiscal Year

Department / Fund / Account Classification	2024 Actual Amount*	2025 Actual Amount*	2026 Adopted Budget	2026 Amended Budget	2026 Actual Amount*	2026 YTD% Actual/Amended Budget	2024 - 2026 Trend
520 Transportation	**$ 66,431,066**	**$ 58,319,179**	**$ 119,097,734**	**$ 119,222,790**	**$ 20,478,061**	**17.18%**	
300 County Highway	**$ 7,971,978**	**$ 9,613,312**	**$ 7,434,025**	**$ 7,540,124**	**$ 3,984,040**	**52.84%**	
Expenses	***$ 7,971,978***	***$ 9,613,312***	***$ 7,434,025***	***$ 7,540,124***	***$ 3,984,040***	***52.84%***	
Personnel Services- Salaries & Wages	**$ 2,977,056**	**$ 3,128,056**	**$ 3,470,749**	**$ 3,563,663**	**$ 1,994,334**	**55.96%**	
40000 - Salaries and Wages	$ 2,877,711	$ 3,006,616	$ 3,340,749	$ 3,433,663	$ 1,948,922	56.76%	
40003 - Cost of Living Increase	$ -	$ -	$ -	$ -	$ -	0.00%	
40007 - Equity Study Adjustments	$ -	$ -	$ -	$ -	$ -	0.00%	
40200 - Overtime Salaries	$ 99,346	$ 121,441	$ 130,000	$ 130,000	$ 45,413	34.93%	
Personnel Services- Employee Benefits	**$ 954,435**	**$ 1,010,379**	**$ 1,091,158**	**$ 1,104,343**	**$ 692,664**	**62.72%**	
45000 - Healthcare Contribution	$ 521,713	$ 537,946	$ 560,127	$ 560,127	$ 352,028	62.85%	
45010 - Dental Contribution	$ 12,460	$ 11,822	$ 13,154	$ 13,154	$ 7,563	57.49%	
45100 - FICA/SS Contribution	$ 219,350	$ 231,399	$ 265,547	$ 272,655	$ 147,608	54.14%	
45200 - IMRF Contribution	$ 131,810	$ 164,454	$ 192,267	$ 198,344	$ 125,403	63.22%	
53010 - Workers Compensation	$ 69,101	$ 64,759	$ 60,063	$ 60,063	$ 60,063	100.00%	
Contractual Services	**$ 1,407,561**	**$ 1,354,064**	**$ 1,932,552**	**$ 1,932,552**	**$ 712,046**	**36.84%**	
50140 - Engineering Services	$ 550,918	$ 268,006	$ 487,238	$ 487,238	$ 14,175	2.91%	
50150 - Contractual/Consulting Services	$ 238,080	$ 395,564	$ 537,000	$ 537,000	$ 201,314	37.49%	
50160 - Legal Services	$ 56,085	$ 48,875	$ 78,000	$ 78,000	$ 28,845	36.98%	
50210 - Medical/Dental/Hospital Services	$ 3,846	$ 4,886	$ 5,000	$ 5,000	$ 6,014	120.28%	
50330 - Northeast IL Plan and Metro Srvs	$ 56,457	$ 59,172	$ 61,065	$ 61,065	$ 60,947	99.81%	
50340 - Software Licensing Cost	$ 80,434	$ 148,445	$ 268,465	$ 268,465	$ 141,114	52.56%	
50480 - Security Services	$ 15,806	$ 13,229	$ 15,000	$ 15,000	$ 10,864	72.43%	
52000 - Disposal and Water Softener Srvs	$ 17,493	$ 20,329	$ 20,000	$ 20,000	$ 8,087	40.43%	
52010 - Janitorial Services	$ 36,888	$ 36,132	$ 45,000	$ 45,000	$ 21,042	46.76%	
52020 - Repairs and Maintenance- Roads	$ -	$ -	$ -	$ -	$ -	0.00%	
52110 - Repairs and Maint- Buildings	$ 101,016	$ 69,268	$ 91,353	$ 91,353	$ 25,981	28.44%	
52120 - Repairs and Maint- Grounds	$ 14,265	$ 24,400	$ 28,000	$ 28,000	$ 11,820	42.21%	
52140 - Repairs and Maint- Copiers	$ 3,838	$ 4,622	$ 6,304	$ 6,304	$ 2,655	42.12%	
52160 - Repairs and Maint- Equipment	$ 7,138	$ 20,672	$ 16,500	$ 16,500	$ 10,511	63.70%	
52230 - Repairs and Maint- Vehicles	$ 26,836	$ 14,791	$ 21,630	$ 21,630	$ 731	3.38%	
52240 - Repairs and Maint- Office Equip	$ -	$ -	$ 3,684	$ 3,684	$ -	0.00%	
53000 - Liability Insurance	$ 100,422	$ 134,379	$ 122,955	$ 122,955	$ 122,955	100.00%	
53020 - Unemployment Claims	$ 1,615	$ 1,812	$ 1,978	$ 1,978	$ 1,978	100.00%	
53060 - General Printing	$ 169	$ 368	$ 1,655	$ 1,655	$ -	0.00%	
53070 - Legal Printing	$ 2,612	$ 7,393	$ 2,060	$ 2,060	$ 1,082	52.53%	

Committee Expense Budget Report - by Account Detail

Through July 31, 2026 (66.7% YTD, 65.38% Payroll Expense through Pay Period Ending 7/18/2026)

*2024, 2025 and 2026 Actual Fiscal Year

Department / Fund / Account Classification	2024 Actual Amount*	2025 Actual Amount*	2026 Adopted Budget	2026 Amended Budget	2026 Actual Amount*	2026 YTD% Actual/Amended Budget	2024 - 2026 Trend
53080 - Mapping	$ -	$ 8,825	$ 13,390	$ 13,390	$ -	0.00%	
53100 - Conferences and Meetings	$ 33,967	$ 38,129	$ 37,080	$ 37,080	$ 16,349	44.09%	
53110 - Employee Training	$ 30,331	$ 14,500	$ 35,000	$ 35,000	$ 11,021	31.49%	
53120 - Employee Mileage Expense	$ 4,871	$ 3,906	$ 6,180	$ 6,180	$ 3,004	48.61%	
53130 - General Association Dues	$ 24,473	$ 16,361	$ 27,662	$ 27,662	$ 11,556	41.78%	
55000 - Miscellaneous Contractual Exp	$ -	$ -	$ 353	$ 353	$ -	0.00%	
Commodities	**$ 634,723**	**$ 632,047**	**$ 487,404**	**$ 487,404**	**$ 228,366**	**46.85%**	
60000 - Office Supplies	$ 18,527	$ 23,893	$ 25,200	$ 25,200	$ 12,686	50.34%	
60010 - Operating Supplies	$ 26,253	$ 28,383	$ 36,134	$ 36,134	$ 15,700	43.45%	
60040 - Postage	$ 318	$ 199	$ 300	$ 300	$ 48	16.04%	
60050 - Books and Subscriptions	$ 235	$ 4,028	$ 1,500	$ 1,500	$ 1,007	67.13%	
60060 - Computer Software- Non Capital	$ -	$ 7,538	$ -	$ -	$ 200	0.00%	
60070 - Computer Hardware- Non Capital	$ 30,148	$ 17,676	$ 71,500	$ 71,500	$ 8,571	11.99%	
60340 - Buildings and Grounds Supplies	$ 51,090	$ 34,733	$ 35,020	$ 35,020	$ 25,489	72.79%	
60360 - Equipment Parts/Supplies	$ -	$ 3,323	$ -	$ -	$ -	0.00%	
60370 - Tools	$ -	$ -	$ -	$ -	$ -	0.00%	
60380 - Liquid Salt	$ 27,324	$ 16,673	$ -	$ -	$ -	0.00%	
60400 - Crushed Stone	$ 6,641	$ 8,441	$ 7,000	$ 7,000	$ -	0.00%	
60410 - Culverts	$ -	$ -	$ -	$ -	$ -	0.00%	
60430 - Sign Material	$ 62,620	$ 53,320	$ 66,400	$ 66,400	$ 23,280	35.06%	
63000 - Utilities- Natural Gas	$ 28,439	$ 36,094	$ 40,000	$ 40,000	$ 33,243	83.11%	
63010 - Utilities- Electric	$ 31,819	$ 38,968	$ 38,000	$ 38,000	$ 20,423	53.75%	
63020 - Utilities- Intersect Lighting	$ 100,647	$ 121,615	$ 120,000	$ 120,000	$ 68,163	56.80%	
63040 - Fuel- Vehicles	$ 210,028	$ 196,181	$ -	$ -	$ -	0.00%	
64000 - Telephone	$ 23,188	$ 23,686	$ 25,750	$ 25,750	$ 12,172	47.27%	
64010 - Cellular Phone	$ 17,445	$ 17,295	$ 20,600	$ 20,600	$ 7,385	35.85%	
Transfers Out	**$ 283,293**	**$ 305,216**	**$ 332,662**	**$ 332,662**	**$ 332,662**	**100.00%**	
99001 - Transfer to General Fund 001	$ 183,293	$ 180,216	$ 202,662	$ 202,662	$ 202,662	100.00%	
99010 - Transfer To Insurance Liability Fund 010	$ 100,000	$ 125,000	$ 130,000	$ 130,000	$ 130,000	100.00%	
Capital	**$ 1,714,910**	**$ 3,183,551**	**$ 119,500**	**$ 119,500**	**$ 23,968**	**20.06%**	
70000 - Computers	$ -	$ -	$ -	$ -	$ -	0.00%	
70020 - Computer Software- Capital	$ 75,780	$ 38,970	$ 84,500	$ 84,500	$ 17,863	21.14%	
70060 - Communications Equipment	$ -	$ 213,850	$ -	$ -	$ -	0.00%	
70070 - Automotive Equipment	$ 1,502,786	$ 2,285,898	$ -	$ -	$ -	0.00%	
70080 - Office Furniture	$ -	$ -	$ -	$ -	$ -	0.00%	

Committee Expense Budget Report - by Account Detail

Through July 31, 2026 (66.7% YTD, 65.38% Payroll Expense through Pay Period Ending 7/18/2026)

*2024, 2025 and 2026 Actual Fiscal Year

Department / Fund / Account Classification	2024 Actual Amount*	2025 Actual Amount*	2026 Adopted Budget	2026 Amended Budget	2026 Actual Amount*	2026 YTD% Actual/Amended Budget	2024 - 2026 Trend
70110 - Machinery and Equipment	$ 115,404	$ 619,308	$ -	$ -	$ -	0.00%	
70120 - Special Purpose Equipment	$ 20,940	$ -	$ -	$ -	$ -	0.00%	
72010 - Building Improvements	$ -	$ 25,525	$ -	$ -	$ -	0.00%	
73000 - Road Construction	$ -	$ -	$ -	$ -	$ 6,105	0.00%	
74010 - Highway Right of Way	$ -	$ -	$ 35,000	$ 35,000	$ -	0.00%	
301 County Bridge	**$ 409,222**	**$ 265,740**	**$ 381,875**	**$ 381,875**	**$ 50,705**	**13.28%**	
Expenses	***$ 409,222***	***$ 265,740***	***$ 381,875***	***$ 381,875***	***$ 50,705***	***13.28%***	
Contractual Services	**$ 409,222**	**$ 265,740**	**$ 312,457**	**$ 312,457**	**$ 50,705**	**16.23%**	
52100 - Bridge Inspection	$ 409,222	$ 265,740	$ 312,457	$ 312,457	$ 50,705	16.23%	
Contingency and Other	**$ -**	**$ -**	**$ 69,418**	**$ 69,418**	**$ -**	**0.00%**	
89000 - Addition to Fund Balance	$ -	$ -	$ 69,418	$ 69,418	$ -	0.00%	
302 Motor Fuel Tax	**$ 18,709,228**	**$ 14,572,132**	**$ 39,687,011**	**$ 39,705,968**	**$ 8,639,843**	**21.76%**	
Expenses	***$ 18,709,228***	***$ 14,572,132***	***$ 39,687,011***	***$ 39,705,968***	***$ 8,639,843***	***21.76%***	
Personnel Services- Salaries & Wages	**$ 2,808,103**	**$ 3,075,028**	**$ 3,634,468**	**$ 3,651,069**	**$ 2,147,025**	**58.81%**	
40000 - Salaries and Wages	$ 2,679,444	$ 2,892,043	$ 3,334,468	$ 3,351,069	$ 1,959,267	58.47%	
40003 - Cost of Living Increase	$ -	$ -	$ -	$ -	$ -	0.00%	
40007 - Equity Study Adjustments	$ -	$ -	$ -	$ -	$ -	0.00%	
40200 - Overtime Salaries	$ 128,659	$ 182,985	$ 300,000	$ 300,000	$ 187,758	62.59%	
Personnel Services- Employee Benefits	**$ 490,870**	**$ 573,004**	**$ 671,051**	**$ 673,407**	**$ 423,763**	**62.93%**	
45000 - Healthcare Contribution	$ 97,634	$ 126,838	$ 128,044	$ 128,044	$ 66,925	52.27%	
45010 - Dental Contribution	$ 3,097	$ 3,188	$ 3,148	$ 3,148	$ 1,357	43.12%	
45100 - FICA/SS Contribution	$ 206,301	$ 226,280	$ 270,156	$ 271,426	$ 158,703	58.47%	
45200 - IMRF Contribution	$ 125,192	$ 161,529	$ 206,814	$ 207,900	$ 133,888	64.40%	
53010 - Workers Compensation	$ 58,646	$ 55,169	$ 62,889	$ 62,889	$ 62,889	100.00%	
Contractual Services	**$ 8,543,328**	**$ 9,707,660**	**$ 19,468,563**	**$ 19,468,563**	**$ 3,796,344**	**19.50%**	
50140 - Engineering Services	$ 2,517,909	$ 4,099,443	$ 13,342,186	$ 13,342,186	$ 3,669,967	27.51%	
52080 - Repairs and Maint- Resurfacing	$ 5,938,820	$ 5,499,651	$ 6,000,000	$ 6,000,000	$ -	0.00%	
53000 - Liability Insurance	$ 85,228	$ 107,122	$ 124,376	$ 124,376	$ 124,376	100.00%	
53020 - Unemployment Claims	$ 1,371	$ 1,444	$ 2,001	$ 2,001	$ 2,001	100.00%	
Transfers Out	**$ 109,934**	**$ 107,411**	**$ 115,773**	**$ 115,773**	**$ 115,773**	**100.00%**	
99001 - Transfer to General Fund 001	$ 109,934	$ 107,411	$ 115,773	$ 115,773	$ 115,773	100.00%	
Capital	**$ 6,135,880**	**$ 447,354**	**$ 14,942,588**	**$ 14,942,588**	**$ 1,745,400**	**11.68%**	
73000 - Road Construction	$ 6,035,880	$ 2,182	$ 12,817,588	$ 12,817,588	$ -	0.00%	

Committee Expense Budget Report - by Account Detail

Through July 31, 2026 (66.7% YTD, 65.38% Payroll Expense through Pay Period Ending 7/18/2026)

*2024, 2025 and 2026 Actual Fiscal Year

Department / Fund / Account Classification	2024 Actual Amount*	2025 Actual Amount*	2026 Adopted Budget	2026 Amended Budget	2026 Actual Amount*	2026 YTD% Actual/Amended Budget	2024 - 2026 Trend
73010 - Bridge Construction	$ -	$ 399,212	$ 500,000	$ 500,000	$ -	0.00%	
74010 - Highway Right of Way	$ 100,000	$ 45,960	$ 1,625,000	$ 1,625,000	$ 1,745,400	107.41%	
Services	**$ 621,112**	**$ 661,676**	**$ 854,568**	**$ 854,568**	**$ 411,538**	**48.16%**	
45410 - Teamsters Contribution	$ 621,112	$ 661,676	$ 854,568	$ 854,568	$ 411,538	48.16%	
303 County Highway Matching	**$ 300,000**	**$ 155,530**	**$ 75,011**	**$ 75,011**	**$ 64,000**	**85.32%**	
Expenses	***$ 300,000***	***$ 155,530***	***$ 75,011***	***$ 75,011***	***$ 64,000***	***85.32%***	
Commodities	**$ 300,000**	**$ 155,530**	**$ 64,000**	**$ 64,000**	**$ 64,000**	**100.00%**	
60390 - Rock Salt	$ 300,000	$ 155,530	$ 64,000	$ 64,000	$ 64,000	100.00%	
Capital	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
74010 - Highway Right of Way	$ -	$ -	$ -	$ -	$ -	0.00%	
Contingency and Other	**$ -**	**$ -**	**$ 11,011**	**$ 11,011**	**$ -**	**0.00%**	
89000 - Addition to Fund Balance	$ -	$ -	$ 11,011	$ 11,011	$ -	0.00%	
304 Motor Fuel Local Option	**$ 5,724,386**	**$ 8,910,379**	**$ 20,323,347**	**$ 20,323,347**	**$ 4,634,311**	**22.80%**	
Expenses	***$ 5,724,386***	***$ 8,910,379***	***$ 20,323,347***	***$ 20,323,347***	***$ 4,634,311***	***22.80%***	
Contractual Services	**$ 3,162,168**	**$ 5,779,707**	**$ 13,766,487**	**$ 13,766,487**	**$ 2,006,864**	**14.58%**	
50140 - Engineering Services	$ 456,330	$ 559,890	$ 2,605,000	$ 2,605,000	$ 390,254	14.98%	
52020 - Repairs and Maintenance- Roads	$ 40,386	$ 19,025	$ 16,987	$ 16,987	$ 5,550	32.67%	
52040 - Repairs and Maintenance- Bridges	$ -	$ 157,882	$ 4,055,000	$ 4,055,000	$ -	0.00%	
52050 - Repairs and Maint- Cracksealing	$ 243,264	$ -	$ 640,000	$ 640,000	$ -	0.00%	
52070 - Repairs and Maint- Pavement Mark	$ 1,410,403	$ 625,731	$ 1,596,500	$ 1,596,500	$ -	0.00%	
52080 - Repairs and Maint- Resurfacing	$ 301,476	$ 3,706,177	$ 1,000,000	$ 1,000,000	$ (46,348)	(4.63%)	
52090 - Repairs and Maint- Traffic Light	$ -	$ -	$ 2,000,000	$ 2,000,000	$ 584,054	29.20%	
52100 - Bridge Inspection	$ -	$ -	$ 238,000	$ 238,000	$ 185,809	78.07%	
52160 - Repairs and Maint- Equipment	$ -	$ -	$ -	$ -	$ -	0.00%	
52230 - Repairs and Maint- Vehicles	$ -	$ -	$ -	$ -	$ 4,890	0.00%	
52280 - Pavement Preservation	$ 710,309	$ 711,002	$ 1,615,000	$ 1,615,000	$ 882,655	54.65%	
Commodities	**$ 2,172,174**	**$ 2,370,812**	**$ 2,217,860**	**$ 2,217,860**	**$ 1,356,692**	**61.17%**	
60000 - Office Supplies	$ -	$ -	$ -	$ -	$ 405	0.00%	
60210 - Uniform Supplies	$ 24,721	$ 25,816	$ 32,000	$ 32,000	$ 16,522	51.63%	
60330 - Vehicle Parts/Supplies	$ 203,693	$ 211,536	$ 217,000	$ 217,000	$ 138,763	63.95%	
60360 - Equipment Parts/Supplies	$ 124,043	$ 122,468	$ 183,600	$ 183,600	$ 91,597	49.89%	
60370 - Tools	$ 9,566	$ 24,059	$ 15,450	$ 15,450	$ 13,972	90.43%	
60380 - Liquid Salt	$ -	$ -	$ 41,200	$ 41,200	$ 28,339	68.78%	

Committee Expense Budget Report - by Account Detail

Through July 31, 2026 (66.7% YTD, 65.38% Payroll Expense through Pay Period Ending 7/18/2026)

*2024, 2025 and 2026 Actual Fiscal Year

Department / Fund / Account Classification	2024 Actual Amount*	2025 Actual Amount*	2026 Adopted Budget	2026 Amended Budget	2026 Actual Amount*	2026 YTD% Actual/Amended Budget	2024 - 2026 Trend
60390 - Rock Salt	$ 288,032	$ 553,421	$ 1,061,960	$ 1,061,960	$ 765,406	72.07%	
60410 - Culverts	$ 8,363	$ 9,709	$ 15,450	$ 15,450	$ 5,650	36.57%	
60420 - Road Material	$ 34,634	$ 25,979	$ 341,200	$ 341,200	$ 116,872	34.25%	
60440 - Traffic Markers and Barricades	$ 4,612	$ 12,971	$ 10,000	$ 10,000	$ 13,060	130.60%	
60590 - Communication Equip - Non-Capital	$ -	$ 20,933	$ -	$ -	$ -	0.00%	
63020 - Utilities- Intersect Lighting	$ 1,474,512	$ 1,363,857	$ -	$ -	$ -	0.00%	
63040 - Fuel- Vehicles	$ -	$ 63	$ 300,000	$ 300,000	$ 166,107	55.37%	
Capital	**$ 390,044**	**$ 759,860**	**$ 4,339,000**	**$ 4,339,000**	**$ 1,270,755**	**29.29%**	
70070 - Automotive Equipment	$ -	$ -	$ 1,725,000	$ 1,725,000	$ 815,160	47.26%	
70110 - Machinery and Equipment	$ -	$ -	$ 1,210,000	$ 1,210,000	$ 455,596	37.65%	
72010 - Building Improvements	$ -	$ -	$ 145,000	$ 145,000	$ -	0.00%	
73000 - Road Construction	$ 390,044	$ 759,860	$ 1,059,000	$ 1,059,000	$ -	0.00%	
74010 - Highway Right of Way	$ -	$ -	$ 200,000	$ 200,000	$ -	0.00%	
Contingency and Other	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
89000 - Addition to Fund Balance	$ -	$ -	$ -	$ -	$ -	0.00%	
305 Transportation Sales Tax	**$ 13,192,455**	**$ 15,788,841**	**$ 39,600,854**	**$ 39,600,854**	**$ 2,016,820**	**5.09%**	
Expenses	***$ 13,192,455***	***$ 15,788,841***	***$ 39,600,854***	***$ 39,600,854***	***$ 2,016,820***	***5.09%***	
Contractual Services	**$ 6,872,660**	**$ 6,839,748**	**$ 15,849,964**	**$ 15,849,964**	**$ 1,807,735**	**11.41%**	
50140 - Engineering Services	$ 4,994,191	$ 3,227,391	$ 10,666,214	$ 10,666,214	$ 1,022,813	9.59%	
50150 - Contractual/Consulting Services	$ 37,969	$ 41,500	$ 3,750	$ 3,750	$ -	0.00%	
50340 - Software Licensing Cost	$ -	$ -	$ -	$ -	$ -	0.00%	
52040 - Repairs and Maintenance- Bridges	$ -	$ 408,714	$ -	$ -	$ -	0.00%	
52070 - Repairs and Maint- Pavement Mark	$ -	$ 287,105	$ -	$ -	$ -	0.00%	
52080 - Repairs and Maint- Resurfacing	$ -	$ -	$ 2,000,000	$ 2,000,000	$ -	0.00%	
52280 - Pavement Preservation	$ -	$ 655,964	$ -	$ -	$ -	0.00%	
55010 - External Grants	$ 1,840,499	$ 2,219,074	$ 3,179,200	$ 3,179,200	$ 784,922	24.69%	
56030 - Transportation	$ -	$ -	$ 800	$ 800	$ -	0.00%	
Transfers Out	**$ 1,095,675**	**$ 3,592,428**	**$ -**	**$ -**	**$ -**	**0.00%**	
99624 - Transfer to Longmeadow Debt Service Fund 624	$ 1,095,675	$ 3,592,428	$ -	$ -	$ -	0.00%	
Capital	**$ 5,224,121**	**$ 5,356,665**	**$ 23,750,890**	**$ 23,750,890**	**$ 209,084**	**0.88%**	
70120 - Special Purpose Equipment	$ -	$ -	$ -	$ -	$ -	0.00%	
73000 - Road Construction	$ 4,920,744	$ 4,892,253	$ 21,152,590	$ 21,152,590	$ (222,760)	(1.05%)	
73010 - Bridge Construction	$ 276,975	$ 29,618	$ 25,000	$ 25,000	$ -	0.00%	
74010 - Highway Right of Way	$ 26,402	$ 434,794	$ 2,573,300	$ 2,573,300	$ 431,845	16.78%	

Committee Expense Budget Report - by Account Detail

Through July 31, 2026 (66.7% YTD, 65.38% Payroll Expense through Pay Period Ending 7/18/2026)

*2024, 2025 and 2026 Actual Fiscal Year

Department / Fund / Account Classification	2024 Actual Amount*	2025 Actual Amount*	2026 Adopted Budget	2026 Amended Budget	2026 Actual Amount*	2026 YTD% Actual/Amended Budget	2024 - 2026 Trend
Contingency and Other	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
89000 - Addition to Fund Balance	$ -	$ -	$ -	$ -	$ -	0.00%	
515 Longmeadow Bond Construction	**$ 18,112,917**	**$ 933,205**	**$ -**	**$ -**	**$ -**	**0.00%**	
Expenses	***$ 18,112,917***	***$ 933,205***	***$ -***	***$ -***	***$ -***	***0.00%***	
Contractual Services	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
50000 - Project Administration Services	$ -	$ -	$ -	$ -	$ -	0.00%	
Transfers Out	**$ 18,112,917**	**$ 933,205**	**$ -**	**$ -**	**$ -**	**0.00%**	
99624 - Transfer to Longmeadow Debt Service Fund 624	$ 18,112,917	$ 933,205	$ -	$ -	$ -	0.00%	
Capital	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
73010 - Bridge Construction	$ -	$ -	$ -	$ -	$ -	0.00%	
Debt Service	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
88980 - Transfer to Escrow Agent	$ -	$ -	$ -	$ -	$ -	0.00%	
540 Transportation Capital	**$ 27,530**	**$ 629**	**$ -**	**$ -**	**$ -**	**0.00%**	
Expenses	***$ 27,530***	***$ 629***	***$ -***	***$ -***	***$ -***	***0.00%***	
Contractual Services	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
50140 - Engineering Services	$ -	$ -	$ -	$ -	$ -	0.00%	
Transfers Out	**$ 27,530**	**$ 629**	**$ -**	**$ -**	**$ -**	**0.00%**	
99305 - Transfer to Transportation Sales Tax Fund 305	$ 27,530	$ 629	$ -	$ -	$ -	0.00%	
Contingency and Other	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
89000 - Addition to Fund Balance	$ -	$ -	$ -	$ -	$ -	0.00%	
550 Aurora Area Impact Fees	**$ 729,895**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
Expenses	***$ 729,895***	***$ -***	***$ -***	***$ -***	***$ -***	***0.00%***	
Contractual Services	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
50140 - Engineering Services	$ -	$ -	$ -	$ -	$ -	0.00%	
Transfers Out	**$ 729,895**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
99560 - Transfer to South Impact Fees Fund 560	$ 729,895	$ -	$ -	$ -	$ -	0.00%	
551 Campton Hills Impact Fees	**$ 40,108**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
Expenses	***$ 40,108***	***$ -***	***$ -***	***$ -***	***$ -***	***0.00%***	
Transfers Out	**$ 40,108**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
99559 - Transfer to Central Impact Fees Fund 559	$ 40,108	$ -	$ -	$ -	$ -	0.00%	
Contingency and Other	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	

Committee Expense Budget Report - by Account Detail

Through July 31, 2026 (66.7% YTD, 65.38% Payroll Expense through Pay Period Ending 7/18/2026)

*2024, 2025 and 2026 Actual Fiscal Year

Department / Fund / Account Classification	2024 Actual Amount*	2025 Actual Amount*	2026 Adopted Budget	2026 Amended Budget	2026 Actual Amount*	2026 YTD% Actual/Amended Budget	2024 - 2026 Trend
89000 - Addition to Fund Balance	$ -	$ -	$ -	$ -	$ -	0.00%	
552 Greater Elgin Impact Fees	**$ 64,294**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
Expenses	***$ 64,294***	***$ -***	***$ -***	***$ -***	***$ -***	***0.00%***	
Transfers Out	**$ 64,294**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
99558 - Transfer to North Impact Fees Fund 558	$ 64,294	$ -	$ -	$ -	$ -	0.00%	
Capital	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
73000 - Road Construction	$ -	$ -	$ -	$ -	$ -	0.00%	
553 Northwest Impact Fees	**$ 18,816**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
Expenses	***$ 18,816***	***$ -***	***$ -***	***$ -***	***$ -***	***0.00%***	
Transfers Out	**$ 18,816**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
99558 - Transfer to North Impact Fees Fund 558	$ 18,816	$ -	$ -	$ -	$ -	0.00%	
Capital	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
73000 - Road Construction	$ -	$ -	$ -	$ -	$ -	0.00%	
554 Southwest Impact Fees	**$ 1**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
Expenses	***$ 1***	***$ -***	***$ -***	***$ -***	***$ -***	***0.00%***	
Transfers Out	**$ 1**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
99560 - Transfer to South Impact Fees Fund 560	$ 1	$ -	$ -	$ -	$ -	0.00%	
555 Tri-Cities Impact Fees	**$ 1**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
Expenses	***$ 1***	***$ -***	***$ -***	***$ -***	***$ -***	***0.00%***	
Transfers Out	**$ 1**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
99559 - Transfer to Central Impact Fees Fund 559	$ 1	$ -	$ -	$ -	$ -	0.00%	
556 Upper Fox Impact Fees	**$ 45,356**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
Expenses	***$ 45,356***	***$ -***	***$ -***	***$ -***	***$ -***	***0.00%***	
Transfers Out	**$ 45,356**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
99558 - Transfer to North Impact Fees Fund 558	$ 45,356	$ -	$ -	$ -	$ -	0.00%	
Capital	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
73000 - Road Construction	$ -	$ -	$ -	$ -	$ -	0.00%	
557 West Central Impact Fees	**$ 39,217**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
Expenses	***$ 39,217***	***$ -***	***$ -***	***$ -***	***$ -***	***0.00%***	

Committee Expense Budget Report - by Account Detail

Through July 31, 2026 (66.7% YTD, 65.38% Payroll Expense through Pay Period Ending 7/18/2026)

*2024, 2025 and 2026 Actual Fiscal Year

Department / Fund / Account Classification	2024 Actual Amount*	2025 Actual Amount*	2026 Adopted Budget	2026 Amended Budget	2026 Actual Amount*	2026 YTD% Actual/Amended Budget	2024 - 2026 Trend
Transfers Out	**$ 39,217**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
99559 - Transfer to Central Impact Fees Fund 559	$ 39,217	$ -	$ -	$ -	$ -	0.00%	
Capital	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
73000 - Road Construction	$ -	$ -	$ -	$ -	$ -	0.00%	
558 North Impact Fees	**$ 946,385**	**$ 4,555,892**	**$ 4,686,730**	**$ 4,686,730**	**$ 111,054**	**2.37%**	
Expenses	***$ 946,385***	***$ 4,555,892***	***$ 4,686,730***	***$ 4,686,730***	***$ 111,054***	***2.37%***	
Contractual Services	**$ 3,710**	**$ -**	**$ 1,500,000**	**$ 1,500,000**	**$ 173,154**	**11.54%**	
50140 - Engineering Services	$ 3,710	$ -	$ 1,500,000	$ 1,500,000	$ 173,154	11.54%	
Transfers Out	**$ -**	**$ 3,716,813**	**$ 87,500**	**$ 87,500**	**$ -**	**0.00%**	
99300 - Transfer to County Highway Fund 300	$ -	$ 72,846	$ 87,500	$ 87,500	$ -	0.00%	
99624 - Transfer to Longmeadow Debt Service Fund 624	$ -	$ 3,643,967	$ -	$ -	$ -	0.00%	
Capital	**$ 942,675**	**$ 839,078**	**$ 3,099,230**	**$ 3,099,230**	**$ (62,100)**	**(2.00%)**	
73000 - Road Construction	$ 755,851	$ 638,683	$ 3,099,230	$ 3,099,230	$ (62,100)	(2.00%)	
74010 - Highway Right of Way	$ 186,824	$ 200,395	$ -	$ -	$ -	0.00%	
Contingency and Other	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
89000 - Addition to Fund Balance	$ -	$ -	$ -	$ -	$ -	0.00%	
559 Central Impact Fees	**$ -**	**$ 2,809,426**	**$ 2,624,644**	**$ 2,624,644**	**$ 961,120**	**36.62%**	
Expenses	***$ -***	***$ 2,809,426***	***$ 2,624,644***	***$ 2,624,644***	***$ 961,120***	***36.62%***	
Contractual Services	**$ -**	**$ 476,272**	**$ 907,823**	**$ 907,823**	**$ 157,807**	**17.38%**	
50140 - Engineering Services	$ -	$ 476,272	$ 907,823	$ 907,823	$ 157,807	17.38%	
Transfers Out	**$ -**	**$ 22,475**	**$ 27,500**	**$ 27,500**	**$ -**	**0.00%**	
99300 - Transfer to County Highway Fund 300	$ -	$ 22,475	$ 27,500	$ 27,500	$ -	0.00%	
Capital	**$ -**	**$ 2,310,679**	**$ 1,689,321**	**$ 1,689,321**	**$ 803,313**	**47.55%**	
73000 - Road Construction	$ -	$ 2,310,679	$ 1,689,321	$ 1,689,321	$ 803,313	47.55%	
Contingency and Other	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
89000 - Addition to Fund Balance	$ -	$ -	$ -	$ -	$ -	0.00%	
560 South Impact Fees	**$ 99,275**	**$ 714,093**	**$ 4,284,237**	**$ 4,284,237**	**$ 16,167**	**0.38%**	
Expenses	***$ 99,275***	***$ 714,093***	***$ 4,284,237***	***$ 4,284,237***	***$ 16,167***	***0.38%***	
Contractual Services	**$ 97,710**	**$ 80,937**	**$ 238,957**	**$ 238,957**	**$ 14,452**	**6.05%**	
50140 - Engineering Services	$ 97,710	$ 80,937	$ 238,957	$ 238,957	$ 14,452	6.05%	
Transfers Out	**$ -**	**$ 28,365**	**$ 60,000**	**$ 60,000**	**$ -**	**0.00%**	
99300 - Transfer to County Highway Fund 300	$ -	$ 28,365	$ 60,000	$ 60,000	$ -	0.00%	

Committee Expense Budget Report - by Account Detail

Through July 31, 2026 (66.7% YTD, 65.38% Payroll Expense through Pay Period Ending 7/18/2026)

*2024, 2025 and 2026 Actual Fiscal Year

Department / Fund / Account Classification	2024 Actual Amount*	2025 Actual Amount*	2026 Adopted Budget	2026 Amended Budget	2026 Actual Amount*	2026 YTD% Actual/Amended Budget	2024 - 2026 Trend
Capital	**$ 1,565**	**$ 604,791**	**$ 3,985,280**	**$ 3,985,280**	**$ 1,715**	**0.04%**	
73000 - Road Construction	$ -	$ 604,513	$ 3,810,280	$ 3,810,280	$ -	0.00%	
74010 - Highway Right of Way	$ 1,565	$ 278	$ 175,000	$ 175,000	$ 1,715	0.98%	
Contingency and Other	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**0.00%**	
89000 - Addition to Fund Balance	$ -	$ -	$ -	$ -	$ -	0.00%	
Grand Total	**$ 66,431,066**	**$ 58,319,179**	**$ 119,097,734**	**$ 119,222,790**	**$ 20,478,061**	**17.18%**	

Kane County Division of Transportation
Fund Status Report (unaudited)
as of July 31, 2026

	FY2026								
	Beginning fund balance as of December 1, 2025	July 2026 revenues	Revenues - 8 months ending July 31, 2026	July 2026 expenditures	Expenditures - 8 months ending July 31, 2026	Ending fund balance subtotal	Accounts Receivable	Contractual Obligations	Ending Fund Balance Plus Receivables Less Obligations
Special Revenue Funds									
300 - County Highway	$ 4,567,500	$ 269,982	$ 3,499,823	$ 397,525	$ 3,984,040	$ 4,083,282	$ 6,000	$ 837,987	$ 3,251,295
301 - County Bridge	268,539	12,499	197,011	-	50,705	414,846	2,848	228,992	$ 188,702
302 - Motor Fuel Tax	56,354,689	987,688	7,374,798	1,295,421	8,639,843	55,089,644	-	33,331,452	$ 21,758,191
303 - County Highway Matching	73,092	2,609	34,827	-	64,000	43,918	-	-	$ 43,918
304 - Motor Fuel Local Option	19,541,589	865,604	5,696,902	333,010	4,634,311	20,604,180	12,365	14,433,106	$ 6,183,439
305 - Transportation Sales Tax	85,991,058	1,302,144	15,328,238	537,892	2,016,820	99,302,476	3,419,174	32,422,137	$ 70,299,512
Special Revenue Funds Subtotal:	$ 166,796,466	$ 3,440,526	$ 32,131,599	$ 2,563,848	$ 19,389,720	$ 179,538,345	$ 3,440,388	$ 81,253,675	$ 101,725,058
Capital Projects Funds									
558 - North Impact Fees	6,234,018	130,766	880,531	105,877	111,054	7,003,496	$ -	$ 6,908,953	$ 94,542
559 - Central Impact Fees	2,204,472	22,768	196,649	305,811	961,120	1,440,001	-	1,935,573	$ (495,573)
560 - South Impact Fees	9,788,042	56,672	559,943	10,336	16,167	10,331,819	715,220	4,735,837	$ 6,311,201
Capital Projects Funds Subtotal:	$ 18,226,532	$ 210,206	$ 1,637,124	$ 422,024	$ 1,088,341	$ 18,775,315	$ 715,220	$ 13,580,364	$ 5,910,171
Grand Total:	$ 185,022,999	$ 3,650,732	$ 33,768,722	$ 2,985,872	$ 20,478,061	$ 198,313,660	$ 4,155,608	$ 94,834,040	$ 107,635,228

Set Aside Funds & Meeting Future Obligations over the next 3 years ---

Other Local Fund Obligations by Agreement (Federal, State & Agency IGA's) or maintenance required within adopted 5-Year Financial Plan (TIP):	Year & Estimated Local Funds	
- Bliss Road over I-88 (045-9959) Deck Replacement per IGA w/Tollway (Kane County Project Costs)	FY2027-2028	$ 5,850,000
- Burlington Road at Silver Glen Road Safety Improvements (Kane County Project Costs)	FY2027-2029	$ 4,196,000
- County Line Road over I-88 (045-9953) Deck Replacement per IGA w/Tollway (Kane County Project Costs)	FY2027-2028	$ 6,050,000
- Dauberman Road over I-88 (045-9956) Deck Replacement per IGA w/Tollway (Kane County Project Costs)	FY2027-2028	$ 6,050,000
- Fabyan Parkway at Wenmoth Road Safety Improvements (Kane County Project Costs)	FY2026-2027	$ 1,425,000
- Galligan Road - Freeman Road to Binnie Road includes structure repair, turn lanes & signals (Kane County Project Costs)	FY2027-2028	$ 10,120,000
- Jericho Road at IL 47 - IDOT IL47 Project from Kennedy to Cross St (Federally funded project with local match requirement)	FY2027-2028	$ 58,886
- Kirk Road Bridge Replacement over UP RR - $40.4M (Federally funded project with local match requirement)	FY2026-2028	$ 15,792,000
- Longmeadow Pkwy (C-5) Tree Mitigation NEPA Requirement (Federal funded project with local match requirement)	FY2026-2030	$ 2,265,000
- Main Street Road at Wenmoth Road Safety Improvements (Kane County Project Costs)	FY2026-2027	$ 850,000
- Main Street Road over I-88 (045-0083) Deck Replacement per IGA w/Tollway (Kane County Project Costs)	FY2027-2028	$ 5,950,000
- Main Street Over Welch Creek (045-3005) Bridge Replacement (Kane County Project Costs)	FY2027	$ 1,610,000
- Montgomery Road at Howell Place Improvement (Kane County Project Costs)	FY2027	$ 3,290,000
- Orchard Road Fnce Repair - City Aurora lead Agency (Kane County Project Costs)	FY2026-2027	$ 1,018,000
- Peplow Over Virgil Ditch #3 (045-3002) Bridge Replacement (Kane County Project Costs)	FY2027-2028	$ 3,950,000
- Plank Road Safety Improvement - County Line to Engel Road - $1.42M (Federally funded safety project with local match requirement)	FY2027	$ 909,000
- Plank Road Safety Improvement - Romke to Brier Hill Road - $4.73M (Federally funded safety project with local match requirement)	FY2027	$ 583,000
- Ramm Road over Virgil #3 (045-3041) Bridge Replacement (Kane County Project Costs)	FY2027-2028	$ 3,750,000
- Randall Road at Big Timber Road Intersection Capacity & Safety - $14.6M (Federally funded project $5.1M with local match requirement)	FY2027-2028	$ 9,830,000
- Randall Road at Hopps - Grade Separation & Intersection Capacity & Safety - $62.7M (Federally funded project with local match requirement w/ICC Reimb)	FY2026-2028	$ 30,000,000
- Randall Road over UPRR (045-3028) Deck Replacement (Kane County Project Costs)	FY2028-2030	$ 10,800,000
- Rural Curve Safety Improvements - various locations (Federally funded safety project with local match requirement)	FY2027	$ 330,000
- West County Line Road over Young's Creek (045-3001) Bridge Replacement (Kane County Project Costs)	FY2028-2029	$ 2,685,000
		$ 127,361,886

Chase PCard - KDOT - Mike Zakosek				
Zakosek - *6501			**Inv#**	**6501-MZ-07/26**
July Activity			**Date**	**7/31/2026**

Description	Quantity	U/M	Total Amount	GLAccount
P-Card Item - COMCAST / XFINITY - Cable Tv 6/20-7/19/26	1.00	Each	$ 31.50	300.520.520.60010 - Operating Supplies
P-Card Item - ISPE - Jaltuch Membership	1.00	Each	$ 225.00	300.520.520.53130 - General Association Dues
P-Card Item - U OF I CIVIL ENVIRONMENTA - Jaltuch TES Registration	1.00	Each	$ 250.00	300.520.520.53100 - Conferences and Meetings
P-Card Item - COMCAST / XFINITY - Internet 7/6-8/5/26	1.00	Each	$ 169.86	300.520.520.60010 - Operating Supplies
	Total		**$676.36**	

Chase PCard - KDOT - Heidi Files				
Files - *3939			**Inv#**	**3939-HF-07/26**
July Activity			**Date**	**7/31/2026**

Description	Quantity	U/M	Total Amount	GLAccount
P-Card Item - CHICAGO TRIBUNE SUBS - CMAP -	1.0000	Each	$ 1.00	300.520.520.60050 - Books and Subscriptions
P-Card Item - ZOOM.COM 888-799-9666 - CMAP	1.0000	Each	$ 679.60	300.520.520.60050 - Books and Subscriptions
P-Card Item - TAYLOR ST. PIZZA-GENEVA - KKCOM meeting 07/23/26	1.0000	Each	$ 170.73	300.520.520.53100 - Conferences and Meetings
P-Card Item - MEIJER STORE #182 - KKCOM meeting 7/23/26	1.0000	Each	$ 22.66	300.520.520.53100 - Conferences and Meetings
	Total		**$ 873.99**	

Chase PCard - KDOT - Mike Way				
Way - *7011			**Inv#**	**7011-MW-07/26**
July Activity			**Date**	**7/31/2026**

Description	Quantity	U/M	Total Amount	GLAccount
P-Card Item - LOWES #01738 - Wire Wheel, Grinder	1.0000	Each	$ 353.94	304.520.524.60370 - Tools
P-Card Item - NORTHERN TOOLS - Standard 12V CD Power Unit	1.0000	Each	$ 429.99	304.520.524.60360 - Equipment Parts/Supplies
P-Card Item - METRO FLUID POWER, INC - R, S & T Seal Kit	1.0000	Each	$ 291.61	304.520.524.60360 - Equipment Parts/Supplies
P-Card Item - O'REILLY 4910 - Oil Absorb, After Hours Oil Spill/Mclean	1.0000	Each	$ 77.46	304.520.524.60420 - Road Material
P-Card Item - SPEEDTECH LIGHTS - Strobe light bar for new paint truck	1.0000	Each	$ 958.77	304.520.524.60330 - Vehicle Parts/Supplies
P-Card Item - SPEEDTECH LIGHTS - Strobe light bar for new paint truck	1.0000	Each	$ 1,402.50	304.520.524.60330 - Vehicle Parts/Supplies
P-Card Item - TRELLIS FEED & SUPPLY - Propane	1.0000	Each	$ 180.35	300.520.520.60010 - Operating Supplies
P-Card Item - SUBURBAN PROPANE - Cylinder delivered	1.0000	Each	$ 321.75	304.520.524.60360 - Equipment Parts/Supplies
P-Card Item - Fitzgerald Equip repair - Inspect Unit 182	1.0000	Each	$ 317.45	300.520.520.52160 - Repairs and Maint- Equipment
P-Card Item - FITZGERALD EQUIPMENT-Annual Inspection Genie	1.0000	Each	$ 462.62	300.520.520.52230 - Repairs and Maint- Vehicles
	Total		**$4,796.44**	

Kane County Division of Transportation
Open Purchase Orders
07/31/2026

Project	PO #	Vendor	Fund	PO Line Item Amount	Expensed Line Item Amount	Remaining Line Item Amount
0021530PV13.CONST (Longmeadow Pkwy (D) - IL 25 to IL 62 (13-00215-30-PV), Construction)	2018-00000274	1021 - State of Illinois Treasurer - IDOT	302	$ 1,917,200.00	$ 28,069.00	$ 1,889,131.00
120019204BR.P2 (Kirk Road Over Union Pacific RR (12-00192-04-BR), Design Engineering)	2021-00001316	5244 - BLA, Inc.	302	$ 1,902,153.46	$ 1,680,108.28	$ 222,045.18
120019204BR.P3 (Kirk Road Over Union Pacific RR (12-00192-04-BR), Construction Observation)	2026-00000999	1053 - Hampton Lenzini & Renwick, Inc.	302	$ 3,506,431.00	$ -	$ 3,506,431.00
120019204BR.Railroad (Kirk Road Over Union Pacific RR (12-00192-04-BR), Railroad)	2026-00001267	1123 - Union Pacific Railroad Company	302	$ 156,185.00	$ 51,920.00	$ 104,265.00
120019204BR.Review (Kirk Road Over Union Pacific RR (12-00192-04-BR), Review)	2020-00002250	1123 - Union Pacific Railroad Company	302	$ 120,000.00	$ 21,392.27	$ 98,607.73
120042600FL.WHSReplcmtBrundg (Wayside Horns - La Fox Road Brundige Road (12-00426-00-FL), Wayside Horn Replacement	2026-00001363	1123 - Union Pacific Railroad Company	304	$ 16,875.00	$ -	$ 16,875.00
120042600FL.WHSReplcmtLaFox (Wayside Horns - La Fox Road Brundige Road (12-00426-00-FL), Wayside Horn Replacement -	2026-00001364	1123 - Union Pacific Railroad Company	304	$ 16,875.00	$ -	$ 16,875.00
140027501PV.Const (Bunker Road from Keslinger Road to La Fox Road (14-00275-01-PV), Construction)	2025-00000403	1096 - Martam Construction, Inc.	305	$ 7,522,391.01	$ 2,421,846.14	$ 5,100,544.87
140027501PV.Const (Bunker Road from Keslinger Road to La Fox Road (14-00275-01-PV), Construction)	2025-00000403	1096 - Martam Construction, Inc.	559	$ 4,000,000.00	$ 3,113,992.17	$ 886,007.83
140027501PV.P2 (Bunker Road from Keslinger Road to La Fox Road (14-00275-01-PV), Phase 2)	2022-00000972	1648 - TranSystems Corporation	305	$ 423,703.00	$ 416,525.68	$ 7,177.32
140027501PV.P3 (Bunker Road from Keslinger Road to La Fox Road (14-00275-01-PV), Phase 3)	2025-00000404	1051 - V3 Companies, LTD	559	$ 1,683,644.45	$ 634,078.86	$ 1,049,565.59
140027501PV.ROW (Bunker Road from Keslinger Road to La Fox Road (14-00275-01-PV), Right of Way)	2020-00001830	1123 - Union Pacific Railroad Company	305	$ 50,000.00	$ 30,309.01	$ 19,690.99
2020StructServ.P2 (Structural Services - 2020 (19-00523-00-BR), Phase 2)	2023-00001331	6638 - Michael Baker International, Inc.	304	$ 78,635.00	$ 70,808.87	$ 7,826.13
2025StructreInsp.P2 (Structure Inspections - 2025 (25-00579-00-EG), Phase 2)	2025-00001108	1071 - HR GREEN Inc (formerly SEC GROUP Inc)	301	$ 372,811.00	$ 203,818.53	$ 168,992.47
2026StructreInsp.P2 (Structure Inspections - 2026 (25-00590-00-EG), Phase 2)	2026-00000519	1071 - HR GREEN Inc (formerly SEC GROUP Inc)	301	$ 60,000.00	$ -	$ 60,000.00
2026StructreInsp.P2 (Structure Inspections - 2026 (25-00590-00-EG), Phase 2)	2026-00000519	1071 - HR GREEN Inc (formerly SEC GROUP Inc)	304	$ 518,038.00	$ 185,808.60	$ 332,229.40
24OnCallDesEng.P2 (2024 On-Call Design Engineering Assistance (24-00578-00-ES), Phase 2)	2025-00000904	5244 - BLA, Inc.	304	$ 850,000.00	$ 235,859.98	$ 614,140.02
26KirkPCC.Const (2026 Kirk Road PCC Roadway Improvements (25-00592-00-RP), Construction)	2026-00000876	11846 - A Lamp Concrete Contractors, Inc.	304	$ 1,158,960.53	$ 922,392.50	$ 236,568.03
AllenHSIP.P2 (AllenRdWidmayerBriarHSIP (25-00588-00-SP), Phase 2)	2026-00001709	7579 - Thomas Engineering Group, LLC	305	$ 564,416.00	$ -	$ 564,416.00
AssetMgmt24 (Asset Management (24-00570-00-AM))	2024-00002101	5549 - AECOM Technical Services, Inc.	304	$ 501,534.33	$ 296,901.85	$ 204,632.48
BlissI88.P1 (Bliss over I-88 (25-00585-00-BR), Phase 1)	2026-00000879	1051 - V3 Companies, LTD	305	$ 248,046.75	$ 2,967.13	$ 245,079.62
BurlingSilvGlen.P1 (Burlington Rd at Silver Glen Rd Int Improv (25-00584-00-CH), Phase 1)	2026-00000501	15146 - GFT Infrastructure, Inc.	302	$ 379,682.00	$ 61,466.10	$ 318,215.90
CountyLineI88.P1 (County Line Road over I-88 (045-9953) (25-00585-00-BR), Phase 1)	2026-00000879	1051 - V3 Companies, LTD	305	$ 248,046.75	$ 3,036.91	$ 245,009.84
CrackSealing (CrackSealing)	2026-00001383	1181 - SKC Construction, Inc.	304	$ 403,251.60	$ 247,177.34	$ 156,074.26
CrackSealing (CrackSealing)	2026-00001384	1181 - SKC Construction, Inc.	304	$ 196,648.62	$ 121,935.84	$ 74,712.78
DaubermanI88.P1 (Dauberman Road over I-88 (045-9956) (25-00585-00-BR), Phase 1)	2026-00000879	1051 - V3 Companies, LTD	305	$ 248,046.75	$ 2,864.64	$ 245,182.11
DaubMeredith.FeasibilityStudy (Dauberman Meredith Realignment, Feasibility Study)	2020-00001831	1233 - Crawford, Murphy & Tilly, Inc.	305	$ 657,154.82	$ 449,949.77	$ 207,205.05
DaubRt30Granart.Const (Dauberman Road Extension – US 30 to Granart Rd (15-00277-01-BR), Construction)	2023-00000488	1021 - State of Illinois Treasurer - IDOT	305	$ 8,571,763.84	$ -	$ 8,571,763.84
DaubRt30Granart.Const (Dauberman Road Extension – US 30 to Granart Rd (15-00277-01-BR), Construction)	2023-00000488	1021 - State of Illinois Treasurer - IDOT	302	$ 2,171,751.92	$ -	$ 2,171,751.92
DaubRt30Granart.Const (Dauberman Road Extension – US 30 to Granart Rd (15-00277-01-BR), Construction)	2023-00000488	1021 - State of Illinois Treasurer - IDOT	560	$ 4,000,000.00	$ -	$ 4,000,000.00
DaubRt30Granart.Railroad (Dauberman Road Extension – US 30 to Granart Rd (15-00277-01-BR), Railroad)	2023-00000777	1232 - BNSF Railway Company	305	$ 538,796.40	$ 102,771.47	$ 436,024.93
EngAssitance.LandSurv24 (Engineering Assistance, On-Call Land Survey - (24-00368-07-EG))	2024-00001856	1053 - Hampton Lenzini & Renwick, Inc.	300	$ 200,000.00	$ 30,170.00	$ 169,830.00
EngAssitance.OnCallEnviron (Engineering Assistance, On-Call Environmental (Huff & Huff)(20-00527-00-ES))	2020-00001590	1266 - GZA Illinois, Inc.	300	$ 150,000.00	$ 114,746.42	$ 35,253.58
EngAssitance.OnCallEnviron24 (Engineering Assistance, On-Call Environmental (V3)(24-00480-02-SM))	2025-00001789	1091 - V3 Construction Group, LTD	305	$ 400,000.00	$ 77,952.66	$ 322,047.34
EngAssitance.OnCallEnvironHH (Engineering Assistance, On-Call Environmental (Huff & Huff)(21-00527-00-ES))	2020-00001590	1266 - GZA Illinois, Inc.	305	$ 775,686.29	$ 380,502.88	$ 395,183.41
EngAssitance.OnCallMatSTATE24 (Engineering Assistance, On-Call Material Testing - S.T.A.T.E. Testing (24-00371-04-EG))	2024-00000997	13072 - State Materials Engineering LLC	300	$ 450,000.00	$ 316,293.46	$ 133,706.54
FabSettlers.P2 (Fabyan Parkway at Settler's Hill Kingsland Dr (21-00373-01-CH), Phase 2)	2023-00000579	11891 - Peralte-Clark, LLC	560	$ 195,445.68	$ 1,650.52	$ 193,795.16
FabyanIL31.Const (Fabyan Parkway at IL 31 (18-00493-00-SP), Construction)	2021-00001318	1021 - State of Illinois Treasurer - IDOT	305	$ 195,034.91	$ 111,106.32	$ 83,928.59
FabyanIL31Improv.P1 (Fabyan Parkway at Route 31 (19-00507-00-CH), Phase 1)	2023-00001329	1071 - HR GREEN Inc (formerly SEC GROUP Inc)	302	$ 2,128,471.00	$ 922,342.18	$ 1,206,128.82
FiberBackUp.Const (KDOT Fiber Optic Backup Imp (25-00583-00-TL), Construction)	2025-00002492	15065 - Helm Electric Facility Solutions, Inc.	305	$ 1,271,621.25	$ 444,386.12	$ 827,235.13
FrenchHarmony.P1 (French Road Extension (25-00582-00-BR), Phase 1)	2026-00000013	1233 - Crawford, Murphy & Tilly, Inc.	305	$ 1,711,364.00	$ 263,081.09	$ 1,448,282.91
GalliganFreeman.P1 (Galligan from Freeman to Binnie (21-00532-00-CH), Phase 1)	2021-00002290	1142 - Baxter & Woodman, Inc.	305	$ 699,300.00	$ 697,723.36	$ 1,576.64
GalliganFreeman.P2 (Galligan from Freeman to Binnie (21-00532-00-CH), Phase 2)	2026-00001707	1142 - Baxter & Woodman, Inc.	558	$ 750,000.00	$ -	$ 750,000.00
GalliganFreeman.P2 (Galligan from Freeman to Binnie (21-00532-00-CH), Phase 2)	2026-00001707	1142 - Baxter & Woodman, Inc.	305	$ 622,827.00	$ -	$ 622,827.00
GIS.ProfSvc (GIS Technologies, ProfServices (23-00567-00-AM))	2024-00001329	14399 - NV5 Geospatial, Inc.	300	$ 198,570.88	$ 100,337.69	$ 98,233.19
HSIPRuralCurve.P1 (2024 HSIP Rural Curve Imp (24-00577-00-SP), Phase 1)	2025-00000905	14122 - Trilon Group Holdings, LLC dba Gonzalez Compani	305	$ 299,406.00	$ 235,068.10	$ 64,337.90
I90Randall.P1 (Randall Road at I90 Interchange Improvement (19-00512-00-ES), Phase 1)	2022-00001112	1082 - Burns & McDonnell Engineering Co	305	$ 3,248,174.00	$ 2,962,868.07	$ 285,305.93
IL47US30WaterJer.Const (IL 47/US 30 at Waterpark Way to Jericho Rd, Construction)	2026-00000362	1021 - State of Illinois Treasurer - IDOT	305	$ 58,885.20	$ -	$ 58,885.20
ImpactFeeProg.OrdinanceUpdate (Impact Fee Program, Ordinance Update)	2025-00001793	14940 - Parametrix, Inc.	300	$ 449,431.00	$ 311,326.59	$ 138,104.41
KirkDouglasInt.P3 (Kirk Rd at Douglas Rd (24-00377-01-CH), Phase 3)	2026-00000543	5563 - WBK Engineering, LLC	305	$ 194,905.78	$ -	$ 194,905.78
LMPTree.Const (LMP Tree Growing contract (25-00581-00-MS), Construction)	2026-00001612	15291 - HGS, LLC dba RES Environmental Operating Comp	305	$ 265,900.00	$ -	$ 265,900.00
LongFinalRoad.Const (Longmeadow Pkwy (C-2b) Final Roadway Improve (21-00215-29-CH), Construction)	2024-00000990	4297 - Plote Construction, Inc.	558	$ 964,149.09	$ 576,583.29	$ 387,565.80
LongmdwB2.Const (Longmeadow Pkwy (B-2)-East of White Chapel to 31(16-00215-11-PV), Construction)	2018-00000273	1021 - State of Illinois Treasurer - IDOT	305	$ 6,768,197.20	$ 6,017,227.75	$ 750,969.45
LongmdwB2.Const (Longmeadow Pkwy (B-2)-East of White Chapel to 31(16-00215-11-PV), Construction)	2018-00000273	1021 - State of Illinois Treasurer - IDOT	302	$ 1,694,379.07	$ -	$ 1,694,379.07
LongmdwB2.Const (Longmeadow Pkwy (B-2)-East of White Chapel to 31(16-00215-11-PV), Construction)	2018-00000273	1021 - State of Illinois Treasurer - IDOT	558	$ 112,922.60	$ -	$ 112,922.60
LongmeadowC2.Const (Longmeadow Pkwy (C-2) - Sandbloom to Route 25 (18-00215-21-BR), Construction)	2020-00001123	1021 - State of Illinois Treasurer - IDOT	302	$ 1,500,000.00	$ 173,576.37	$ 1,326,423.63
LongmeadowC2.P3 (Longmeadow Pkwy (C-2) - Sandbloom to Route 25 (18-00215-21-BR), Phase 3)	2020-00000664	1017 - Alfred Benesch & Company	305	$ 2,091,342.28	$ 1,874,214.69	$ 217,127.59
LongmeadowC3.Const (Longmeadow Pkwy (C-3) - Route 25 Improvements (18-00215-22-CH), Construction)	2019-00000164	1021 - State of Illinois Treasurer - IDOT	305	$ 560,000.00	$ 38,816.00	$ 521,184.00

Project	PO #	Vendor	Fund	PO Line Item Amount	Expensed Line Item Amount	Remaining Line Item Amount
LongSoilRemed.Const (Longmeadow Pkwy (C-2a) Soil Remediation (21-00215-28-CH), Construction)	2023-00000540	2947 - Southwind Industries dba Bluff City Materials, Inc	305	$ 9,946,609.00	$ 7,922,827.35	$ 2,023,781.65
MainOvrBlkbryCr.Const (Main Street Over Blackberry Creek at IL 47 (08-00385-00-BR), Construction)	2019-00000525	1021 - State of Illinois Treasurer - IDOT	305	$ 408,644.00	$ 225,938.24	$ 182,705.76
MainStreetI88.P1 (Main Street over I-88 (045-0083) (25-00585-00-BR), Phase 1)	2026-00000879	1051 - V3 Companies, LTD	305	$ 248,046.75	$ 2,926.13	$ 245,120.62
MontgomeryHowell.P2 (Montgomery Road at Howell Pl (23-00586-00-TL), Phase 2)	2024-00000328	3199 - HDR Engineering, Inc.	560	$ 480,597.96	$ 2,465.46	$ 478,132.50
MontVirgilHSIP.Const (Montgomery Rd Virgil Gilman HSIP(20-00524-01-SP)(19-00524-00-SP), Construction)	2022-00001647	1021 - State of Illinois Treasurer - IDOT	302	$ 24,326.17	$ -	$ 24,326.17
NOM.NOMFY24 (Network Operations & Management (NOM), Network Operations & Management (24-00365-10-EG))	2024-00002526	14737 - Atlas Technical Consultants, LLC	305	$ 525,000.00	$ 354,589.04	$ 170,410.96
NonOEM AutoParts (Non-OEM Auto Parts & Supplies)	2026-00000214	1325 - Priority Products, Inc.	300	$ 2,000.00	$ 1,047.69	$ 952.31
NonOEM AutoParts (Non-OEM Auto Parts & Supplies)	2026-00000215	1325 - Priority Products, Inc.	304	$ 26,000.00	$ 13,570.87	$ 12,429.13
NonOEM AutoParts (Non-OEM Auto Parts & Supplies)	2026-00001019	1305 - Genuine Parts Company dba NAPA Auto Parts	304	$ 14,281.78	$ 4,429.15	$ 9,852.63
NonOEM AutoParts (Non-OEM Auto Parts & Supplies)	2026-00001020	1305 - Genuine Parts Company dba NAPA Auto Parts	304	$ 44,372.21	$ 11,115.82	$ 33,256.39
OrchJerUS30HSIP.Const (Orchard from Jericho to US30 HSIP (18-00493-00-SP), Construction)	2021-00001318	1021 - State of Illinois Treasurer - IDOT	305	$ 141,902.75	$ 124,451.37	$ 17,451.38
PavementMgmt.P2 (Pavement Management System, Design)	2026-00000539	12045 - Applied Pavement Technology, Inc.	304	$ 229,064.00	$ 169,867.45	$ 59,196.55
PavementPreserv.Const (Pavement Preservation, Construction)	2025-00001552	1052 - AC Pavement Striping Co.	304	$ 794,755.40	$ 671,264.39	$ 123,491.01
PavementPreserv.Const (Pavement Preservation, Construction)	2026-00001046	10692 - Corrective Asphalt Materials, LLC	304	$ 514,357.20	$ -	$ 514,357.20
PavemtResurfcing.Const.Resurfacing (Pavement Resurfacing, Construction, Resurfacing)	2025-00001501	1011 - Curran Contracting Company	304	$ 4,634,773.18	$ 3,659,829.13	$ 974,944.05
PavemtResurfcing.Const.Resurfacing (Pavement Resurfacing, Construction, Resurfacing)	2026-00001382	7862 - Builders Paving, LLC	302	$ 10,787,000.88	$ 1,802,265.64	$ 8,984,735.24
PlankCountyEngel.P2 (Plank Road County Line Rd to Engel Road HSIP (22-00553-00-SP), Phase 2)	2023-00000507	9814 - Kimley-Horn & Associates, Inc.	305	$ 655,545.00	$ 325,917.05	$ 329,627.95
PlankEngelWaugh.Const (Plank Road Engel to Waughon HSIP (19-00524-00-SP), Construction)	2024-00000327	1021 - State of Illinois Treasurer - IDOT	302	$ 580,842.51	$ -	$ 580,842.51
PlankEngelWaugh.P3 (Plank Road Engel to Waughon HSIP (19-00524-00-SP), Phase 3)	2024-00000826	1205 - CIORBA Group, Inc.	302	$ 199,177.54	$ 175,158.21	$ 24,019.33
PlankRomkeBriar.P2 (Plank Road HSIP Romke to Brier Hill (21-00540-00-SP), Phase 2)	2022-00000261	9814 - Kimley-Horn & Associates, Inc.	305	$ 830,876.00	$ 533,085.92	$ 297,790.08
RandallHoppsReal.P2 (Randall Road and Hopps Intersection Realignment (19-00511-00-CH), Phase 2)	2023-00001462	1059 - Christopher B. Burke Engineering, Ltd.	302	$ 4,589,458.00	$ 3,262,655.74	$ 1,326,802.26
RandallwideIL72.Const (Randall Road at IL 72 (19-00514-00-WR), Construction)	2026-00000861	1021 - State of Illinois Treasurer - IDOT	558	$ 4,801,581.14	$ -	$ 4,801,581.14
RandallwideIL72.P2 (Randall Road at IL 72 (19-00514-00-WR), Phase 2)	2023-00000677	5244 - BLA, Inc.	302	$ 661,962.87	$ 649,753.43	$ 12,209.44
RandallwideIL72.P3 (Randall Road at IL 72 (19-00514-00-WR), Phase 3)	2025-00002443	1809 - Stanley Consultants, Inc.	558	$ 1,030,037.46	$ 173,153.71	$ 856,883.75
RandBigTimber.P2 (Randall Road at Big Timber (19-00369-01-CH), Phase 2)	2023-00001075	1053 - Hampton Lenzini & Renwick, Inc.	302	$ 769,420.00	$ 753,523.61	$ 15,896.39
RandHighland.P1 (Randall Road and Highland Intersection (21-00544-00-CH), Phase 1)	2022-00001113	1059 - Christopher B. Burke Engineering, Ltd.	305	$ 1,317,046.00	$ 494,478.76	$ 822,567.24
RandKeslinger.P1 (Randall Road at Keslinger Rd (25-00587-00-BR), Phase 1)	2026-00001088	6638 - Michael Baker International, Inc.	305	$ 1,796,828.00	$ -	$ 1,796,828.00
RandRoute20.P1 (Randall Road and Route 20 (19-00520-00-PV), Phase 1)	2024-00002120	5244 - BLA, Inc.	302	$ 3,782,037.28	$ 772,016.23	$ 3,010,021.05
RdlTransitImp.P1 (Randall Road Multi-Modal Corridor Study (21-00539-00-TD), Phase 1)	2022-00001835	1017 - Alfred Benesch & Company	305	$ 1,252,110.00	$ 1,068,121.89	$ 183,988.11
RecessivePavMark.Const (Recessed Reflective Pavement Marker HSIP (22-00557-00-SP), Construction)	2025-00001661	1021 - State of Illinois Treasurer - IDOT	305	$ 65,434.50	$ 36,665.62	$ 28,768.88
RecessivePavMark.P2 (Recessed Reflective Pavement Marker HSIP (22-00557-00-SP), Phase 2)	2023-00000507	9814 - Kimley-Horn & Associates, Inc.	305	$ 84,400.00	$ 76,165.90	$ 8,234.10
RIK.KDOTSponsor (Ride in Kane Program, KDOT Sponsor)	2026-00001265	2514 - PACE Suburban Bus	305	$ 800.00	$ -	$ 800.00
RIK.S5310202604 (Ride in Kane Program, Federal Operations 5310 Grant (12/01/25 - 12/31/29))	2026-00001265	2514 - PACE Suburban Bus	305	$ 3,119,260.56	$ 385,411.83	$ 2,733,848.73
RIK.Veterans (Ride in Kane Program, Veterans Assistance Commission (VAC) - Medical)	2026-00001265	2514 - PACE Suburban Bus	305	$ 59,939.44	$ 656.74	$ 59,282.70
RndlWeldUS20R.Const (Randall Road and Weld US20 Ramp (14-00446-00-CH), Construction)	2019-00000965	1021 - State of Illinois Treasurer - IDOT	305	$ 1,887,178.80	$ 1,042,603.05	$ 844,575.75
StrnBrSt5A.Const (Stearns Road at Randall Road (14-00214-28-CH), Construction)	2019-00000519	1021 - State of Illinois Treasurer - IDOT	305	$ 431,754.52	$ 90,850.55	$ 340,903.97
Traffic.TSMOFY24 (Traffic Signal Management Operation Services (TSMO)(TSOM), Traffic Signal Management Operation Servic	2024-00002487	11864 - Iteris, Inc.	305	$ 950,000.00	$ 461,157.45	$ 488,842.55
TrafficEngAssist.OnCallTrafSafe24 (Traffic Engineering Assistance, On-Call Traffic Safety Engineering (Thomas)(24-00494-02-EG	2025-00000741	7579 - Thomas Engineering Group, LLC	304	$ 500,000.00	$ 140,262.26	$ 359,737.74
TraffSiglLghtMnt.TraffSiglMaint (Traffic Signal & Light Maintenance, Traffic Signal Maintenance)	2025-00002057	1063 - Meade, Inc.	304	$ 6,056,694.47	$ 584,054.18	$ 5,472,640.29
TyrrellRayMason.P1 (Tyrrell Rd - Raymond Drive to Mason Road (23-00562-00-PW), Phase 1)	2023-00001330	1233 - Crawford, Murphy & Tilly, Inc.	305	$ 623,711.00	$ 483,393.73	$ 140,317.27
US30IL47toIL31.Const (Orchard Road US30 Intersection Improvements (17-00488-00-CH), Construction)	2022-00000383	1021 - State of Illinois Treasurer - IDOT	302	$ 2,286,548.45	$ 1,093,401.66	$ 1,193,146.79
WenmothFabyan.P2 (Wenmoth Road at Fabyan Parkway (19-00519-00-ES)(22-00560-00-TL), Phase 2)	2026-00001031	1051 - V3 Companies, LTD	560	$ 41,679.99	$ 4,665.01	$ 37,014.98
WenmothMainSt.P2 (Wenmoth Road at Main Street Road(19-00519-00-ES)(22-00561-00-CH), Phase 2)	2026-00001031	1051 - V3 Companies, LTD	560	$ 32,566.12	$ 5,671.31	$ 26,894.81
	2021-00001643	13174 - Byrne Software Technologies, Inc.	300	$ 257,701.52	$ 255,216.47	$ 2,485.05
	2023-00000678	3650 - Chicago Metropolitan Agency for Planning (CMAP)	305	$ 34,500.00	$ 30,000.00	$ 4,500.00
	2024-00002048	9770 - Accela, Inc.	300	$ 134,328.79	$ 49,835.76	$ 84,493.03
	2025-00001194	1045 - City of Aurora	304	$ 1,018,000.00	$ -	$ 1,018,000.00
	2026-00000053	9225 - Petroleum Traders Corporation	304	$ 261,000.00	$ 147,193.60	$ 113,806.40
	2026-00000066	15092 - M-B Companies, Inc.	304	$ 441,207.73	$ -	$ 441,207.73
	2026-00000078	3578 - Warehouse Direct, Inc.	300	$ 2,000.00	$ 253.29	$ 1,746.71
	2026-00000115	1216 - Waste Management of Illinois - West	300	$ 11,400.00	$ 6,982.41	$ 4,417.59
	2026-00000116	5933 - Urban Elevator Service, LLC	300	$ 4,245.00	$ 2,539.92	$ 1,705.08
	2026-00000117	9876 - Eco Clean Maintenance, Inc.	300	$ 45,000.00	$ 21,042.00	$ 23,958.00
	2026-00000118	1191 - Alarm Detection Systems, Inc.	300	$ 10,500.00	$ 10,107.49	$ 392.51
	2026-00000119	3509 - DS Services of America, Inc. dba Primo Water NA	300	$ 3,000.00	$ 722.54	$ 2,277.46
	2026-00000124	2225 - Cintas Corporation	300	$ 5,500.00	$ 3,077.93	$ 2,422.07
	2026-00000125	2225 - Cintas Corporation	304	$ 20,000.00	$ 10,330.69	$ 9,669.31
	2026-00000126	1633 - Culligan Tri City Soft Water	300	$ 2,496.00	$ 1,607.19	$ 888.81
	2026-00000199	10849 - Mansfield Oil Company of Gainesville, Inc.	304	$ 80,000.00	$ 44,060.44	$ 35,939.56
	2026-00000208	14133 - Samsara, Inc.	300	$ 25,000.00	$ 1,853.27	$ 23,146.73

Project	PO #	Vendor	Fund	PO Line Item Amount	Expensed Line Item Amount	Remaining Line Item Amount
	2026-00000222	1067 - Suburban Teamsters of Northern Illinois	302	$ 854,568.00	$ 522,140.00	$ 332,428.00
	2026-00000239	13153 - Toshiba America Business Solutions, Inc	300	$ 300.00	$ 43.59	$ 256.41
	2026-00000240	13153 - Toshiba America Business Solutions, Inc	300	$ 200.00	$ 109.63	$ 90.37
	2026-00000241	13153 - Toshiba America Business Solutions, Inc	300	$ 3,000.00	$ 2,211.94	$ 788.06
	2026-00000409	8342 - Henderson Products, Inc.	304	$ 167,221.00	$ -	$ 167,221.00
	2026-00000409	8342 - Henderson Products, Inc.	304	$ 167,221.00	$ -	$ 167,221.00
	2026-00000409	8342 - Henderson Products, Inc.	304	$ 167,221.00	$ -	$ 167,221.00
	2026-00000409	8342 - Henderson Products, Inc.	304	$ 167,221.00	$ -	$ 167,221.00
	2026-00000414	13153 - Toshiba America Business Solutions, Inc	300	$ 3,000.00	$ 19.93	$ 2,980.07
	2026-00000419	1011 - Curran Contracting Company	304	$ 3,750.00	$ 1,522.50	$ 2,227.50
	2026-00000469	9178 - Red Wing Shoe Store	304	$ 12,600.00	$ 800.00	$ 11,800.00
	2026-00000530	13077 - Amrize Mid-America, Inc.	304	$ 2,162.00	$ -	$ 2,162.00
	2026-00000530	13077 - Amrize Mid-America, Inc.	304	$ 1,600.00	$ 578.24	$ 1,021.76
	2026-00000530	13077 - Amrize Mid-America, Inc.	304	$ 1,980.00	$ -	$ 1,980.00
	2026-00000530	13077 - Amrize Mid-America, Inc.	304	$ 12,840.00	$ 945.28	$ 11,894.72
	2026-00000530	13077 - Amrize Mid-America, Inc.	304	$ 6,420.00	$ 2,372.83	$ 4,047.17
	2026-00000774	8930 - Impact Networking, LLC	300	$ 480.00	$ 310.40	$ 169.60
	2026-00000808	13164 - DTN LLC	300	$ 3,000.00	$ 1,504.92	$ 1,495.08
	2026-00000855	12859 - Ratliff Landscaping, Inc.	300	$ 23,510.00	$ 13,053.00	$ 10,457.00
	2026-00000946	1601 - Prime Tack & Seal Co.	304	$ 11,075.00	$ 8,939.74	$ 2,135.26
	2026-00000989	14530 - Conserv FS, Inc.	304	$ 50.00	$ -	$ 50.00
	2026-00000990	3978 - Lorchem Technologies, Inc.	304	$ 74.72	$ -	$ 74.72
	2026-00000998	14530 - Conserv FS, Inc.	304	$ 1,500.00	$ 1,430.00	$ 70.00
	2026-00001021	10727 - Midwest Paving Equipment, Inc.	304	$ 43,007.00	$ -	$ 43,007.00
	2026-00001025	14763 - Olathe Ford Sales, Inc. dba Olathe Ford Lincoln	304	$ 70,405.00	$ -	$ 70,405.00
	2026-00001051	3529 - Geneva Glass Works	300	$ 500.00	$ -	$ 500.00
	2026-00001077	9287 - Rush Truck Centers of Illinois, Inc.	304	$ 194.75	$ -	$ 194.75
	2026-00001077	9287 - Rush Truck Centers of Illinois, Inc.	304	$ 174.44	$ -	$ 174.44
	2026-00001077	9287 - Rush Truck Centers of Illinois, Inc.	304	$ 111.12	$ -	$ 111.12
	2026-00001077	9287 - Rush Truck Centers of Illinois, Inc.	304	$ 49.73	$ -	$ 49.73
	2026-00001077	9287 - Rush Truck Centers of Illinois, Inc.	304	$ 33.50	$ -	$ 33.50
	2026-00001077	9287 - Rush Truck Centers of Illinois, Inc.	304	$ 28.58	$ -	$ 28.58
	2026-00001077	9287 - Rush Truck Centers of Illinois, Inc.	304	$ 25.94	$ -	$ 25.94
	2026-00001077	9287 - Rush Truck Centers of Illinois, Inc.	304	$ 47.32	$ -	$ 47.32
	2026-00001077	9287 - Rush Truck Centers of Illinois, Inc.	304	$ 91.00	$ -	$ 91.00
	2026-00001077	9287 - Rush Truck Centers of Illinois, Inc.	304	$ 99.92	$ -	$ 99.92
	2026-00001077	9287 - Rush Truck Centers of Illinois, Inc.	304	$ 2,888.98	$ -	$ 2,888.98
	2026-00001077	9287 - Rush Truck Centers of Illinois, Inc.	304	$ 1,410.00	$ -	$ 1,410.00
	2026-00001077	9287 - Rush Truck Centers of Illinois, Inc.	304	$ 1,330.00	$ -	$ 1,330.00
	2026-00001220	15223 - Ingevity Corporation	304	$ 15,000.00	$ -	$ 15,000.00
	2026-00001294	1510 - Winter Equipment Co, Inc.	304	$ 24,569.00	$ -	$ 24,569.00
	2026-00001304	3230 - Bentley Systems, Inc.	300	$ 5,340.00	$ -	$ 5,340.00
	2026-00001484	1698 - Monroe Truck Equipment, Inc.	304	$ 22,885.51	$ -	$ 22,885.51
	2026-00001484	1698 - Monroe Truck Equipment, Inc.	304	$ 5,881.28	$ -	$ 5,881.28
	2026-00001484	1698 - Monroe Truck Equipment, Inc.	304	$ 570.00	$ -	$ 570.00
	2026-00001484	1698 - Monroe Truck Equipment, Inc.	304	$ 300.00	$ -	$ 300.00
	2026-00001485	9002 - K&K Image Technology, Inc.	300	$ 1,500.00	$ -	$ 1,500.00
	2026-00001518	4651 - Rondo Enterprises, Inc.	300	$ 2,000.00	$ -	$ 2,000.00
	2026-00001548	9387 - West Side Tractor Sales	300	$ 10,062.00	$ -	$ 10,062.00
	2026-00001548	9387 - West Side Tractor Sales	300	$ 10,899.05	$ -	$ 10,899.05
	2026-00001550	13099 - VariTech Industries, Inc.	304	$ 21,937.38	$ -	$ 21,937.38
	2026-00001555	15030 - Vertosoft, LLC	300	$ 62,955.89	$ -	$ 62,955.89
	2026-00001670	14844 - Kankakee Truck Equipment	304	$ 2,500.00	$ -	$ 2,500.00
	2026-00001670	14844 - Kankakee Truck Equipment	304	$ 550.00	$ -	$ 550.00
	2026-00001705	3719 - McCann Industries, Inc.	304	$ 680.63	$ -	$ 680.63
	2026-00001705	3719 - McCann Industries, Inc.	304	$ 440.00	$ -	$ 440.00
	2026-00001705	3719 - McCann Industries, Inc.	304	$ 62.50	$ -	$ 62.50
	2026-00001706	14734 - 1st Choice Vac Solutions / Rentals Plus	304	$ 1,080.06	$ -	$ 1,080.06
	2026-00001706	14734 - 1st Choice Vac Solutions / Rentals Plus	304	$ 200.00	$ -	$ 200.00
	2026-00001708	9391 - Arends Hogan Walker, LLC (AHW LLC)	304	$ 1,195.35	$ -	$ 1,195.35

Project	PO #	Vendor	Fund		PO Line Item Amount		Expensed Line Item Amount		Remaining Line Item Amount
	2026-00001708	9391 - Arends Hogan Walker, LLC (AHW LLC)	304	$	2,040.00	$	-	$	2,040.00
	2026-00001728	5540 - The Tree House, Inc.	300	$	161.66	$	-	$	161.66
	2026-00001728	5540 - The Tree House, Inc.	300	$	320.04	$	-	$	320.04
	2026-00001763	3186 - Insight Public Sector, Inc.	300	$	3,068.00	$	-	$	3,068.00
	2026-00001763	3186 - Insight Public Sector, Inc.	300	$	631.00	$	-	$	631.00
	2026-00001767	5134 - Production Plus Graphics Inc dba Sign Outlet Store	300	$	299.75	$	-	$	299.75
	2026-00001768	15332 - Vortex Industries, LLC dba Vortex Doors, LLC	304	$	25,000.00	$	-	$	25,000.00
19-00511-00-CH	TBD	FCPT Holdings, LLC	302	$	30,800.00	$	-	$	30,800.00
19-00511-00-CH	TBD	Alfred Benesch	302	$	5,199,346.00	$	-	$	5,199,346.00
19-00511-00-CH	TBD	CC & P	302	$	59,500.00	$	-	$	59,500.00
Rock Salt (FY27)	TBD	Morton Salt	304	$	1,331,424.00	$	-	$	1,331,424.00
26-00000-05-GM, PavementMarking	TBD	Preform Traffic Control Systems	304	$	694,366.79	$	-	$	694,366.79
26-00000-06-GM; Urethane	TBD	Precision Pavement Markings	304	$	617,718.25	$	-	$	617,718.25
				$	**150,510,230.57**	**$**	**55,676,191.07**	**$**	**94,834,039.50**

STATE OF ILLINOIS)
SS.
COUNTY OF KANE)

REPORT NO. TMP-26-993

MAINTENANCE REPORT

KANE COUNTY DIVISION OF TRANSPORTATION

Maintenance Department

Monthly Report - August 18, 2026

Maintenance Activities

- 2nd Mowing's of County Row has started
- Durra Patching taking place now
- Took place in NNO on 8/4
- Miscellaneous roadway repair
- Various ditching projects and other drainage enhancements
- Street sweeping, and storm drain cleaning

Attachments:

Detailed information available from: Michael Way, Maintenance Superintendent
630-406-7359

STATE OF ILLINOIS)
SS.
COUNTY OF KANE)

RESOLUTION NO. TMP-26-994

APPROVING ADOPT-A-HIGHWAY APPLICANTS

WHEREAS, the Illinois Highway Code of the Illinois Compiled Statutes (605 ILCS 120/1 et seq.) provides for the establishment of Adopt a Highway Programs by counties and various units of government throughout the State of Illinois to support anti-litter efforts by allowing groups of private citizens to adopt a segment of highway for the purpose of litter and refuse collection; and

WHEREAS, the County has enacted and otherwise established, pursuant to Kane County Board Ordinance No. 13-267, the Kane County Adopt-A-Highway Program in conformance with the Illinois Highway Code, which program is intended to assist the County in its efforts to remove refuse and litter from County highway right of way and otherwise beautify the County Highway System; and

WHEREAS, those groups whose names are set forth in the list attached (a copy of which is on file in the office of the Kane County Clerk) have submitted applications for participation in the Kane County Adopt-A-Highway Program; and

WHEREAS, each of the groups' applications have been reviewed and approved by the County Engineer of Kane County and have subsequently been approved by the Transportation Committee of the Kane County Board; and

WHEREAS, the approval of the applicants for participation in the Kane County Adopt-A-Highway Program will facilitate the County's litter collection efforts on County highways and will aid in the beautification of all County highways whether in urban or rural areas of the County.

NOW, THEREFORE, BE IT RESOLVED by the Kane County Board that the applicant(s) listed in Exhibit A for participation in the Kane County Adopt-A-Highway Program are hereby approved.

Passed by the Kane County Board on September 8, 2026.

_____	_____
John A. Cunningham	Corinne M. Pierog MA, MBA
Clerk, County Board	Chairman, County Board
Kane County, Illinois	Kane County, Illinois
Vote:	

EXHIBIT A

Applicants (RENEWAL)	Road	Distance
Guy Motorsport LLC	Tyrrell Road from Big Timber Road to IL Route 72	2 Miles (Both Sides)
Scifert-Valdivia Family	Corron Road from Silver Glen Road to Bowes Road	3 Miles (Both Sides)
Sycamore Oddfellows Lodge 105	Peplow Road from McGough Road to Rolling Oaks Drive	.75 Mile (Both Sides)
The Rehkopf Family	Scott Road from Dauberman Road to 1 Mile east of Dauberman Road	1 Mile (Both Sides)

Applicants (NEW)	Road	Distance
Bridge CPA	Randall Road from Hopps Road to Bowes Road	1 Mile (East Side)
Miguel A. Rosas Chacon	Orchard Road from IL Route 30 to Aucutt Road	.5 Mile (East Side)
The Manski Family	Silver Glen Road from Burr Road to Denker Road	1.5 Miles (Both Sides)

RESOLUTION / ORDINANCE EXECUTIVE SUMMARY ADDENDUM

Title

Approving Adopt-A-Highway Applicants

Committee Flow:
Transportation Committee, Executive Committee, County Board

Contact:
Michael Way, 630.406.7359

Budget Information:

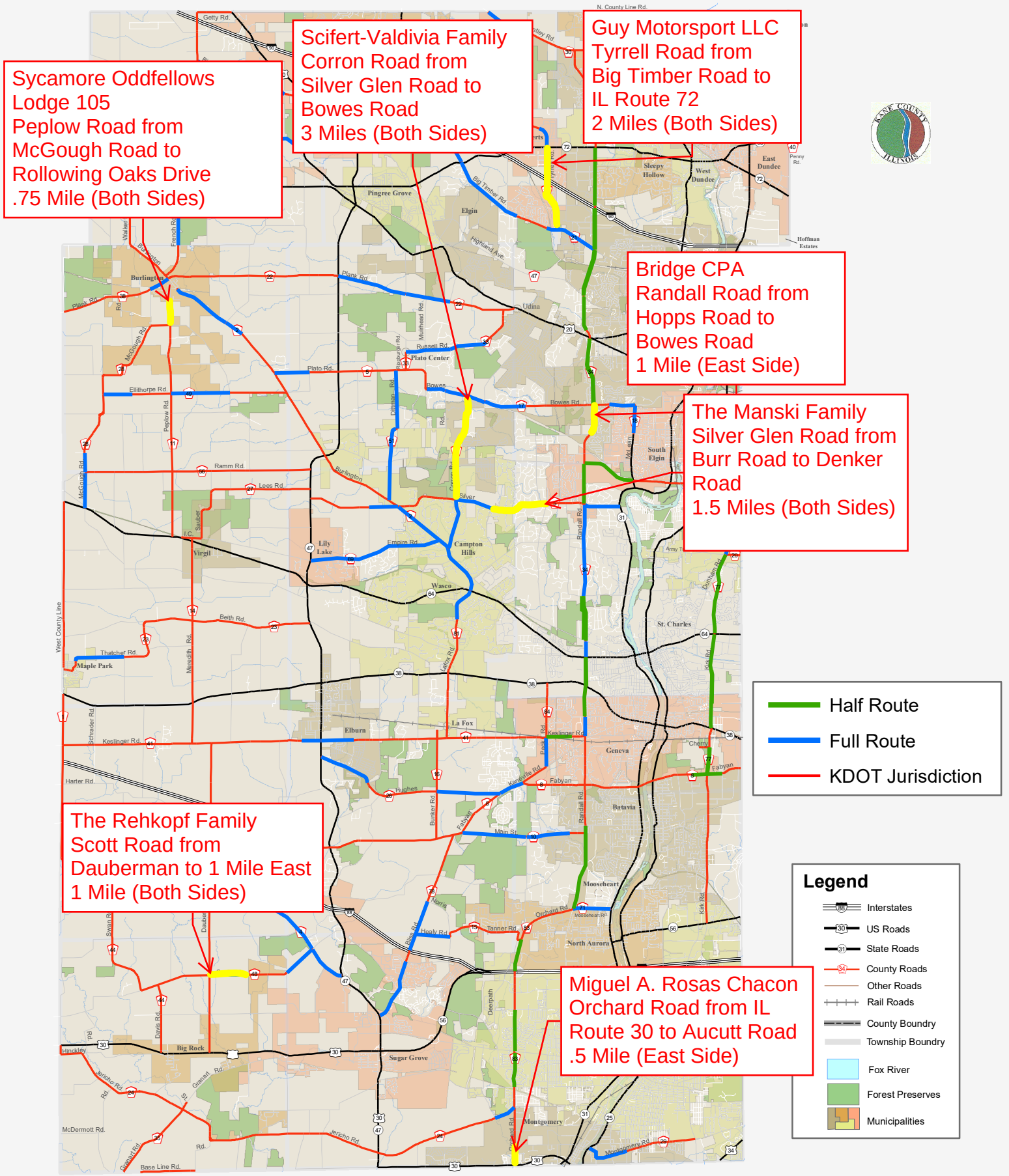
Was this item budgeted? N/A	Appropriation Amount: $N/A
If not budgeted, explain funding source: N/A	
Was this item passed through the appropriate committee? Yes	

Summary:

Pursuant to Kane County Board Ordinance No. 13-267, Kane County Adopt-A-Highway Program, staff requests consideration of the attached resolution which approves the following Adopt-A-Highway applicant(s).

Applicants (RENEWAL)	Road	Distance
Guy Motorsport LLC	Tyrrell Road from Big Timber Road to IL Route 72	2 Miles (Both Sides)
Scifert-Valdivia Family	Corron Road from Silver Glen Road to Bowes Road	3 Miles (Both Sides)
Sycamore Oddfellows Lodge 105	Peplow Road from McGough Road to Rolling Oaks Drive	.75 Mile (Both Sides)
The Rehkopf Family	Scott Road from Dauberman Road to 1 Mile west of Dauberman Road	1 Mile (Both Sides)

Applicants (NEW)	Road	Distance
Bridge CPA	Randall Road from Hopps Road to Bowes Road	1 Mile (East Side)
Miguel A. Rosas Chacon	Orchard Road from IL Route 30 to Aucutt Road	.5 Mile (East Side)
The Manski Family	Silver Glen Road from Burr Road to Denker Road	1.5 Miles (Both Sides)



Adopt-A-Highway
August 3, 2026

0 3,100 6,200 12,400 18,600 24,800 Feet

0 1 2 Miles

M:\DotserverD\USERS\Personal\Martin\GIS\AAH\AAHmap.mxd

KANE COUNTY Division of Transportation

STATE OF ILLINOIS)
SS.
COUNTY OF KANE)

REPORT NO. TMP-26-998

PLANNING & PROGRAMMING REPORT

Planning & Programming Department
Monthly Report – August 18, 2026

Kane/Kendall Council of Mayors (KKCOM)

The Council is preparing to close out Federal Fiscal Year (FFY) 2026 at the end of September. To date, FFY 2026 Surface Transportation Program–Local (STP-L) obligations total $24.9 million, with an additional $5 million to $15 million in obligations anticipated before the end of the fiscal year.

Council staff is in the process of updating its bylaws, programming policies and procedures, and other council-related documents for Council review and approval. No significant changes are anticipated; rather, this effort is intended to comprehensively review council documents to ensure they are current, accurate, and consistent.

CMAP's 2026 Regional Transportation Plan

CMAP's draft 2026 Regional Transportation Plan (RTP) was released for public comment in the month of July. KDOT Planning Staff reviewed the draft RTP and provided clarifying comments and corrections regarding KDOT projects. The 2026 RTP includes KDOT's Randall Road Improvements as a priority investment for the region. Specifically, three KDOT projects are identified as Regional Capital Projects: Randall Road at Hopps Road, Randall Road at I-90, and Randall Road widening from north of Stearns Road to south of Longmeadow Parkway. Inclusion of these projects within the 2026 RTP is an important part of the process for receiving federal funding for these large capital projects. The final 2026 RTP is expected to be considered for approval by CMAP's Board and MPO Policy Committee in October.

Ride in Kane

Ride in Kane continues to provide reliable transportation services for seniors and individuals with disabilities throughout Kane County. In July, Ride in Kane provided 4,518 trips for eligible Kane County residents.

Impact Fee Program

A public hearing is planned for October 19th from 4:00 p.m. to 6:00 p.m. at the Kane County Government Center to present and receive comments on the Comprehensive Road Improvement Plan and the Imposition of Road Improvement Impact Fees.

Attachments: None

Detailed information available from: Heidi Files, Chief of Planning & Programming
630-444-3142

STATE OF ILLINOIS)
SS.
COUNTY OF KANE)

RESOLUTION NO. TMP-26-1001

APPROVING AN INTERGOVERNMENTAL AGREEMENT FOR TRANSPORTATION ACTIVITIES WITH THE CHICAGO METROPOLITAN AGENCY FOR PLANNING

WHEREAS, the Council of Mayors Program of the Chicago Metropolitan Agency for Planning (CMAP) was established to provide a forum for early public involvement and partnerships in regional transportation planning efforts, to provide federal programming assistance to local agencies, and to assist with project development at the local and regional level in northeastern Illinois; and

WHEREAS, CMAP's Kane Kendall Council of Mayors is comprised of elected local officials as provided for and defined in the Federal Highway Acts of 1970, 1973, and 1976, the Surface Transportation Assistance Acts of 1978, 1982, 1987, the Intermodal Surface Transportation Efficiency Act of 1991, the Transportation Equity Act for the 21st Century, the Safe, Accountable, Flexible, Efficient Transportation Equity Act, and the Moving Ahead for Progress in the 21st Century Act which Council of Mayors represent thirty-seven (37) municipalities in Kane, Kendall and southeast Dekalb Counties; and

WHEREAS, the Kane Kendall Council of Mayors receives federal transportation funds through CMAP which the Council utilizes to retain professional staff assistance from the County of Kane in order to provide effective planning liaison to various regional planning and transportation agencies, to supply professional technical assistance to units of local government in order to develop and administer Surface Transportation Program funds of over Twelve Million Dollars ($12,000,000) annually and to perform planning and programming activities for the region; and

WHEREAS, the Kane Kendall Council of Mayors desires to continue to receive professional staff assistance from the County of Kane and requests that the County of Kane by and through the Kane County Division of Transportation continue to employ transportation planning professionals to provide said assistance; and

WHEREAS, it is deemed to be in the best interests of the residents of Kane County that the County of Kane enter into an agreement for regional planning liaison services with CMAP (a copy of which is on file in the County Clerk's office).

NOW, THEREFORE, BE IT RESOLVED that the intergovernmental agreement for Transportation Activities with the Chicago Metropolitan Agency for Planning (CMAP) is hereby approved and that the Chairman of the Kane County Board is hereby authorized and directed to execute an intergovernmental agreement therefor.

Passed by the Kane County Board on September 8, 2026.

_____	_____
John A. Cunningham, MBA, JD, JD	Corinne M. Pierog MA, MBA
Clerk, County Board	Chairman, County Board
Kane County, Illinois	Kane County, Illinois

Vote:

RESOLUTION / ORDINANCE EXECUTIVE SUMMARY ADDENDUM

Title

Approving an Intergovernmental Agreement for Transportation Activities with the Chicago Metropolitan Agency for Planning

Committee Flow:
Transportation Committee, Executive Committee, County Board

Contact:
Heidi Files, 630.444.3142

Budget Information:

Was this item budgeted? N/A	Appropriation Amount: $N/A
If not budgeted, explain funding source: N/A	
Was this item passed through the appropriate committee? Yes	

Summary:

The Kane Kendall Council of Mayors receives federal transportation planning funds to perform various planning and programming activities for Kane County and Kendall County. The Chicago Metropolitan Agency for Planning (CMAP) directs these funds to the Kane County Division of Transportation in order that the County may continue to provide transportation planning staff to the Kane Kendall Council of Mayors and CMAP for regional coordination and planning activities.

The regional planning staff facilitates strategic participation by local officials in the region's transportation process as required by the Infrastructure Investment and Jobs Act of 2021. Staff also supports the Council of Mayors by providing Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) program development and monitoring, general liaison services, technical assistance, and communications assistance.

Federal funds provide $273,600 (80%) toward the program and Kane County provides the local match amount of $68,400 (20%).

Staff recommends approval.

Chicago Metropolitan Agency for Planning

C-27-0010
INTERGOVENMENTAL AGREEMENT FOR TRANSPORTATION ACTIVITIES
Kane County Division of Transportation

THIS AGREEMENT is hereby entered by and between the Chicago Metropolitan Agency for Planning, (hereinafter "CMAP"), a body politic and corporate created by the State of Illinois, and **Kane County Division of Transportation** (hereinafter "GOVERNMENTAL BODY")

The terms and conditions of this agreement are as follows:

1. Term of Agreement. The term of this Agreement shall be from 07/01/2026 to 06/30/2027.

2. Scope of Services and Responsibilities. CMAP and the GOVERNMENTAL BODY hereby agree to the scope of services and responsibilities set forth in the Scope of Work/Responsibilities included herein as **Attachment 1** and the Deliverables included herein as **Attachment 2**.

3. Compensation for services. CMAP agrees to reimburse the GOVERNMENTAL BODY based on expenses for the above services that are in accordance with the Budget submitted by the GOVERNMENT BODY, included herein as **Attachment 3**. The total federal funds awarded, and local match provided through the GOVENMENTAL BODY for all services and expenses during the term of the agreement is not to exceed **three hundred forty-two thousand dollars ($342,000.00)** pursuant to Agreement Award Notification of Federal Funds included herein as **Attachment 4**. The GOVENMENTAL BODY shall be responsible for the twenty percent (20%) In-Kind local match.

4. Agreements. The General Provisions, Certifications, and Special Provisions included herein as **Attachment 5**, **Attachment 6**, and **Attachment 7** apply to and are incorporated into this Agreement with full force and effect.

List of Attachments:
Attachment 1: Scope of Work/Responsibilities
Attachment 2: Deliverables
Attachment 3: Budget
Attachment 4: Agreement Award Notification of Federal Funds
Attachment 5: General Terms and Conditions
Attachment 6: Certifications
Attachment 7: Annual Single Audit Compliance
Attachment 8: Grant Fraud and Whistle Blower Policy

APPROVALS:

For the GOVENMENTAL BODY:

Authorized Signature: _____ Date: _____

Name/Tile: _____

Government Name:

_____

Government Address: _____

Attest:

Authorized Signature: _____ Date: _____

Name/Tile: _____

CMAP:

Authorized Signature: _____ Date: _____

Erin Aleman, Executive Director

Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450 Chicago IL 60607

Attest:

Authorized Signature: _____ Date: _____

Name/Tile: _____



Chicago Metropolitan
Agency for Planning

ATTACHMENT 1: SCOPE OF WORK/RESPONSIBILITIES

FY 27 UWP Core Metropolitan Planning Activities, Major Tasks, and Eligible Expenses

The following sections describe the full scope of activities and expenses associated with the FY27 UWP Core program. Recipients of core funding may seek reimbursement for personnel and other eligible expenses under each activity up to the maximum approved budget for each. Recipients should seek confirmation of eligibility for any activities or expenses not explicitly included in this scope prior to seeking reimbursement. Adjustments to approved budgets must be requested and approved by CMAP staff prior to seeking reimbursement. Procedures for requesting reimbursement and budget adjustments will be distributed to funding recipients no later than August 1, 2026.

Transportation Improvement Program (TIP)

The work performed in this category helps create and maintain a prioritized, fiscally constrained transportation improvement program for northeastern Illinois, which is consistent with the metropolitan transportation plan (currently ON TO 2050), functional plans, and federal rules. Development and documentation of the transportation programming process, implementing the process through the development, monitoring, and updating of the fiscally constrained project listing utilizing the eTIP database, and reporting on the accomplishments, including the annual obligation of federal funds, are major tasks within the category. This category also includes the direct programming of certain federal fund sources and participating in, monitoring and reporting on project implementation progress.

Partner Activities:
Direct entry of the partner agency's project scope, schedule, and funding data into CMAP's online eTIP database, including during a CMAP or Council of Mayors' call for projects that is utilizing the eTIP database and providing the agency's annual (by FFY) obligation data to CMAP staff. Other activities may include attending CMAP training sessions regarding the TIP, conducting TIP-related training within the partner agency, and coordinating within the agency to obtain the data and information needed from agency staff and/or consultants to complete eTIP entries and obligations reporting. Direct assistance with CMAP's public participation activities related to the implementation, update, or development of the TIP, including staffing public meetings or activities, development, completion, or promotion of surveys, polls, web pages, social media posts, etc. are also eligible activities. Activities to develop the RTA's 5310 program, and activities by CDOT to develop their local STP program are also eligible.

Expenses, including travel, to attend and participate in TIP-related training sessions are eligible. Because the eTIP database does not require any non-standard computer hardware or software, these types of expenses are not eligible under this activity.

Additional Council of Mayors Activities:
As the coordinators between the MPO and local municipalities, councils of mayors are responsible for preparing, reviewing, and submitting quarterly status updates for federally funded projects, PPI forms, and other IDOT forms to CMAP and/or IDOT on behalf of municipalities. CoM staff are expected to schedule, attend, and participate in coordination meetings between local agencies and

IDOT and/or FHWA. Activities for councils to develop their local STP programs, including conducting training workshops and soliciting and receiving public input, are eligible.

Expenses, including travel, to attend training sessions and participate in project meetings are eligible. Expenses for the purchase of data or software necessary to evaluate STP project applications are eligible, subject to data sharing provisions described later in this document.

Metropolitan Transportation Plan

The work performed in this category comprises the planning, research, data collection, modeling, analysis, and regional coordination required to develop, evaluate, update, and implement the region's long-range metropolitan transportation plan. Other planning work that implements the broader regional comprehensive plan and addresses the federal planning factors in Title 23 § 450.306, such as increasing the safety, security, resiliency, or reliability of the transportation system, supporting the economic vitality of the region, and protecting and enhancing the environment, promoting energy conservation, improving the quality of life, and promoting consistency between transportation improvements and State and local planned growth, housing, and economic development patterns, is also included in this category. Local technical assistance is provided to transit partners, counties, and municipal partners within this category.

Partner Activities:
Direct contribution of data or information necessary for the MPO to complete the socio-economic and/or financial forecasting, transportation and emissions modeling, scenario planning, or other activities above that contribute to the development and implementation of ON TO 2050. Work to ensure that the partner agency's planning activities are coordinated with, supported by, and supportive of the MPO's Plan.

Direct assistance with CMAP's public participation activities related to the implementation, update, or development of the Metropolitan Transportation Plan, including staffing public meetings or activities, development, completion, or promotion of surveys, polls, web pages, social media posts, etc. are also eligible activities.

Expenses, including travel, for staff to complete these activities are eligible. Collection and purchase of data, specialized software and IT services may be eligible, subject to data purchase and sharing provisions described later in this document. Consultant services are not eligible unless those services are for a general contract(s) for the purpose of serving as or supplementing agency staff and were specifically identified in the initial budget proposal.

Additional Council of Mayors Activities:
None.

Congestion Management Process

The work performed in this category defines the congestion management process (CMP) that provides for safe and effective integrated management and operation of the multimodal transportation system through the use of travel demand reduction, job access projects, and operational management strategies. The CMP describes an ongoing, systematic method of

managing congestion that provides information about both system performance and potential alternatives for solving congestion-related problems.

Partner Activities:
Direct contribution of data or information necessary for the MPO to develop and implement the CMP and the management or administration of the travel demand management (TDM) strategies of the CMP.

Expenses, including travel, for staff to complete these activities are eligible. Collection and purchase of data, specialized software and IT services may be eligible, subject to data purchase and sharing provisions described later in this document. Consultant services are not eligible unless those services are for a general contract(s) for the purpose of serving as or supplementing agency staff.

Additional Council of Mayors Activities:
None.

Performance monitoring

The work performed in this category allows the MPO to collect and analyze the data necessary to establish targets for the measures established under 23 CFR part 490, 49 U.S.C. 5326(c), and 49 U.S.C. 5329(d), to track progress toward achieving the targets, to consider capital programming and policy implications and alignment for achieving the targets, and to report on that progress, including providing a system performance report as part of the Metropolitan Transportation Plan. Work to support ON TO 2050 indicator and performance monitoring is also included.

Partner Activities:
Direct purchase, collection, or development of data or information, such as asset condition, facility use, ridership, etc., that is necessary for the MPO to develop, monitor, and report on federal performance targets and ON TO 2050 indicators, if collected or developed for the sole purpose of meeting MPO requirements. Supplemental purchases, collection of additional data, and/or additional processing of data or information in order to meet CMAP requirements.

Expenses, including travel, for staff to complete these activities are eligible. Collection and purchase of data, specialized software and IT services may be eligible, subject to data purchase and sharing provisions described later in this document. Consultant services are not eligible unless those services are for a general contract(s) for the purpose of serving as or supplementing agency staff.

Additional Council of Mayors Activities:
Activities to coordinate sharing of locally collected or developed data that can inform the region's performance target development and monitoring.

Public Participation

All MPO activities must be conducted in an open and transparent manner, and the public must be able to easily participate in the planning activities of the MPO. To ensure that this occurs, the MPO must develop and implement a public participation plan that defines the process for providing individuals, affected public agencies, and other interested parties with reasonable opportunities to be involved.

Partner Activities:
Activities that assist CMAP with involving the public in the metropolitan planning process that would not otherwise be conducted by the partner agency, such as direct assistance with CMAP's public participation activities related to the implementation, update, or development of the TIP, LRTP, CMP, or performance targets, including assisting with staffing public meetings or activities to promote, develop, complete, and follow-up on CMAP's public participation activities.

Expenses may include staff travel expenses to participate in these activities.

Additional Council of Mayors Activities:
As an extension of CMAP, when carrying out the scope of federally funded activities, the CoMs must provide the same reasonable opportunities for public participation in their processes. Because CoMs are housed within other agencies, and those agencies may not otherwise be required to have a public process, expenses for hardware, software, services, materials, and other commodities necessary to provide for public participation are eligible expenses.

Additional expenses may include specialized software and IT services, and specialized equipment, such as microphones, projectors, etc.

Operational Expenses

Administrative activities, commodities, services, and general operating expenses are encompassed in this category.

Partner Activities:
None.

Additional Council of Mayors Activities:
That portion of council management, finance and administration, human resources, information technology, and communications staff activities and the commodities, services, and general operating expenses necessary to support the Planning Liaisons and complete the contracted scope of work are eligible.



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ATTACHMENT 2: DELIVERABLES

FY27 UWP Core Deliverables Summary for Kane Kendall Council of Mayors

Core activity	Deliverable name	Deliverable format	Brief description of deliverable	Completion schedule	Enter the specific date(s) or brief description of "as needed" or "other" schedule
Public Participation (PP)	Calendar of council meetings	other	For distribution to council members and interested parties and posting on the council website/web page(s)	Specific date(s)	Q3, with updates as needed
Public Participation (PP)	Council meeting agendas, materials, and minutes	other	For distribution to council members and interested parties and posting on the council website/web page(s)	As needed	Per council schedules
Public Participation (PP)	Council website/web pages	web page(s)	For public access	Other	Ongoing
Public Participation (PP)	Council newsletters and emails	document: pdf	For distribution to council members and interested parties and posting on the council website/web page(s)	Other	Ongoing
Transportation Improvement Program (TIP)	Program and funding information for Council members	other	For distribution to council members and interested parties and posting on the council website/web page(s)	Other	Ongoing
Transportation Improvement Program (TIP)	Training opportunity announcements	other	For distribution to council members and interested parties in newsletters and/or emails	As needed	
Transportation Improvement Program (TIP)	Informational summaries	other	Summaries of meetings, conferences, trainings, procedural changes, new or updated regulations, and other appropriate information for distribution to council members and interested parties in newsletters and/or emails	As needed	
Transportation Improvement Program (TIP)	Staff recommended STP-L programs	spreadsheet: Excel	Posted to council and/or CMAP website	Specific date(s)	Q3/Q4 (of even FYs)
Transportation Improvement Program (TIP)	STP-L public comment summary	documment: Word	Summary of public comments on the local program and responses to those comments posted to council and/or CMAP website	Specific date(s)	Q3/Q4 (of even FYs)
Transportation Improvement Program (TIP)	Approved STP-L programs	spreadsheet: Excel	Programs posted to council and/or CMAP website and TIP amendments completed via eTIP	Specific date(s)	Q3/Q4 (of even FYs)
Transportation Improvement Program (TIP)	STP-L program updates	spreadsheet: Excel	Programs posted to council and/or CMAP website and TIP amendments completed via eTIP	As needed	At least quarterly, following QSUs and whenever action is taken by the council to make changes
Transportation Improvement Program (TIP)	TIP amendments and modifications	other	TIP amendments and modifications that ensure complete and updated project information in eTIP	Specific date(s)	Ongoing and according to CMAP's Master Transportation Schedule and the IDOT Region 1 Letting Schedule
Transportation Improvement Program (TIP)	Completed funding applications	other	Complete funding applications for calls for projects issued through the eTIP database	As needed	Typically Q2 (of odd FYs)
Transportation Improvement Program (TIP)	Project updates	other	Project updates for all locally implemented projects utilizing state and/or federal funding provided to CMAP and other partners when requested	As needed	No less than semi-annually
Operational Expenses (Ops)	Quarterly reports	spreadsheet: Excel	Narrative and fund expenditures and the tracking of hours for each UWP-funded activity and task.	Quarterly	



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ATTACHMENT 3: BUDGET

FY27 UWP Core Activity and Task Summary for Kane Kendall Council of Mayors

Transportation Improvement Program (TIP)	Personnel	Travel	Other Expenses	Total
TIP Data Entry	$ 30,377.20	$ -	$ -	$ 30,377.20
Annual Obligations	$ -	$ -	$ -	$ -
TIP Training	$ -	$ -	$ -	$ -
TIP Internal Coordination	$ 17,370.15	$ 250.00	$ -	$ 17,620.15
TIP External Coordination	$ -	$ -	$ -	$ -
TIP Public Participation	$ 2,458.84	$ 250.00	$ -	$ 2,708.84
RTA 5310 Program Development	$ -	$ -	$ -	$ -
CDOT STP Program	$ -	$ -	$ -	$ -
CoM Reporting	$ 25,580.80	$ -	$ -	$ 25,580.80
CoM Federal Coordination	$ 44,766.40	$ 700.00	$ -	$ 45,466.40
CoM STP Program	$ 78,382.40	$ -	$ -	$ 78,382.40
TOTAL: TIP	$ 198,935.79	$ 1,200.00	$ -	$ 200,135.79

Metropolitan Transportation Plan	Personnel	Travel	Other Expenses	Total
MTP Data	$ 3,108.40	$ -	$ -	$ 3,108.40
MTP Coordination	$ 30,315.74	$ 100.00	$ -	$ 30,415.74
MTP Public Participation	$ 14,214.58	$ -	$ -	$ 14,214.58
TOTAL: Metropolitan Transportation Plan	$ 47,638.72	$ 100.00	$ -	$ 47,738.72

Congestion Management	Personnel	Travel	Other Expenses	Total
CMP Data	$ -	$ -	$ -	$ -
TOTAL: Congestion Management Process	$ -	$ -	$ -	$ -

Performance Monitoring	Personnel	Travel	Other Expenses	Total
PM data	$ -	$ -	$ -	$ -
CoM PM coordination	$ 15,348.48	$ -	$ -	$ 15,348.48
TOTAL: Performance Monitoring	$ 15,348.48	$ -	$ -	$ 15,348.48

Public Participation	Personnel	Travel	Other Expenses	Total
PP assistance	$ 52,091.40	$ -	$ -	$ 52,091.40
CoM PP expenses	$ -	$ 1,250.00	$ -	$ 1,250.00
TOTAL: Public Participation	$ 52,091.40	$ 1,250.00	$ -	$ 53,341.40

Operational Expenses	Personnel	Travel	Other Expenses	Total
CoM Operations	$ 15,940.80	$ 3,000.00	$ 6,494.81	$ 25,435.61
TOTAL: Operational Expenses	$ 15,940.80	$ 3,000.00	$ 6,494.81	$ 25,435.61

GRAND TOTAL	**$ 329,955.19**	**$ 5,550.00**	**$ 6,494.81**	**$ 342,000.00**
Federal (80%)	$ 263,964.15	$ 4,440.00	$ 5,195.85	$ 273,600.00
In-kind match (20%)	$ 65,991.04	$ 1,110.00	$ 1,298.96	$ 68,400.00



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ATTACHMENT 4: AGREEMENT AWARD NOTIFICATION OF FEDERAL FUNDS

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AGREEMENT AWARD NOTIFICATION OF FEDERAL FUNDS

Amount of Federal funds:	$ $342,000.00
Award 80% /Local Match 20%	$273,600.00 / $68,400.00
Federal Award Identification Number (FAIN):	4T94(049)
Name of Project:	FY 2027 CHICAGO CMAP 3-C PL FTA FUND OPERATIONS
CFDA Number, Federal Agency, Program Title:	20.205, Federal Highway Administration, Illinois Highway Planning and Construction
CFSA Number:	494-00-1009/494-00-1437
SAIN:	1009-0004



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ATTACHMENT 5: GENERAL TERMS AND CONDITIONS

Chicago Metropolitan Agency for Planning

CMAP GENERAL TERMS AND CONDITIONS, SUB-AWARD

The following are general conditions of approval and procedural guidelines and specific terms of Agreement to which all projects are subject. Signatories of this Agreement certify that these conditions and procedures and terms and the conditions and procedures specific to this project will be adhered to unless amended in writing.

1) Complete Agreement.

a. This Agreement including all exhibits and other documents incorporated or referenced in the Agreement, constitutes the complete and exclusive statement of the terms and conditions of the Agreement between CMAP and GOVERNMENTAL BODY and it supersedes all prior representations, understandings and communications. The invalidity in whole or in part of any term or condition of this Agreement shall not affect the validity of other terms or conditions.

b. CMAP's failure to insist in any one or more instances upon the performance of any terms or conditions of this Agreement shall not be construed as a waiver or relinquishment of CMAP's right to such performance by the GOVERNMENTAL BODY or to future performance of such terms or conditions and GOVERNMENTAL BODY'S obligation in respect thereto shall continue in full force and effect. The GOVERNMENTAL BODY shall be responsible for having taken steps reasonably necessary to ascertain the nature and location of the work, and the general and local conditions that can affect the work or the cost thereof. Any failure by the GOVERNMENTAL BODY to do so will not relieve it from responsibility for successfully performing the work without additional expense to CMAP.

c. CMAP assumes no responsibility for any understanding or representations made by any of its officers, employees or agents prior to the execution of this Agreement, unless such understanding or representations by CMAP are expressly stated in this Agreement.

d. Changes: CMAP may from time to time order work suspension or make any change in the general scope of this Agreement including, but not limited to changes, as applicable, in the drawings, specifications, delivery schedules or any other particular of the description, statement of work or provisions of this Agreement. If any such change causes an increase or decrease in the cost or time required for performance of any part of the work under this Agreement, the GOVERNMENTAL BODY shall promptly notify CMAP thereof and assert its claim for adjustment within thirty (30) days after the change is ordered. A written amendment will be prepared for Agreement between CMAP and the GOVERNMENTAL BODY for changes in scope, time and/or costs. No amendments are effective until there is a written Agreement that has been signed by both parties. No claim by the GOVERNMENTAL BODY for equitable adjustment hereunder shall be allowed if asserted after final payment under this Agreement.

e. Changes to any portion of this Agreement shall not be binding upon CMAP except when specifically confirmed in writing by an authorized representative of CMAP.

f. For its convenience, CMAP reserves the right to extend the Term of this agreement. Any changes to the Term of this Agreement shall not be binding until specifically confirmed in writing by authorized representatives of both parties.

2) Chicago Metropolitan Agency for Planning Designee.
Only the Executive Director of CMAP, or designee, shall have the authority to act for and exercise any of the rights of CMAP as set forth in this Agreement, subsequent to and in accordance with the authority granted by CMAP's Board of Directors.

3) Compliance/Governing Law.
The terms of this Agreement shall be construed in accordance with the laws of the State of Illinois. Any obligations and services performed under this Agreement shall be performed in compliance with all applicable state and federal laws.

4) Availability of Appropriation (30 ILCS 500/20-60).
This Agreement is contingent upon and subject to the availability of funds. CMAP, at its sole option, may terminate or suspend this Agreement, in whole or in part, without penalty or further payment being required, if the Illinois General Assembly, the state funding source, or the federal funding source fails to make an appropriation sufficient to pay such obligation, or if funds needed are insufficient for any reason the GOVERNMENTAL BODY will be notified in writing of the failure of appropriation or of a reduction or decrease.

5) Allowable Charges.
No expenditures or charges shall be included in the cost of the Project and no part of the money paid to the GOVERNMENTAL BODY shall be used by the GOVERNMENTAL BODY for expenditures or charges that are: (i) contrary to provisions of this Agreement or the latest budget approved by a duly-authorized official of CMAP; (ii) not directly for carrying out the Project; (iii) of a regular and continuing nature, except that of salaries and wages of appointed principal executives of the GOVERNMENTAL BODY who have not been appointed specifically for the purposes of directing the Project, who devote official time directly to the Project under specific assignments, and respecting whom adequate records of the time devoted to and services performed for the Project are maintained by the GOVERNMENTAL BODY may be considered as proper costs of the Project to the extent of the time thus devoted and recorded if they are otherwise in accordance with the provisions hereof; or (iv) incurred without the consent of CMAP after written notice of the suspension or termination of any or all of CMAP's obligations under this Agreement.

6) Audits.
The records and supportive documentation for all completed projects are subject to an on-site audit by CMAP. CMAP reserves the right to inspect and review, during normal working hours, the work papers of the independent auditor in support of their audit report with reasonable notice.

7) Access to Records.
The GOVERNMENTAL BODY shall maintain, for a minimum of **three (3) years** after the completion of the Agreement, adequate books, records and supporting documents related to the Agreement which shall be made available for review upon request. Failure to maintain the books, records and supporting documents required by this Section shall establish a presumption in favor of CMAP for the recovery of any funds paid by CMAP under the Agreement for which adequate books, records and supporting documentation are not available to support their purported disbursement. In addition:

a. If any litigation, claim or audit is started before the expiration of three-year period, the records shall be retained until all litigation, claims or audit findings involving the records have been resolved.

b. Records for nonexpendable property acquired with federal funds shall be retained for three (3) years after its final disposition.

The GOVERNMENTAL BODY shall include in all subcontracts, if any, under this Agreement a provision that CMAP will have full access to and the right to examine any pertinent books, documents, papers, and records of any such subcontractors involving transactions related to the subcontract for three (3) years from the final payment under that subcontract except that:

a. If any litigation, claim or audit is started before the expiration of the three-year period, the records shall be retained until all litigation, claims or audit findings involving the records have been resolved.

b. Records for nonexpendable property acquired with federal funds shall be retained for three (3) years after its final disposition.

The term "subcontract" as used in this clause excludes purchase orders not exceeding $2,500.

8) Cost Category Transfer Request.
Unless prohibited from doing so in 2 CFR 200.308, transfers between approved line items may be made without CMAP's approval only if the total amount transferred does not exceed the allowable variance of the greater of either (i) ten percent (10%) of the Budget line item or (ii) one thousand dollars ($1,000) of the Budget line item. Discretionary line item transfers may not result in an increase to the Budget.

Notification to CMAP is required for transfers among appropriated cost categories which exceed 10% or $1,000 of the line item. No transfer of funds can exceed the total Agreement. The GOVERNMENTAL BODY must submit a written report (form provided by CMAP) to CMAP detailing the amount of transfer, the cost categories from and to which the transfer is to be made, and rationale for the transfer.

9) Procurement Procedures.
All procurement transactions for Contractual Services, Commodities and Equipment shall be conducted in a manner that provides maximum open and free competition. The GOVERNMENTAL BODY shall also meet the following minimum procedural requirements.

a. Subcontracting: Subcontracting, assignment or transfer of all or part of the interests of the GOVERNMENTAL BODY concerning any of the obligations covered by this Agreement is prohibited without prior written consent of CMAP.

b. Procurement of Goods or Services: For purchases of products or services with any Agreement funds that cost more than $3,000 but less $10,000, the GOVERNMENTAL BODY shall obtain price or rate quotations from an adequate number (at least three) of qualified sources. Procurement of products or services with any Agreement funds that are $40,000 greater will require the GOVERNMENTAL BODY to use the Invitation for Bid process or the Request for Proposal process. In the absence of formal codified procedures of the GOVERNMENTAL BODY, the procedures of CMAP will be used, provided that the

procurement procedures conform to the provisions in Part 3 (K) below. The GOVERNMENTAL BODY may only procure products or services from one source with any Agreement funds if: (1) the products or services are available only from a single source; or (2) CMAP authorizes such a procedure; (3) after solicitation of a number of sources, competition is determined inadequate; or (4) as otherwise permitted by law and the GOVERNMENTAL BODY's own procurement rules and regulations.

c. Records: The GOVERNMENTAL BODY shall maintain records sufficient to detail the significant history of procurements. These records shall include but are not necessarily limited to: information pertinent to rationale for the method of procurement, selection of contract type, contractor selection or rejection, and basis for the cost or price.

d. No GOVERNMENTAL BODY employee shall participate in the procurement of products or services if a conflict of interest, real or apparent, would be involved. No employee shall solicit or accept anything of monetary value from bidders or suppliers.

e. GOVERNMENTAL BODY certifies that to the best of its knowledge, its sub-grantees have complied with and will comply with Executive Order No. 1 (2007) (EO 1-2007). EO 1-2007 generally prohibits contractors and subcontractors from hiring the then-serving Governor's family members to lobby procurement activities to the State, or any other unit of government in Illinois including local governments, if that procurement may result in a contract valued at over $25,000. This prohibition also applies to hiring for that same purpose any former State employee who had procurement authority at any time during the one-year period preceding the procurement lobbying activity.

10) Equipment Inventory.
An inventory of non-expendable personal property having a useful life of more than two years and an acquisition cost of $500 or more is subject to periodic inspection by CMAP.

11) Method of Payment. Project expenditures are paid directly from federal and/or state funds. Because CMAP is responsible for obtaining federal reimbursement for project expenditures, it is necessary that CMAP monitor all procedures and documents which will be used to claim and support project-related expenditures. The following procedures should be observed to secure payment:

a) Based on services performed, GOVERNMENTAL BODY may submit invoices as frequently as once a month, but is required **to submit invoices no later than forty-five (45) days after the end of each quarter within the fiscal year.** Failure to submit such payment request timely will render the amounts billed an unallowable cost for which the GOVERNMENTAL BODY cannot be reimbursed. CMAP is committed to reducing paper use and has established an electronic invoicing system. All invoices are to be submitted through email to: accounting@cmap.illinois.gov and UWPReporting@cmap.illinois.gov

b) Each invoice and report submitted must contain: the contract number, a unique vendor invoice number, a description of the services performed, the hourly rates and number of hours worked for each staff member, any subcontractor invoices that directly relate to the work performed during the invoice period, an itemization of travel and other costs which are chargeable to the contract and the following certification by an official authorized to legally bind the GOVERNMENTAL BODY:

By signing this payment request, I certify that to the best of my knowledge and belief that the payment request is true, complete, and accurate, and the expenditures, disbursements and cash receipts are for the purposes and objectives set forth in the terms and conditions of this contract. I am aware that any false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil or administrative penalties for fraud, false statements, false claims or otherwise. (U.S. Code Title 18, Section 1001 and Title 31, Sections 3729-3730 and 3801-3812).

c) Subject to the conditions of this Agreement, CMAP will honor invoices in amounts deemed by it to be proper to insure the carrying out of the approved scope of services and shall be obligated to pay the GOVERNMENTAL BODY such amounts as may be approved by CMAP. Invoices shall detail expenses and amount of time spent on CMAP assignments. If an invoice is not acceptable, CMAP shall promptly provide the Contractor a written statement regarding its ineligibility or deficiencies to be eliminated prior to its acceptance and processing.

Request for budget adjustments require concurrence from the CMAP 30-days prior to inclusion on any invoice submitted to CMAP for payment. Adjustments to hourly rates, monthly costs, etc., will only be honored for full month charges. Changes to costs mid-month will not be approved. Failure to honor this requirement will result in invoices being rejected and returned for correction.

At the end of each fiscal year that this agreement is active, all invoices for services performed and expenses incurred by the GOVERNMENTAL BODY for the services of this Agreement completed within the expiring fiscal year (ending June 30) must be presented to CMAP no later than fifteen (15) days after the end of the fiscal year. If final, reviewed, invoices are not available by this date, the GOVERNMENTAL BODY must present a soft expenditure estimation report for the final period of the fiscal year to CMAP no later than (15) days after the end of the fiscal year. This report should include any available expenditure documentation available at the time, as well as a narrative estimation of the remaining costs for the final period of the fiscal year. The purpose of the soft expenditure estimation is to book expenditures in the fiscal year in which they occurred. Expenditures not booked in the proper fiscal year cannot be paid once the fiscal year is closed. The GOVERNMENTAL BODY will than have forty-five (45) days to submit a final, reviewed, and finance-approved invoice to CMAP, at which time final payment on the invoice will be made.

Notwithstanding any other provision of this Agreement, CMAP shall not be obligated to make payment to the GOVERNMENTAL BODY on invoices presented after said date. No payments will be made for services performed prior to the effective date of this Agreement. All payments will be transferred electronically to GOVERNMENTAL BODY'S business bank account. The GOVERNMENTAL BODY will be requested to provide transfer numbers for the business bank account when the contract is finalized, in addition to a copy of its IRS W-9 (Request for Taxpayer Identification Number and Certification).

CMAP shall make every effort to pay invoices in accordance with its normal processes and procedures for all undisputed amounts within ninety (90) days of receipt of a valid invoice, provided CMAP, as applicable, received, approved and/or issued an acceptance for the particular component of work or phase of work included in said invoice. Transfer of funds will be made electronically, with a notification of the transfer will be made to the CONTRACTOR.

12) Suspension. If the GOVERNMENTAL BODY fails to comply with the special conditions and/or the general terms and conditions of this Agreement, CMAP may, after written notice to the GOVERNMENTAL BODY, suspend the Agreement and withhold further payments or prohibit the GOVERNMENTAL BODY from incurring additional obligations of funds pending corrective action by the GOVERNMENTAL BODY. If corrective action has not been completed within sixty (60) calendar days after service of written notice of suspension, CMAP shall notify the GOVERNMENTAL BODY in writing that the Agreement has been terminated by reason of default in accordance with paragraph 12 hereof. CMAP may determine to allow such necessary and proper costs which the GOVERNMENTAL BODY could not reasonably avoid during the period of suspension provided such costs meet the provisions of the U.S. Office Management and Budget 2 CFR 200 in effect on the date first above written.

13) Termination.

a. This Agreement may be terminated in whole or in part in writing by either party in the event of substantial failure (hereinafter termed "Termination by Default") by the other party to fulfill its obligations under this Agreement through no fault of the terminating party, provided that no such termination may be effected unless the other party is given (i) not less than seven (7) calendar days written notice (delivered by certified mail, return receipt requested) of intent to Termination by Default, and (ii) an opportunity for consultation with the terminating party prior to Termination by Default.

b. This Agreement may be terminated in whole or in part in writing by CMAP for its convenience (hereinafter termed "Termination for Convenience"), provided that GOVERNMENTAL BODY is given not less than seven (7) calendar days written notice (delivered by certified mail, return receipt requested) of intent to terminate.

c. If Termination by Default is effected by CMAP, an equitable adjustment in the price provided for in this Agreement shall be made, but (i) no amount shall be allowed for anticipated profit on unperformed services or other work, and (ii) any payment due to GOVERNMENTAL BODY at the time of termination may be adjusted to the extent of any additional costs occasioned to CMAP by reason of GOVERNMENTAL BODY'S default. If Termination by Default is effected by GOVERNMENTAL BODY, or if Termination for Convenience is effected by CMAP, the equitable adjustment shall include a reasonable profit for services or other work performed. The equitable adjustment for any termination shall provide payment to GOVERNMENTAL BODY for services rendered and expenses incurred prior to termination, in addition CMAP may include cost reasonably incurred by GOVERNMENTAL BODY relating to commitments which had become firm prior to termination.

d. Upon notice of termination action pursuant to paragraphs (a) or (b) of this clause, GOVERNMENTAL BODY shall (i) promptly discontinue all services affected (unless the notice directs otherwise) and (ii) deliver or otherwise make available to CMAP all data, drawings, specifications, reports, estimates, summaries and such other information and materials as may have been accumulated by GOVERNMENTAL BODY in performing this Agreement, whether completed or in process.

e. Upon termination pursuant to paragraphs (a) or (b) of this clause, CMAP may take over the work and prosecute the same to completion by agreement with another party otherwise.

f. In the event GOVERNMENTAL BODY must terminate this Agreement due to circumstances beyond its control, the termination shall be deemed to have been effected for the convenience of CMAP. In such event, adjustment of the price provided for in this Agreement shall be made as provided in paragraph c of this clause.

14) Location of Services. Services to be performed by the GOVERNMENTAL BODY shall be performed as described in Part 4.

15) Allocation of Agreement Funds. The GOVERNMENTAL BODY may spend only those funds which will be reimbursed by both CMAP and the Federal government. This Agreement authorizes the GOVERNMENTAL BODY to spend no more than the limit of compensation as identified in Part 5 Compensation for Services in this Agreement. The GOVERNMENTAL BODY is required to provide the local match as outlined in Part 5 Compensation for Services.

16) Reporting/Consultation. The GOVERNMENTAL BODY shall consult with and keep CMAP fully informed as to the progress of all matters covered by this Agreement.

17) Remedies. Except as may be otherwise provided in this Agreement, all claims, counterclaims, disputes and other matters in question between CMAP and the GOVERNMENTAL BODY arising out of or relating to this Agreement or the breach thereof will be decided by arbitration. If the parties hereto mutually agree, a request for remedy may be sought from a court of competent jurisdiction within the State of Illinois, County of Cook.

18) Equal Employment Opportunity. The GOVERNMENTAL BODY will comply with Executive Order 11246 entitled "Equal Employment Opportunity," as amended by U.S. Department of Labor regulations (41 CFR Part 60). In connection with the execution of this Agreement, the GOVERNMENTAL BODY shall not discriminate against any employee or an applicant for employment because of race, religion, color, sex, national origin, ancestry, or physical or mental handicap unrelated to ability. The GOVERNMENTAL BODY shall take affirmative actions to insure that applicants are employed and that employees are treated during their employment without regard to their race, religion, color, sex, national origin, ancestry, or physical or mental handicap unrelated to ability. Such actions shall include, but not be limited to, employment, promotion, demotion, transfer, recruitment, recruitment advertising, layoff, termination, rates of pay, other forms of compensation, and selection for training or apprenticeship. The GOVERNMENAL BODY shall cause the provisions of this paragraph to be inserted into all subcontractors work covered by this Agreement so that such provisions will be binding upon each subcontractor, provided that such provisions shall not apply to contracts or subcontracts for standard commercial supplies or raw materials.

19) Small and Minority Business Enterprise. In connection with the performance of this Agreement the GOVERNMENTAL BODY will cooperate with CMAP in meeting its commitments and goals with respect to the maximum utilization of small business and minority business enterprises, and will use its best efforts to insure that small business and minority business enterprises shall have the maximum practicable opportunity to compete for subcontract work under this Agreement.

20) Political Activity. No portion of funds for this Agreement shall be used for any partisan political activity or to further the election or defeat of any candidate for public office.

21) Prohibited Interest.

a. No officer or employee of CMAP and no member of its governing body and no other public official of any locality in which the Project objectives will be carried out who exercises any functions or responsibilities in the review or approval of the undertaking or carrying out of such objectives shall (i) participate in any decision relating to any subcontract negotiated under this Agreement which affects his personal interest or the interest of any corporation, partnership or association in which he is, directly or indirectly, interested; or (ii) have any financial interest, direct or indirect, in such subcontract or in the work to be performed under such contract.

b. No member of or delegate of the Illinois General Assembly or the Congress of the United States of America, and no federal Resident Commissioner, shall be admitted to any share hereof or to any benefit arising herefrom.

c. The GOVERNMENTAL BODY warrants and represents that no person or selling agency has been employed or retained to solicit or secure this Agreement, upon an agreement or understanding for a commission, percentage, bonus, brokerage or contingent fee, or gratuity, excepting its bona fide employees. For breach or violation of this warranty CMAP shall have the right to annul this Agreement without liability or, at its discretion, to deduct from the Agreement price or consideration, or otherwise recover, the full amount of such commission, percentage bonus, brokerage or contingent fee, or gratuity.

22) Patents and Copyright Responsibility.

a. The GOVERNMENTAL BODY agrees that any material or design specified by the GOVERNMENTAL BODY or supplied by the GOVERNMENTAL BODY pursuant to this Agreement shall not infringe any patent or copyright and the GOVERNMENTAL BODY shall be solely responsible for securing any necessary licenses required for patented or copyrighted material used by the GOVERNMENTAL BODY.

b. If any claim is brought against CMAP by third parties for alleged infringement of third-party patent and copyright and intellectual rights, which claim is caused by breach of the GOVERNMENTAL BODY'S promise as contained in paragraph a of this clause, the GOVERNMENTAL BODY shall save harmless and indemnify CMAP from all loss, damage or expense (including attorney's fees) due to defending CMAP from such claim.

c. If the principal purpose of this Agreement is to create, develop or improve products, processes or methods; or to explore into fields which directly concern public health, safety or welfare, or if the Project is in a field of science or technology in which there has been little significant experience outside of work funded by federal assistance; and any discovery or invention arises or is developed in the course of or under this Agreement, such invention or discovery shall be subject to the reporting and rights provisions of U.S. Office of Management and Budget Circular No. A-102 or to U.S. Office of Management and Budget Circular No. A-21, and to the pertinent regulations of the grantor agency(ies) in effect on the date of execution of this Agreement. The GOVERNMENTAL BODY shall include provisions appropriate to effectuate the purpose of this condition in all subcontracts under this Agreement involving research, developmental, experimental or demonstration work.

23) Conflict of Interest. In order to avoid any potential conflict of interest, the GOVERNMENTAL BODY agrees during the term of this Agreement not to undertake any activities which could conflict directly or indirectly

with the interest of CMAP as pertains to this agreement. The GOVERNMENTAL BODY shall immediately advise CMAP of any such conflict of interest. CMAP shall make the ultimate determination as to whether a conflict of interest exists.

24) Ownership of Documents/Title of Work. All documents, data and records produced by the GOVERNMENTAL BODY in carrying out the GOVERNMENTAL BODY'S obligations and services hereunder, without limitation and whether preliminary or final, shall become and remains the property of CMAP and the GOVERNMENTAL BODY. CMAP and the GOVERNMENTAL BODY shall have the right to use all such documents, data and records without restriction or limitation and without additional compensation to the GOVERNMENTAL BODY. All documents, data and records utilized in performing research shall be available for examination by CMAP upon request. Upon completion of the services hereunder or at the termination of this Agreement, all such documents, data and records shall, at the option of CMAP, be appropriately arranged, indexed and delivered to CMAP by the GOVERNMENTAL BODY.

25) Software. All software, related computer programs, and source code produced and developed by the GOVERNMENTAL BODY (or authorized contractor or subcontractor thereof) in carrying out the GOVERNMENTAL BODY'S obligation hereunder, without limitation and whether preliminary or final, shall become and remain the property of both CMAP and the GOVERNMENTAL BODY. CMAP and the GOVERNMENTAL BODY shall be free to sell, give, offer or otherwise provide said software and related computer programs to any other agency, department, commission, or board of the State of Illinois, as well as any other agency, department, commission, board, or other governmental entity of any country, state, county, municipality, or any other unit of local government or to any entity consisting of representative of any unit of government, for official use by said entity. Additionally, CMAP and the GOVERNMENTAL BODY shall be free to offer or otherwise provide said software and related computer programs to any current or future contractor.

CMAP agrees that any entity to whom the software and related computer programs will be given, sold or otherwise offered shall be granted only a use license, limited to use for official or authorized purposes, and said entity shall otherwise be prohibited from selling, giving or otherwise offering said software and related computer programs without the written consent of both CMAP and the GOVERNMENTAL BODY.

26) Publication. CMAP and the GOVERNMENTAL BODY shall have royalty-free, nonexclusive and irrevocable license to reproduce, publish, disclose, distribute, and otherwise use, in whole or in part, any reports, data or other materials specifically prepared under this Agreement, and to authorize other material to do so. The GOVERNMENTAL BODY shall include provisions appropriate to effectuate the purpose of this clause in all subcontracts for work under this Agreement.

27) Confidentiality Clause. Any documents, data, records, or other information given to or prepared by the GOVERNMENTAL BODY pursuant to this Agreement shall not be made available to any individual or organization without prior written approval by CMAP. All information secured by the GOVERNMENTAL BODY from CMAP in connection with the performance of services pursuant to this Agreement shall be kept confidential unless disclosure of such information is approved in writing by CMAP.

28) Reporting/Consultation. The GOVERNMENTAL BODY shall consult with and keep CMAP fully informed as to the progress of all matters covered by this Agreement.

29) Identification of Documents. All reports, maps, and other documents completed as part of this Agreement, other than documents exclusively for internal use within the GOVERNMENTAL BODY'S offices, shall carry the following notation on the front cover or a title page or, in the case of maps, in the same area which contains the name of CMAP and of the GOVERNMENTAL BODY. "This material was prepared in consultation with CMAP, the Chicago Metropolitan Agency for Planning, (http://www.cmap.illinois.gov."

30) Force Majeure. Either party shall be excused from performing its obligations under this Agreement during the time and to the extent that it is prevented from performing by a cause beyond its control including, but not limited to: any incidence of fire, flood; acts of God; commandeering of material, products, plants or facilities by the Federal, state or local government; national fuel shortage; or a material act of omission by the other party; when satisfactory evidence of such cause is presented to the other party, and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the party not performing.

31) Workers' Compensation Insurance. The GOVERNMENTAL BODY and any subcontractors shall, at their own expense, obtain and maintain Workers' Compensation insurance to cover persons employed in connection with services under this agreement. The limits for the Worker's Compensation coverage shall be no less than the statutory limits required by the State of Illinois. A certificate of insurance must be included with this contract.

32) Independent Contractors. The GOVERNMENTAL BODY'S relationship to CMAP in the performance of this Agreement is that of an independent contractor. The GOVERNMENTAL BODY'S personnel performing work under this Agreement shall at all times be under the GOVERNMENTAL BODY'S exclusive direction and control and shall be employees of GOVERNMENTAL BODY and not employees of CMAP. The GOVERNMENTAL BODY shall pay all wages, salaries and other amounts due its employees in connection with this Agreement and shall be responsible for all reports and obligations respecting them, including, but not limited to, social security, income tax withholding, unemployment compensation, workers' compensation insurance and similar matters

33) Federal, State and Local Laws. The GOVERNMENTAL BODY warrants that in the performance of this Agreement it shall comply with all applicable federal, state and local laws, statutes and ordinances and all lawful orders, rules and regulations promulgated thereunder. Since laws, regulations, directives, etc. may be modified from time-to-time, the GOVERNMENTAL BODY shall be responsible for compliance as modifications are implemented. The GOVERNMENTAL BODY'S failure to comply shall constitute a material breach of this contract.

34) Hold Harmless and Indemnity**.** CMAP and GOVERNMENTAL BODY shall indemnify, defend and hold harmless the other Party's officers, directors, employees and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss, or damages, bodily injuries, including death, damage to or loss of use of property caused by the negligent acts, omissions or willful misconduct of the Party, its officers, directors, employees, agents, subcontractors or suppliers, in connection with or arising out of the performance of this Agreement.

35) Equal Employment Opportunities -- Affirmative Action Sexual Harassment. The GOVERNMENTAL BODY must comply with the Illinois Human Rights Act and rules applicable to public funds, including equal employment

opportunity, refraining from unlawful discrimination, and having written sexual harassment policies (775 ILCS 5/2-105).

36) International Boycott. The GOVERNMENTAL BODY certifies that neither the GOVERNMENTAL BODY nor any substantially owned affiliate is participating or shall participate in an international boycott in violation of the U.S. Export Administration Act of 1979 or the applicable regulations of the U.S. Department of Commerce. This applies to contracts that exceed $10,000 (30 ILCS 582).

37) Forced Labor. The GOVERNMENTAL BODY certifies it complies with the State Prohibition of Goods from forced Labor Act, and certifies that no foreign-made equipment, materials, or supplies furnished to CMAP under this Agreement have been or will be produced in whole or in part by forced labor, or indentured labor under penal sanction (30 ILCS 583).

38) Assignment.

a. This Agreement shall be binding upon, and inure to the benefit of, the respective successors, assigns, heirs, and personal representatives of CMAP and the GOVERNMENTAL BODY. Any successor to the GOVERNMENTAL BODY'S rights under this Agreement must be approved by CMAP unless the transaction is specifically authorized under federal law. Any successor will be required to accede to all the terms, conditions and requirements of the Agreement as a condition precedent to such succession.

a) The GOVERNMENTAL BODY shall not assign any interest in this Agreement and shall not transfer any interest in the same (whether by assignment or novation), without the prior written consent of CMAP hereto, provided, however, that claims for money due or to become due to the GOVERNMENTAL BODY from CMAP under this Agreement may be assigned to a bank, trust company or other financial institution without such approval. Notice of any such assignment or transfer shall be furnished to CMAP.

39. Subcontracts.

a. Any subcontractors or outside associates or contractors required by the GOVERNMENTAL BODY in connection with the services covered by this Agreement will be subject to the approval of CMAP. Any substitutions in or additions to such subcontractors, associates or contractors will be subject to the prior approval of CMAP.

b. All subcontracts for work under this Agreement shall contain those applicable provisions which are required in this Agreement.

c. The Contractor may not subcontract services agreed to under this Agreement without prior written approval of CMAP.

40. Compliance with Registration Requirements. GOVERNMENTAL BODY and its sub-contractors shall: (i) be registered with the Federal SAM if seeking an Award that is partially or fully paid by Federal funds, and registered with the State equivalent of SAM; (ii) be in good standing with the Illinois Secretary of State, if applicable; and (iii) have a valid DUNS number. It is the GOVERNMENTAL BODY'S responsibility to remain current with these registrations and requirements. If the GOVERNMENTAL BODY'S status with regard to any of these requirements change, or the certifications made in and information provided in the Uniform Grant Application changes, Grantee must notify the Grantor in accordance with ARTICLE XVIII.



Chicago Metropolitan
Agency for Planning

ATTACHMENT 6: CERTIFICATIONS

Chicago Metropolitan Agency for Planning

CERTIFICATIONS, SUB-AWARD

Certificate One: Federal Conditions of Approval

Signatories of this document hereby certify that these conditions and procedures and terms and the conditions and procedures specific to this project will be adhered to unless amended in writing.

1) Standard Assurances. The GOVERNMENTAL BODY assures that it will comply with all applicable federal statutes, regulations, executive orders, Federal Transit Administration (FTA) circulars, and other federal requirements in carrying out any project supported by federal funds. The GOVERNMENTAL BODY recognizes that federal laws, regulations, policies, and administrative practices may be modified from time to time and those modifications may affect project implementation. All contracts, whether funded in whole or in part with either Federal or State funds, are subject to Federal requirements and regulations, including but not limited to 2 CFR Part 200, 44 Ill. Admin. Code 7000.30(b) and the Financial Management Standards in Paragraph 7.9.

2) Control of Property. The GOVERNMENTAL BODY certifies that the control, utilization and disposition of property or equipment acquired using federal funds is maintained according to the provisions of 2 CFR Part 200, Subpart D, Property Standards.

3) Cost Principles. The GOVERNMENTAL BODY certifies that the cost principles and indirect cost proposals of this Agreement are consistent with 2 CFR Part 200, Subpart E, and Appendix VII to Part 200, and all costs included in this Agreement are allowable under 2 CFR Part 200, Subpart E.

4) Audit Requirements**.** The GOVERNMENTAL BODY shall be subject to the audit requirements contained in the Single Audit Act Amendments of 1996 (31 USC 7501-7507) and Subpart F of 2 CFR Part 200, and the audit rules set forth by the Governor's Office of Management and Budget. *See* 30 ILCS 708/65(c).

   a) Audit required. A non-Federal entity that expends $750,000 or more during the non-Federal entity's fiscal year in Federal awards must have a single or program-specific audit conducted for that year.

   b) Single audit. If A Non-Federal entity expends $750,000 or more in Federal Awards (direct federal and federal pass-through awards combined) during its fiscal year, it must have a single audit or program-specific audit conducted for that year as required in 2 CFR 200.501 and other applicable sections of Subpart F. The audit and reporting package (including data collection form) must be completed as described in 2 CFR 200.512 (single audit) or 2 CFR 200.507 (Program-specific audit). The audit (and package) must be submitted to Grantor either within (i) 30 calendar days after receipt of the auditor's report(s) or (ii) nine months after the end of the audit period, whichever is earlier.

   c) Financial Statement Audit. A non-Federal entity that expends less than $750,000 in Federal Awards during its fiscal year and is not subject to the audit requirements in 15.2, but receives between $300,000 and $499,999 in Federal and State Awards combined, Grantee must have a financial statement audit conducted in accordance with Generally Accepted Auditing Standards (GAAS); if Grantee expends between $500,000 and $749,999 in Federal and State awards combined, Grantee must have a financial statement audit conducted in accordance with Generally Accepted Government Auditing Standards (GAGAS). Grantee shall submit these financial statement audit reports to Grantor

either within (i) 30 calendar days after receipt of the auditor's report(s) or (ii) 180 calendar days after the end of the audit period, whichever is earlier.

d) Performance Audits. For those organizations required to submit an independent audit report, the audit is to be conducted by the Illinois Auditor General, or a Certified Public Accountant or Certified Public Accounting Firm licensed in the State of Illinois. For audits required to be performed subject to Generally Accepted Government Auditing Standards, Grantee shall request and maintain on file a copy of the auditor's most recent peer review report and acceptance letter.

5) Intelligent Transportation Systems Program. As used in this assurance, the term Intelligent Transportation Systems (ITS) project is defined to include any project that in whole or in part finances the acquisition of technologies or systems of technologies that provide or significantly contribute to the provision of one or more ITS user services as defined in the "National ITS Architecture."

a) In accordance with 23 U.S.C. 517(d), as amended by the Moving Ahead for Progress in the 21st Century Act (MAP-21), the GOVERNMENTAL BODY assures it will comply with all applicable requirements of Section V (Regional ITS Architecture and Section VI (Project Implementation)) of FTA Notice, "FTA National ITS Architecture Policy on Transit Projects," at 66 Fed. Reg. 1455 et seq., January 8, 2001, and other FTA requirements that may be issued in connection with any ITS project it undertakes financed with Highway Trust Funds (including funds from the mass transit account) or funds made available for the Intelligent Transportation Systems Program.

b) With respect to any ITS project financed with Federal assistance derived from a source other than Highway Trust Funds (including funds from the Mass Transit Account) or 23 U.S.C. 517(d), the GOVERNMENTAL BODY assures that it will use its best efforts to ensure that any ITS project it undertakes will not preclude interface with other intelligent transportation systems in the Region.

6) Davis-Bacon Act. To the extent applicable, the GOVERNMENTAL BODY will comply with the Davis-Bacon Act, as amended, 40 U.S.C. 3141 *et seq.*, the Copeland "Anti-Kickback" Act, as amended, 18 U.S.C. 874, and the Contract Work Hours and Safety Standards Act, as amended, 40 U.S.C. 3701 *et seq.,* regarding labor standards for federally assisted sub agreements.

7) OMB. Certifications and Assurances Required by the U.S. Office of Management and Budget (OMB) (SF-424B and SF-424D). As required by OMB, the GOVERNMENTAL BODY certifies that it:

a) Has the legal authority and the institutional, managerial, and financial capability to ensure proper planning, management, and completion of the project.

b) Will give the U.S. Secretary of Transportation, the Comptroller General of the United States, and, if appropriate, the state, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives;

c) Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest or personal gain;

d) Will initiate and complete the work within the applicable project time periods;

e) Will comply with all applicable Federal statutes relating to nondiscrimination including, but not limited to:

i) Title VI of the Civil Rights Act, 42 U.S.C. 2000d, which prohibits discrimination on the basis of race, color, or national origin;

ii) Title IX of the Education Amendments of 1972, as amended, 20 U.S.C. 1681 through 1683, and 1685 through 1687, and U.S. DOT regulations, "Nondiscrimination on the Basis of Sex in Education Programs or Activities Receiving Federal Financial Assistance," 49 CFR Part 25, which prohibit discrimination on the basis of sex;

iii) Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. 794, which prohibits discrimination on the basis of handicap;

iv) The Age Discrimination Act of 1975, as amended, 42 U.S.C. 6101 through 6107, which prohibits discrimination on the basis of age;

v) The Drug Abuse, Prevention, Treatment and Rehabilitation Act, Public Law 92-255, and amendments thereto, 21 U.S.C. 1101 *et seq*. relating to nondiscrimination on the basis of drug abuse;

vi) The Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970, Public Law 91-616, and amendments thereto, 42 U.S.C. 4541 *et seq*. relating to nondiscrimination on the basis of alcohol abuse or alcoholism;

vii) The Public Health Service Act of 1912, as amended, 42 U.S.C. 290dd-2 related to confidentiality of alcohol and drug abuse patient records;

viii) Title VIII of the Civil Rights Act, 42 U.S.C. 3601 *et seq*., relating to nondiscrimination in the sale, rental, or financing of housing;

ix) Any other nondiscrimination provisions in the specific statutes under which Federal assistance for the project may be provided including, but not limited, to 49 U.S.C. 5332, which prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity, and Section 1101(b) of the Transportation Equity Act for the 21st Century, 23 U.S.C. 101 note, which provides for participation of disadvantaged business enterprises in FTA programs; and

f) Any other nondiscrimination statute(s) that may apply to the project including but not limited to:

i) The prohibitions against discrimination on the basis of disability, as provided in the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. 12101 *et seq*.

g) Will comply with all federal environmental standards applicable to the project, including but not limited to:

i) Institution of environmental quality control measures under the National Environmental Policy Act of 1969 and Executive Order 11514;

ii) Notification of violating facilities pursuant to Executive Order 11738;

iii) Protection of wetlands pursuant to Executive Order 11990;

iv) Evaluation of flood hazards in floodplains in accordance with Executive Order 11988;

v) Assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972, 16 U.S.C. 1451 et seq.;

vi) Conformity of federal Actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended, 42 U.S.C. 7401 et seq.;

vii) Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended;

viii) Protection of endangered species under the Endangered Species Act of 1973, as amended;

ix) GOVERNMENTAL BODY will comply with the environmental protections for Federal transportation programs, including, but not limited to, protections for parks, recreation areas, or wildlife or waterfowl refuges of national, State, or local significance or any land from a historic site of national, State, or local significance to be used in a transportation Project, as required by 49 U.S.C. 303 (also known as "Section 4f");

x) The Wild and Scenic Rivers Act of 1968, 16 U.S.C. 1271 et seq., which relates to protecting components or potential components of the national wild scenic rivers system; and Environmental impact and related procedures pursuant to 23 C.F.R. Part 771.

8) Other Federal Statues. Will comply with all other federal statutes applicable to the project, including but not limited to:

a) As provided by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Relocation Act), 42 U.S.C. 4601 et seq., and 49 U.S.C. 5323(b), regardless of whether Federal funding has been provided for any of the real property acquired for Project purposes, GOVERNMENTAL BODY:

i) will provide for fair and equitable treatment of any displaced persons, or any persons whose property is acquired as a result of federally-funded programs,

ii) has the necessary legal authority under State and local laws and regulations to comply with:

(1) The Uniform Relocation Act. 42 U.S.C. 4601 *et seq.*, as specified by 42 U.S.C. 4630 and 4655, and U.S. DOT regulations, "Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs," 49 CFR part 24, specifically 49 CFR 24.4, and

iii) has complied with or will comply with the Uniform Relocation Act and implementing U.S. DOT regulations because:

iv) will adequately inform each affected person of the benefits, policies, and procedures provided for in 49 CFR part 24,

v) As required by 42 U.S.C. 4622, 4623, and 4624, and 49 CFR part 24, if an FTA-funded Project results in displacement, it will provide fair and reasonable relocation payments and assistance to:

(1) Displaced families or individuals, and

(2) Displaced corporations, associations, or partnerships,

vi) As provided by 42 U.S.C. 4625 and 49 CFR part 24, it will provide relocation assistance programs offering the services described in the U.S. DOT regulations to such:

(1) Displaced families and individuals, and

(2) Displaced corporations, associations, or partnerships,

vii) As required by 42 U.S.C. 4625(c)(3), within a reasonable time before displacement, it will make available comparable replacement dwellings to families and individuals,

viii) GOVERNMENTAL BODY:

(1) Carry out the relocation process to provide displaced persons with uniform and consistent services, and

(2) Make available replacement housing in the same range of choices with respect to such housing to all displaced persons regardless of race, color, religion, or national origin,

ix) It will be guided by the real property acquisition policies of 42 U.S.C. 4651 and 4652,

x) will pay or reimburse property owners for their necessary expenses as specified in 42 U.S.C. 4653 and 4654, understanding that FTA will provide Federal funding for its eligible costs for providing payments for those expenses, as required by 42 U.S.C. 4631,

xi) will execute the necessary implementing amendments to FTA-funded third party contracts and sub agreements,

xii) will execute, furnish, and be bound by such additional documents as FTA may determine necessary to effectuate or implement these assurances,

xiii) will incorporate these assurances by reference into and make them a part of any third party contract or sub agreement, or any amendments thereto, relating to any FTA-funded Project involving relocation or land acquisition, and

xiv) will provide in any affected document that these relocation and land acquisition provisions must supersede any conflicting provisions;

(1) The Hatch Act, 5 U.S.C. 1501 – 1508, 7324 – 7326, which limits the political activities of State and local agencies and their officers and employees whose primary employment activities are financed in whole or part with Federal funds, including a Federal Loan, Grant Agreement, or Cooperative Agreement, and

(2) 49 U.S.C. 5323(l)(2) and 23 U.S.C. 142(g), which provide an exception from Hatch Act restrictions for a nonsupervisory employee of a public transportation system (or of any other agency or entity performing related functions) receiving FTA funding appropriated or made available for 49 U.S.C. chapter 53 and 23 U.S.C. 142(a)(2) to whom the Hatch Act does not otherwise apply,

xv) The Flood Disaster Protection Act of 1973, which requires the purchase of flood insurance in certain instances;

xvi) Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. 470;

xvii) Executive Order 11593, which relates to identification and protection of historic properties;

xviii) The Archaeological and Historic Preservation Act of 1974, 16 U.S.C. 469a-1 et seq.;

xix) The Laboratory Animal Welfare Act of 1966, as amended, 7 U.S.C. 2131 et seq., which relates to the care, handling, and treatment of warm-blooded animals held for research, teaching, or other activities supported by a federal award of assistance;

xx) The Lead-Based Paint Poisoning Prevention Act, 42 U.S.C. 4801 et seq., which relates to prohibiting the use of lead-based paint in construction or rehabilitation of residence structures;

xxi) The Single Audit Act Amendments of 1996 and OMB Circular No. A-133, “Audits of States, Local Governments, and Non-Profit Organizations”; and

xxii) Use of parks, recreation areas, wildlife and waterfowl refuges, and historic sites pursuant to 23 C.F.R. Part 774 (Section 4(f) requirements); and

b) GOVERNMENTAL BODY will, to the extent applicable, comply with the protections for human subjects involved in research, development, and related activities supported by Federal funding of:

i) The National Research Act, as amended, 42 U.S.C. 289 *et seq*., and

ii) U.S. DOT regulations, "Protection of Human Subjects," 49 CFR part 11.

9) Energy Conservation. To the extent applicable, the GOVERNMENTAL BODY and its third party GOVERNMENTAL BODYs at all tiers shall comply with mandatory standards and policies relating to energy efficiency that are contained in applicable state energy conservation plans issued in compliance with the Energy Policy and Conservation Act, 42 U.S.C. Section 6321 et seq.

10) Eligibility For Employment In The United States. The GOVERNMENTAL BODY shall complete and keep on file, as appropriate, Immigration and Naturalization Service Employment Eligibility Forms (I-9). These forms shall be used by the GOVERNMENTAL BODY to verify that persons employed by the GOVERNMENTAL BODY are eligible to work in the United States.

11) Buy America. As set forth in 49 U.S.C 5323(j) and 49 C.F.R. Part 661, only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of satisfactory quality; or that inclusion of domestic materials will increase the cost of overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

12) False Or Fraudulent Statements Or Claims. The GOVERNMENTAL BODY acknowledges that if it makes a false, fictitious, or fraudulent claim, statement, submission, or certification to CMAP in connection with this Agreement, CMAP reserves the right to impose on the GOVERNMENTAL BODY the penalties of 18 U.S.C. Section 1001, 31 U.S.C. Section 3801, and 49 CFR Part 31, as CMAP may deem appropriate. GOVERNMENTAL BODY agrees to include this clause in all state and federal assisted contracts and subcontracts.

13) Changed Conditions Affecting Performance. The GOVERNMENTAL BODY shall immediately notify CMAP of any change in conditions or local law, or of any other event which may significantly affect its ability to perform the Project in accordance with the provisions of this Agreement.

14) Third Party Disputes Or Breaches. The GOVERNMENTAL BODY agrees to pursue all legal rights available to it in the enforcement or defense of any third party contract, and FTA or U.S. DOT and CMAP reserve the right to concur in any compromise or settlement of any third party contract claim involving the GOVERNMENTAL BODY. The GOVERNMENTAL BODY will notify FTA or U.S. DOT and the CMAP of any current or prospective major dispute pertaining to a third party contract. If the GOVERNMENTAL BODY seeks to name CMAP as a party to the litigation, the GOVERNMENTAL BODY agrees to inform both FTA or U.S. DOT and CMAP before doing so. CMAP retains a right to a proportionate share of any proceeds derived from any third party recovery. Unless permitted otherwise by the CMAP, the GOVERNMENTAL BODY will credit the Project Account with any liquidated damages recovered. Nothing herein is intended to nor shall it waive U.S. DOT's, FTA's or the CMAP's immunity to suit.

15) Fly America. The GOVERNMENTAL BODY will comply with 49 U.S.C. §40118, 4 CFR §52 and U.S. GAO Guidelines B- 138942, 1981 U.S. Comp. Gen. LEXIS 2166,March 31, 1981 regarding costs of international air transportation by U.S. Flag air carriers.

16) Non-Waiver. The GOVERNMENTAL BODY agrees that in no event shall any action or inaction on behalf of or by CMAP, including the making by CMAP of any payment under this Agreement, constitute or be construed as a waiver by CMAP of any breach by the GOVERNMENTAL BODY of any terms of this Agreement or any default on the part of the GOVERNMENTAL BODY which may then exist; and any action, including the making

of a payment by CMAP, while any such breach or default shall exist, shall in no way impair or prejudice any right or remedy available to CMAP in respect to such breach or default. The remedies available to CMAP under this Agreement are cumulative and not exclusive. The waiver or exercise of any remedy shall not be construed as a waiver of any other remedy available hereunder or under general principles of law or equity.

17) Preference for Recycled Products. To the extent applicable, the GOVERNMENTAL BODY agrees to give preference to the purchase of recycled products for use in this Agreement pursuant to the various U.S. Environmental Protection Agency (EPA) guidelines, "Comprehensive Procurement Guidelines for Products Containing Recovered Materials," 40 CFR Part 247, which implements section 6002 of the Resource Conservation and Recovery Act, as amended, 42 U.S.C. § 6962.

18) Cargo Preference. Use of United States Flag Vessels. The GOVERNMENTAL BODY agrees to comply with 46 U.S.C.§ 55305 and 46 CFR Part 381 and to insert the substance of those regulations in all applicable subcontracts issued pursuant to this Agreement, to the extent those regulations apply to this Agreement.

19) Performance measurement. The GOVERNMENTAL BODY must relate financial data of this AGREEMENT to its performance accomplishments. Further, the GOVERNMENTAL BODY must also provide cost information or a budget in Part 6 to demonstrate cost effective practices pursuant to 2 CFR Part 200.301.

20) Project closeout. Pursuant to CFR Part 200.343 thru 200.345, the GOVERNMENTAL BODY must submit the required project deliverables, performance and financial reports, and all eligible incurred costs as specified in Parts 5 and 6, respectively, of this AGREEMENT no later than 90 days after the AGREEMENT's end date. Further, the GOVERNMENTAL BODY agrees that the project should then be closed no later than 360 days after receipt and acceptance by CMAP of all required final reports.

21) Certification Regarding Annual Fiscal Reports or Payment Vouchers. The GOVERNMENTAL BODY agrees to comply with 2 CFR Part 200.415(a) as follows: To assure that expenditures are proper and in accordance with the terms and conditions of the Federal award and approved project budgets, the annual and final fiscal reports or vouchers requesting payment under the agreements must include a certification, signed by an official who is authorized to legally bind the GOVERNMENTAL BODY, which reads as follows: "By signing this report, I certify to the best of my knowledge and belief that the report is true, complete, and accurate, and the expenditures, disbursements and cash receipts are for the purposes and objectives set forth in the terms and conditions of the Federal award. I am aware that any false, fictitious, or fraudulent information, or the omission of any material fact, may subject me to criminal, civil or administrative penalties for fraud, false statements, false claims or otherwise. (U.S. Code Title 18, Section 1001 and Title 31, Sections 3729-3730 and 3801-3812)."

22) Certifications: Both Parties, their employees and subGOVERNMENTAL BODYs under subcontract made pursuant to this Agreement, remain compliant with all applicable provisions of State and Federal laws, statutes and ordinances and all lawful orders, rules and regulations promulgated thereunder. Since laws, regulations, directives, etc. may be modified from time-to-time, the GOVERNMENTAL BODY shall be responsible for compliance as modifications are implemented, to the extent that the certifications apply to the GOVERNMENTAL BODY, pertaining to:

    a) Bribery. Pursuant to (30 ILCS 500/50-5);

    b) Bid Rigging. Pursuant to (720 ILCS 500/33E- or 33E-4);

    c) Debt to State. Pursuant to (30 ILCS 500/50-11);

    d) Education Loan. Pursuant to (5 ILCS 385/1 et seq).;

e) International Boycott. Pursuant to U.S. Export Administration Act of 1979 or the applicable regulation of the U.S. Department of Commerce. This applies to contracts that exceed $10,000 (15 CFR Part 730 through 774);

f) Forced Labor Act. Pursuant to (30 ILCS 583);

g) Dues and Fees to any club which unlawfully discriminates. Pursuant to (775 ILCS 25/1 et seq.);

h) Pro-Children Act. Pursuant to (20 USC 7181-7184) and the Goods from Child Labor Act (30 ILCS 584);

i) Drug-Free Work Place. Pursuant to (30 ILCS 580/3 and 41 USC 8102);

j) Clean Air Act and Clean Water Act. Pursuant to (42 USC §7401 et seq). and the Federal Water Pollution Control Act, as amended (33 USC 1251 et seq.);

k) Debarment. Pursuant to (2 CFR 200.205(a)) or by the State (30 ILCS 708/25(6)(g));

l) Non-procurement Debarment and Suspension. Pursuant to (2 CFR Part 180 as supplemented by 2 CFR part 376, Subpart C);

m) Grant for the Construction of Fixed Works. This agreement is subject to the Illinois Prevailing Wage Act Pursuant to (820 ILSC 130/0.01 et seq.)

n) Health Insurance Portability and Accountability Act of 1996. Pursuant to Public Law No. 104-191 (45 CFR Parts 160, 162, and 164 and the Social Security Act of, 42 USC 1320d-2 through 1320d- 7).

o) Criminal Convictions. Pursuant to the Sarbanes-Oxley Act of 2002, nor a class 3 or Class 2 felony under Illinois Securities Law of 1953 or pursuant to (30 ILCS 500/50).

p) Illinois Use Tax. Pursuant to (30 ILCS 500/50);

q) Environmental Protection act Violations. Pursuant to (30 ILCS 500/50-14)

r) Federal Funding Accountability and Transparency Act of 2006 (31 USC 6101);

s) Motor Vehicle Law: Grantee certifies that it is in full compliance with the terms and provisions of the National Voter Registration Act of 1993 (52 USC 20501 et seq);

t) Goods from Child Labor Act. Pursuant to (30 ILCS 847);

23) Unlawful Discrimination**.** Compliance with Nondiscrimination Laws. Both Parties, their employees and subGOVERNMENTAL BODYs under subcontract made pursuant to this Agreement, remain compliant with all applicable provisions of State and Federal laws and regulations pertaining to nondiscrimination, sexual harassment and equal employment opportunity including, but not limited to, the following laws and regulations and all subsequent amendments thereto:

a) The Illinois Human Rights Act (775 ILCS 5/1-101 *et seq.*), including, without limitation, 44 Ill. Admin. Code Part 750, which is incorporated herein;

b) The Public Works Employment Discrimination Act (775 ILCS 10/1 *et seq.*);

c) The United States Civil Rights Act of 1964 (as amended) (42 USC 2000a- and 2000h-6). (*See also* guidelines to Federal Financial Assistance Recipients Regarding Title VI Prohibition Against National Origin Discrimination Affecting Limited English Proficient Persons [Federal Register: February 18, 2002 (Volume 67, Number 13, Pages 2671-2685)]);

d) Section 504 of the Rehabilitation Act of 1973 (29 USC 794);

e) The Americans with Disabilities Act of 1990 (42 USC 12101 *et seq.*); and

f) The Age Discrimination Act (42 USC 6101 *et seq.*).

24) Political Activity. No portion of funds for this subcontract shall be used for any partisan political activity or to further the election or defeat of any candidate for public office.

25) EO 1-2007 Compliance: GOVERNMENTAL BODY certifies that to the best of its knowledge, its sub-GOVERNMENTAL BODYs have complied with and will comply with Executive Order No. 1 (2007) (EO 1-2007). EO 1-2007 generally prohibits GOVERNMENTAL BODYs and subGOVERNMENTAL BODYs from hiring the then-serving Governor's family members to lobby procurement activities to the State, or any other unit of government in Illinois including local governments, if that procurement may result in a contract valued at over $25,000.

a) This prohibition also applies to hiring for that same purpose any former State employee who had procurement authority at any time during the one-year period preceding the procurement lobbying activity.

26) Prohibited Interest. .No officer or employee of CMAP and no member of its governing body and no other public official of any locality in which the Project objectives will be carried out who exercises any functions or responsibilities in the review or approval of the undertaking or carrying out of such objectives shall (i) participate in any decision relating to any subcontract negotiated under this Agreement which affects his personal interest or the interest of any corporation, partnership or association in which he is, directly or indirectly, interested; or (ii) have any financial interest, direct or indirect, in such subcontract or in the work to be performed under such contract. No member of or delegate of the Illinois General Assembly or the Congress of the United States of America, and no federal Resident Commissioner, shall be admitted to any share hereof or to any benefit arising herefrom. The GOVERNMENTAL BODY warrants and represents that no person or selling agency has been employed or retained to solicit or secure this Agreement, upon an agreement or understanding for a commission, percentage, bonus, brokerage or contingent fee, or gratuity, excepting its bona fide employees. For breach or violation of this warranty CMAP shall have the right to annul this Agreement without liability or, at its discretion, to deduct from the Agreement price or consideration, or otherwise recover, the full amount of such commission, percentage bonus, brokerage or contingent fee, or gratuity.

a) The GOVERNMENTAL BODY will disclose all violations of criminal law involving fraud, bribery and gratuity violations. The GOVERNMENTAL BODY's failure to comply shall constitute a material breach of this contract.

27) Compliance with Registration Requirements. The GOVERNMENTAL BODY shall be registered with the Federal System for Award Management (SAM) and have a valid DUNS number. It is the GOVERNMENTAL BODY's responsibility to remain current with these registrations and requirements. If the GOVERNMENTAL BODY's status with regard to any of these requirements change, the GOVERNMENTAL BODY must notify CMAP immediately.

28) Improper Influence. Grantee certifies that no Grant Funds have been paid or will be paid by or on behalf of Grantee to any person for influencing or attempting to influence an officer or employee of any government agency, a member of Congress or Illinois General Assembly, an officer or employee of Congress or Illinois General Assembly, or an employee of a member of Congress or Illinois General Assembly in connection with the awarding of any agreement, the making of any grant, the making of any loan, the entering into of any cooperative agreement, or the extension, continuation, renewal, amendment or modification of any

agreement, grant, loan or cooperative agreement. 31 USC 1352. Additionally, Grantee certifies that it has filed the required certification under the Byrd Anti-Lobbying Amendment (31 USC 1352), if applicable.

29) Federal Form LLL. If any funds, other than Federally appropriated funds, were paid or will be paid to any person for influencing or attempting to influence any of the above persons in connection with this Agreement, the undersigned must also complete and submit Federal Form LLL, Disclosure of Lobbying Activities Form, in accordance with its instructions.

30) Lobbying Costs. Grantee certifies that it is in compliance with the restrictions on lobbying set forth in 2 CFR Part 200.450. For any Indirect Costs associated with this Agreement, total lobbying costs shall be separately identified in the Program Budget, and thereafter treated as other Unallowable Costs.

31) Certification. This certification is a material representation of fact upon which reliance was placed to enter into this transaction and is a prerequisite for this transaction, pursuant to 31 USC 1352. Any person who fails to file the required certifications shall be subject to a civil penalty of not less than $10,000, and not more than $100,000, for each such failure.

All of the requirements listed in paragraphs 1 through 31 apply to the federally funded project. The GOVERNMENTAL BODY hereby agrees to include these requirements in each contract and subcontract financed in whole or in part with federal assistance.

Certification Two: FTA Certification Regarding Lobbying

The Federal Transportation Authority (FTA) a source of funds for this project requires the Certification for Contracts, Grants, Loans, and Cooperative Agreements to be submitted with each bid or offer exceeding $100,000. The GOVERNMENTAL BODY hereby attests to understanding and complying with the FTA Certification Regarding Lobbying (49 CRF PART 20) requirement and submit a completed “FTA Certification Regarding Lobbying” for any proposals which may or will exceed $100,000.

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for making lobbying contacts to an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form--LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions [as amended by "Government wide Guidance for New Restrictions on Lobbying," 61 Fed. Reg. 1413 (1/19/96). Note: Language in paragraph (2) herein has been modified in accordance with Section 10 of the Lobbying Disclosure Act of 1995 (P.L. 104-65, to be codified at 2 U.S.C. 1601, et seq.)]

3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31, U.S.C. § 1352 (as amended by the Lobbying Disclosure Act of 1995). Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

[Note: Pursuant to 31 U.S.C. § 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such expenditure or failure.]

The GOVERNMENTAL BODY, hereby certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the GOVERNMENTAL BODY understands and agrees that the provisions of 31 U.S.C. A 3801, et seq., apply to this certification and disclosure, if any.

Chicago Metropolitan Agency for Planning

ATTACHMENT 7: ANNUAL SINGLE AUDIT COMPLIANCE

Chicago Metropolitan Agency for Planning

ANNUAL CERTIFICATION FOR COMPLIANCE WITH FEDERAL OMB-CIRCULAR A-133/2 CFR Section 200.51(c)(4), SUB-AWARD

This certification applies ONLY to governmental agencies, local units of government and non-profit agencies expending federal funds for this project. If OMB Circular A-133/2 CFR Section 200.51(c)(4) applies to your organization, this certification or a copy of your OMB Circular A-133/2 CFR Section 200.51(c)(4) single audit must be submitted to CMAP at the end of your fiscal year for any fiscal year in which you expended any federal funds related to this contract.

NOTE: ANNUAL COMPLIANCE WITH THIS REQUIREMENT IS MANDATORY FOR EVERY YEAR IN WHICH FEDERAL FUNDS ARE EXPENDED FOR THIS PROJECT BY ANY STATES, LOCAL GOVERNMENTS OR NONPROFIT ORGANIZATIONS. FAILURE TO COMPLY WITH THE ANNUAL CERTIFICATION TO CMAP WILL RESULT IN THE SUSPENSION OF PAYMENTS TO REIMBURSE PROJECT COSTS.

In accordance with OMB Circular A-133/2 CFR Section 200.51(c)(4), Audits of States, Local Governments, and Non-Profit Organizations, such non-federal entities that expend $750,000 or more in federal awards in a year are required to have a single audit performed in accordance with OMB Circular A-133/2 CFR Section 200.51(c)(4). The Chicago Metropolitan Agency for Planning (CMAP) is required by federal law to obtain and review the single audit of all entities that had any federally participating funds pass through it, irrespective of the amount provided by CMAP. It is the responsibility of the agencies expending federal funds to comply with the requirements of OMB Circular A-133/2 CFR Section 200.51(c)(4) and determine whether they are required to have a single audit performed.

In order to comply with this requirement, your agency must provide the following information to CMAP on an annual basis for every year in which you expended funds for costs associated with this project:

1. If your agency expended $750,000 (or the current OMB Circular A-133/2 CFR Section 200.51(c)(4) qualifying amount) or more in federal awards from all sources, including other agencies, in a year, you are required to have a single audit performed in accordance with OMB Circular A-133/2 CFR Section 200.51(c)(4) and submit a copy of the report to CMAP within the earlier of 30 days after completion of the single audit or no more than nine months after the end of your fiscal year end.

   This is an annual requirement for every year in which you expended funds for this project.

   The single audit must be comprised of four parts. You have the option of including the four parts in one report or a combination of reports. The four parts are commonly known as:

   a. Comprehensive Annual Financial Report (Financial Statements)
   b. Schedule of Expenditures of Federal Awards and Independent Auditor's Report thereon.
   c. Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and other matters based on an Audit of Financial Statements performed in accordance with Government Auditing Standards.
   d. Independent Auditor's Report on Compliance with Requirements Applicable to each Major Program and on Internal Control over Compliance in accordance with OMB Circular A-133/2 CFR Section 200.51(c)(4).

Additional information which should be submitted:

a. Corrective Action Plan(s), if applicable.
b. Management Letter, if applicable.
c. Status of Prior Year Findings, if applicable.

2. If your agency did not expend $750,000 (or the current OMB Circular A-133/2 CFR Section 200.51(c)(4)) or more in federal awards from all sources, including other agencies, in any fiscal year for which you expended funds for projects costs and were not required to conduct a single audit, you must complete and return a Single Audit Not Required Certification, an example is provided below.

   This is an annual requirement for every year in which you expended funds for this project.

   Example Single Audit Not Required Certification

   I certify that _____ did not expend $750,000 or more in federal awards in our fiscal year _____ and was not required to have a single audit conducted.

   Acknowledged:

   Authorized Signature: _____ Date: _____

   Name/Title: _____

   Government Name: _____

3. If your agency receives multiple awards from CMAP, only one annual submittal of this information is required.

Please submit a copy of your OMB Circular A-133/2 CFR Section 200.51(c)(4) single audit or a Single Audit Not Required Certification to: accounting@cmap.illinois.gov

Chicago Metropolitan Agency for Planning

ATTACHMENT 8: GRANT FRAUD AND WHISTLE BLOWER POLICY

433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

GRANT FRAUD, WASTE AND ABUSE TRAINING & WHISTLEBLOWER POLICY

CMAP's policy is designed to comply with the Whistleblower Act (740 ILCS 174), and this policy shall be interpreted subject to the standards in the Act. The Whistleblower Act protects every citizen, including state and local government employees, when they blow the whistle on government corruption. It is the practice of CMAP not to allow retaliation for reports of wrongdoing, fraud, corruption, or waste made in good faith, and it is the duty of every CMAP employee to report suspected improprieties. It is, at the same time, unacceptable to knowingly file a false report.

Persons covered

All members of the CMAP Board and employees, grantees, contractors, and vendors of CMAP are protected under this policy when reporting suspected improprieties.

Types of complaints

The following suspected improprieties should be reported:

- Violations of laws and regulations applicable to CMAP
- Contract and procurement fraud or collusion involving contracts with CMAP contractors, subcontractors, suppliers, or vendors
- Misuse, embezzlement, or theft of CMAP property or funds
- Bribery and acceptance of gratuities in connection with authorized CMAP operations or transactions with suppliers, contractors, subcontractors, and vendors
- Employee misconduct, such as misuse of official position and acceptance of unauthorized gifts
- Conflicts of interest, such as an employee doing business with CMAP under a different name
- Other unethical or illegal activities involving CMAP property, employees, agents, contractors, subcontractors, vendors or suppliers, such as identity theft, check fraud, or violation of computer crime statutes

Duty to report

It is the duty of every CMAP Board member and employee to report suspected violations of the policy of which they are aware, and failure to act will lead to disciplinary actions. It is impermissible to knowing file a false report. Any employee who violates this prohibition will be subject to discipline in accordance with CMAP policy, up to and including termination.

Reporting complaints

Suspected policy violations or illegal acts may be reported in the following manner:

- CMAP employees may speak with their manager or the CMAP ethics advisor (human resources director). Employees can also speak to their deputy if resolution with their manager or the ethics advisor is not reached.
- CMAP employees and third parties may call human resources at (312)-386-8774 or the deputy executive director of people and operations.

Third parties may contact the CMAP ethics advisor or deputy executive director of people and operations by calling 312-454-0400.

Confidentiality of the complaints received by the CMAP ethics advisor will be maintained to the fullest extent possible, consistent with the need to conduct an appropriate review. When possible, the CMAP ethics advisor will notify the complainant and acknowledge receipt of the reported violation within seven business days of receipt of the complaint. The CMAP ethics advisor will maintain a log of all

433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

complaints that are received, tracking their receipt, investigation, and resolution. This information will be reported to the CMAP Board Executive Committee semi-annually.

Accounting and auditing matters

The CMAP ethics advisor shall refer action relating to concerns and complaints regarding CMAP's accounting practices, internal controls, and auditing to the executive director, deputy executive director of people and operations, and Board Executive Committee. The CMAP ethics advisor shall work with the Executive Committee until the matter is resolved.

Prohibition against retaliation

It is essential that CMAP employees and others be able to report suspected policy violations or illegal activity they observe at CMAP without fear they will lose their job, impede their ability to advance at CMAP, or otherwise be subject to retaliation by colleagues, managers, and others. For purposes of this policy, retaliation includes any of the following actions:

- Reducing or restricting an employee's duties or responsibilities
- Failing to promote or give a raise to an employee who, were it not for the report of noncompliant activity, would have received a promotion or raise
- Terminating an employee
- Taking any similar action that is intended to retaliate against or "pay back" an employee for a report of non-compliance

Companies that have entered into a contractual relationship with CMAP are also covered under this policy. CMAP is prohibited from terminating or modifying the existing contract(s) or grant(s) of any third party in retaliation for reporting suspected violations, unless the violation relates to such contract(s) or grant(s), and CMAP shall take all reasonable steps to protect the identity of employee of any vendor who files a complaint hereunder.

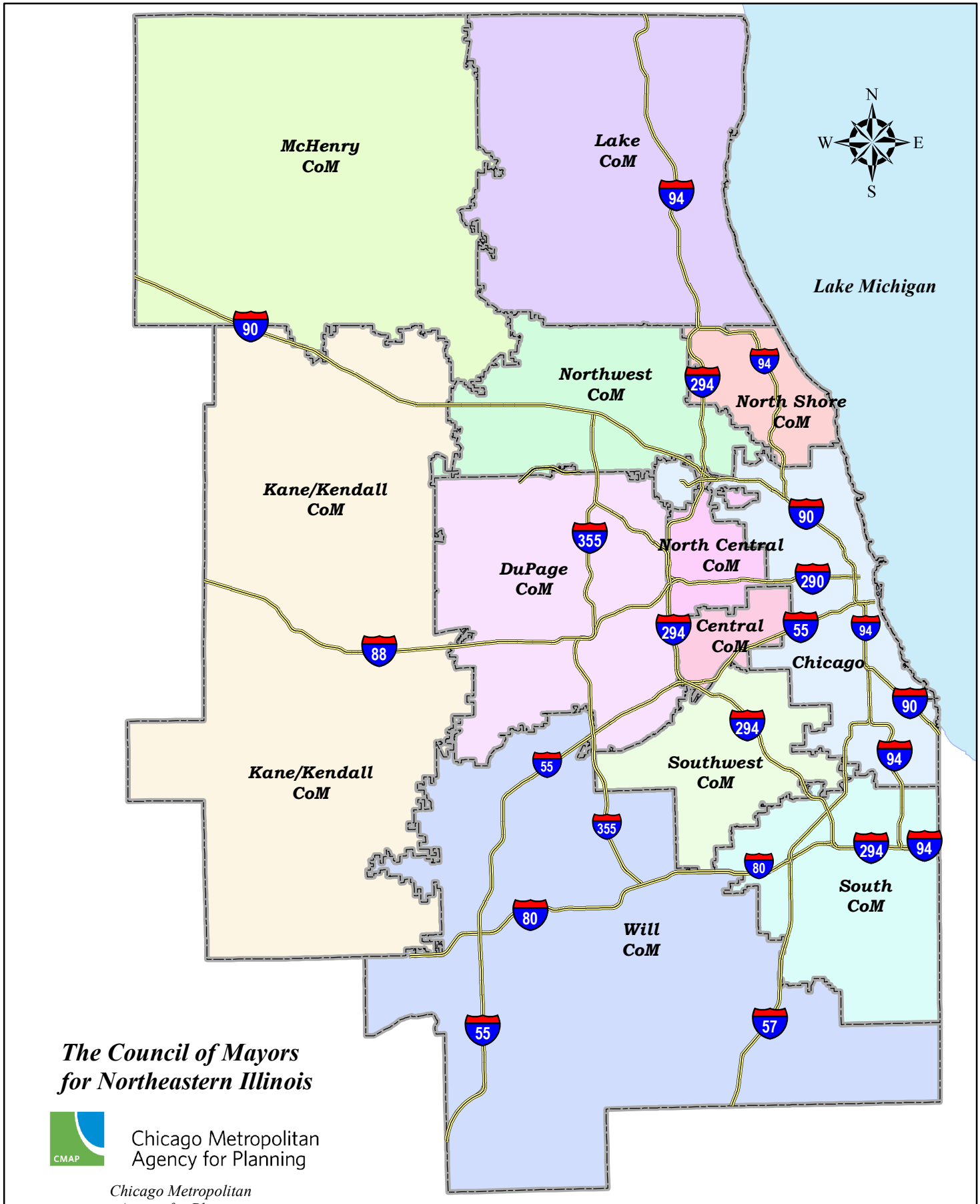
CMAP provides annual training to assist employees and subrecipients in understanding the various compliance regulations related to federal awards in accordance with 2 CFR 200. This training defines grant fraud, waste and abuse, highlights ways to mitigate the risk of it happening and the appropriate steps to report misdeeds with the protection of CMAP's whistleblower policy.

Please use the 2026 CMAP Grant Fraud Training.mp4 to access the required training and sign below.

I certify that _____ has completed the 2026 CMAP Grant Fraud, Waste and Abuse training and reviewed CMAP's Whistle blower policy.

Name/Title: _____

Authorized Signature: _____ Date: _____


McHenry CoM
Lake CoM
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Kane/Kendall CoM
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North Central CoM
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Chicago
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Kane/Kendall CoM
55
Southwest CoM
94
355
294
94
80
South CoM
80
Will CoM
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The Council of Mayors for Northeastern Illinois
CMAP
Chicago Metropolitan Agency for Planning
Chicago Metropolitan Agency for Planning
433 W. Van Buren St., Suite 450
Chicago, IL 60607
www.cmap.illinois.gov
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April, 2013

STATE OF ILLINOIS)
SS.
COUNTY OF KANE)

RESOLUTION NO. TMP-26-1004

ESTABLISHING A PUBLIC HEARING DATE FOR CONSIDERATION OF THE COMPREHENSIVE ROAD IMPROVEMENT PLAN AND IMPOSITION OF ROAD IMPROVEMENT IMPACT FEES

WHEREAS, the Road Improvement Impact Fees Law 605 ILCS 5/5-901 et. seq. requires that a public hearing shall be held to consider the Comprehensive Road Improvement Plan and the imposition of the road improvement impact fees related thereto; and

WHEREAS, 605 ILCS 5/5-905 requires the Kane County Board to adopt a resolution establishing a public hearing date to consider the Comprehensive Road Improvement Plan and the imposition of Road Improvement Impact Fees; and

WHEREAS, Kane County is required to publish notice of the public hearing date once each week for three consecutive weeks, not less than 30 and not more than 60 days before the scheduled public hearing date, in a newspaper of general circulation within Kane County.

NOW, THEREFORE, BE IT RESOLVED by the Kane County Board that the public hearing for the consideration of the Comprehensive Road Improvement Plan and the imposition of road improvement impact fees related thereto will be held on Tuesday, October 19, 2026 from 4:00 p.m. to 6:00 p.m., in the Auditorium of Building A at the Kane County Government Center located at 719 Batavia Avenue, Geneva, IL.

Passed by the Kane County Board on September 8, 2026.

_____	_____
John A. Cunningham, MBA, JD, JD	Corinne M. Pierog MA, MBA
Clerk, County Board	Chairman, County Board
Kane County, Illinois	Kane County, Illinois

Vote:

RESOLUTION / ORDINANCE EXECUTIVE SUMMARY ADDENDUM

Title
Establishing a Public Hearing Date for Consideration of the Comprehensive Road Improvement Plan and the Imposition of Road Improvement Impact Fees

Committee Flow:
Transportation Committee, Executive Committee, County Board

Contact:
Heidi Files, 630.444.3142

Budget Information:

Was this item budgeted? N/A	Appropriation Amount: $N/A
If not budgeted, explain funding source: N/A	
Was this item passed through the appropriate committee? Yes	

Summary:

The Illinois Road Improvement Impact Fee Law (605 ILCS 5/5-901 et seq.) requires the Comprehensive Road Improvement Plan (CRIP) to be updated at least once every five years in accordance with the procedures established by State statute. Following the County's approval of the projected land use assumptions, the next step in the statutory process is to conduct a public hearing to consider the updated CRIP and the imposition of related impact fees. On August 4, 2026, the Impact Fee Advisory Committee voted to recommend establishing Monday, October 19, 2026 as the date for this public hearing.

Public Hearing on the Comprehensive Road Improvement Plan and Imposition of Impact Fees:

Monday, October 19th, 4:00 p.m. to 6:00 p.m.
Auditorium, Building A
Kane County Government Center
719 S. Batavia Ave., Geneva Illinois

Staff recommends approval of the proposed public hearing date.

Kane County
Road Impact Fee Program Update

County Board Transportation Committee

August 18, 2026







KDOT
KANE COUNTY DIVISION OF TRANSPORTATION

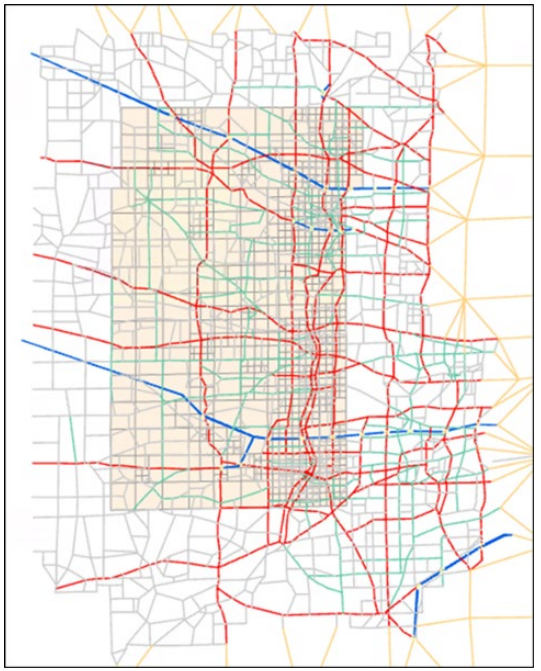
Update of the Comprehensive Road Improvement Plan (CRIP)

KDOT
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CRIP Process Overview

Comprehensive Road Improvement Plan (CRIP)

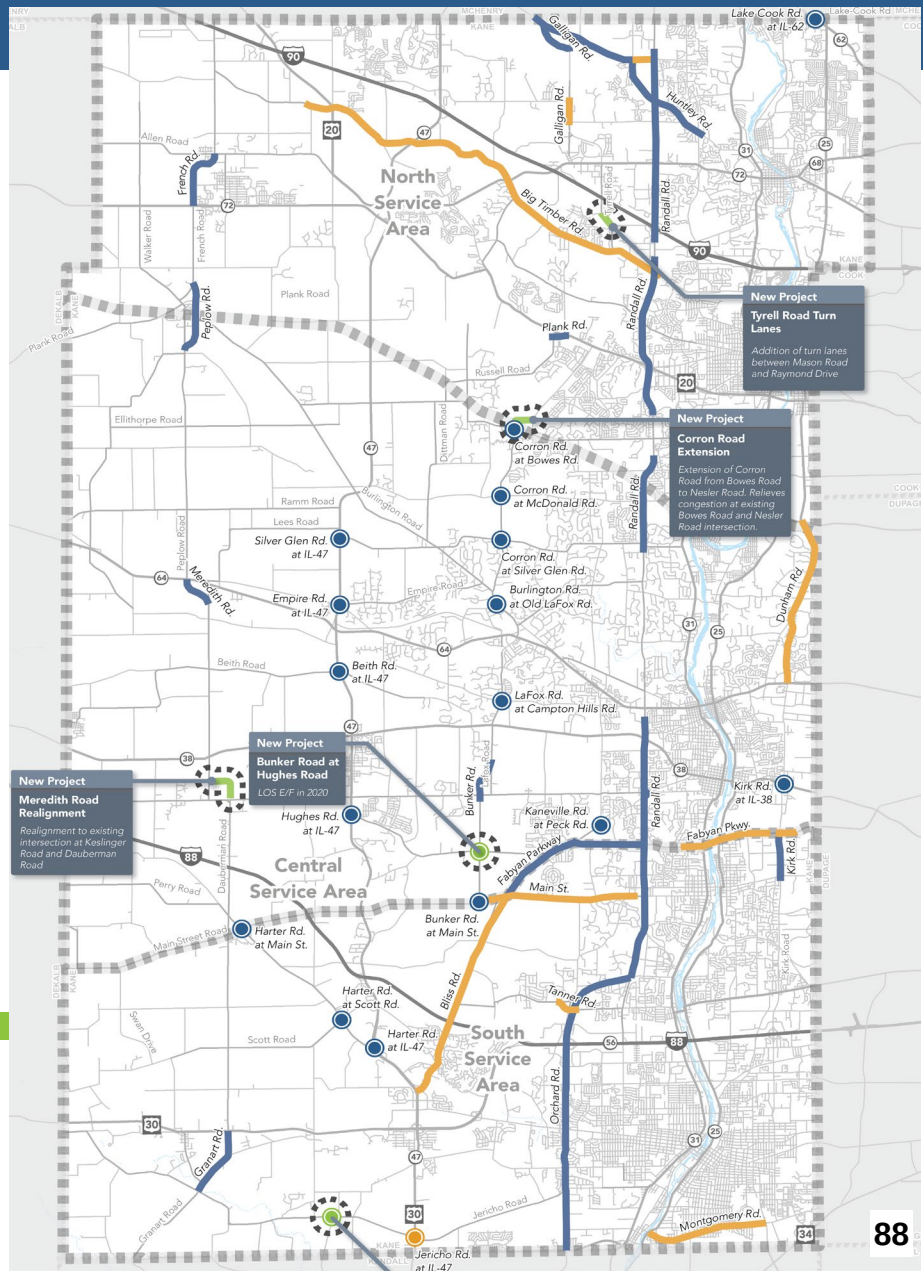
- Utilize adopted Land Use Assumptions
- Run travel demand model for 2025 and 2035
- Identify capacity related deficiencies
- Evaluate improvement alternatives
- Identify improvement projects
- Prepare planning-level cost estimates



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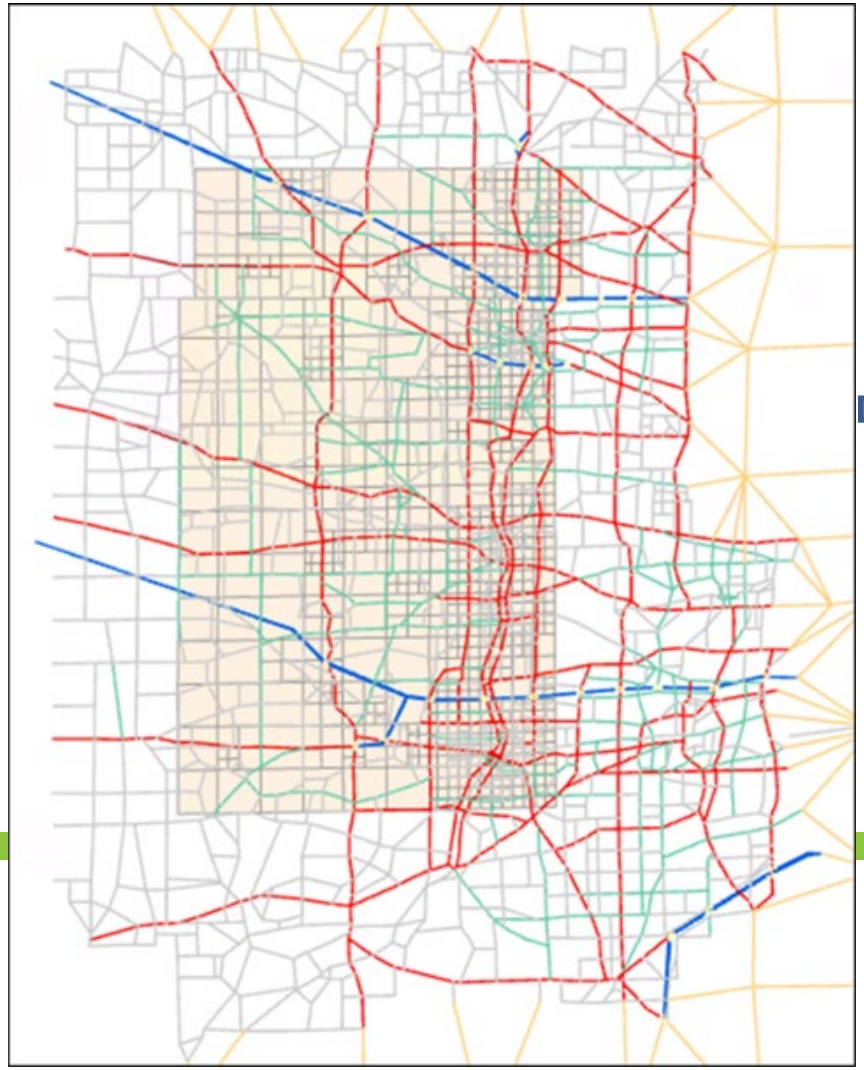
Impact Fee Project Expenditures Since 2022 CRIP Update

- Bilss/Main/Fabyan realignment & roundabout
- Bunker/LaFox realignment & Roundabout
- Dauberman extension
- Main at Nelson Lake
- Randall at IL 72
- Huntley at Galligan
- Longmeadow Parkway
- Randall at Stearns
- Fabyan at Wenmoth
- Main at Wenmoth
- Montgomery at Howell
- Fabyan at Settler's Hill
- Kirk at Fabyan
- Various Locations - Impact fee obligations applied toward right-of-way acquisition for eligible projects



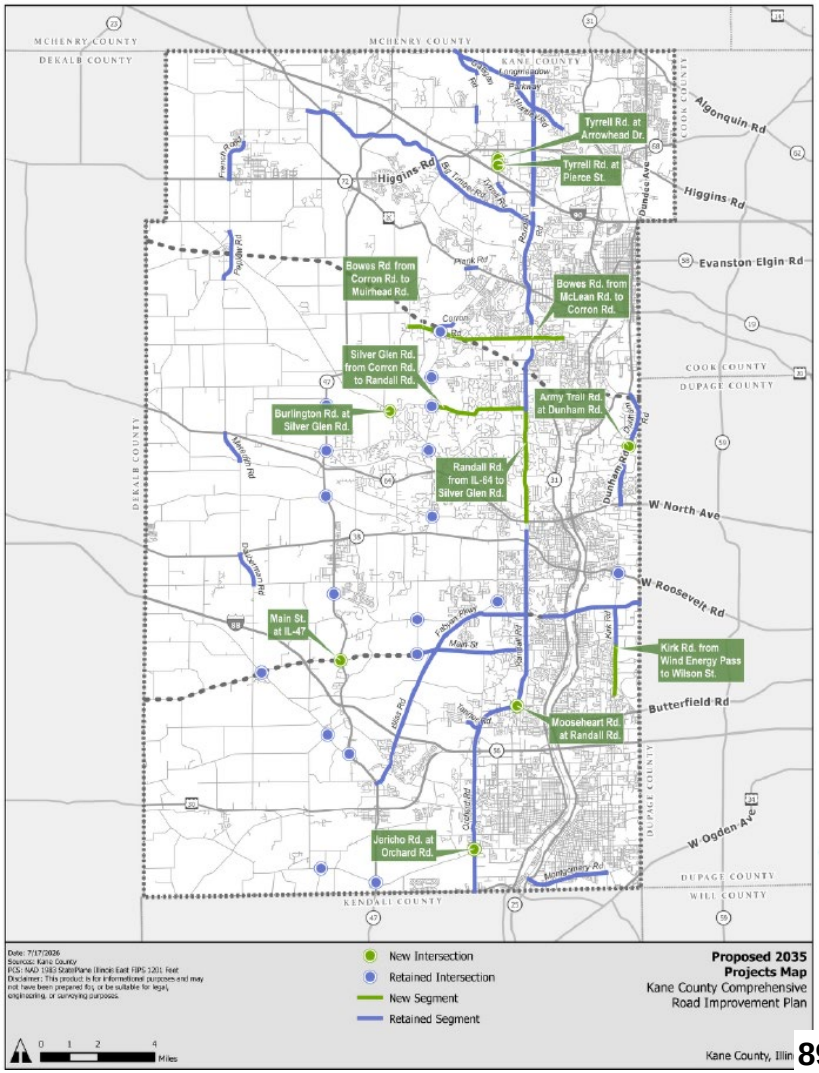
2035 Projects

Travel Demand Model Identifies Deficiencies



Analysis & Synchro Modeling

Updated CRIP Projects



Cost Estimate Summary – Proposed 2035 CRIP

2035 CRIP (PROPOSED)	
Total Program Cost (2026-2035)	$1,056,692,000
Total Impact Fee Eligible Program Cost (2026-2035)	$972,562,000
Expected Revenue (2026-2035)*	*$621,906,910

*Notes - Road/bridge maintenance, safety, operations and personnel estimated at $500M+ (2026-2035)
- Impact Fees often used as a local match in pursuing federal and state fund grants
- Impact fee revenues preserve limited local funds for other critical transportation needs and projects

Metric	Service Area		
	North	Central	South
Total New Trips	161,426	59,790	87,951
Eligible Project Cost	$500,548,000	$191,884,000	$280,130,000
Impact Fee per Trip	$3,101	$3,209	$3,185

Gross Impact Fees Prior to Application of Discounts

Land Use	Impact Unit	LUC (3)	2035 CRIP Gross Impact Fee ($) per Impact Unit			2030 CRIP Gross Impact Fee ($) per Impact Unit			Change Gross Impact Fee ($) per Impact Unit		
			North	Central	South	North	Central	South	North	Central	South
RESIDENTIAL											
Single Family Detached	Dwelling Unit	210	$2,883.73	$2,962.11	$2,984.65	$2,721.19	$2,736.12	$2,725.81	$162.54	$225.99	$258.83
Single Family Attached	Dwelling Unit	215	$1,581.40	$1,624.39	$1,636.74	$1,650.08	$1,659.14	$1,652.89	-$68.68	-$34.75	-$16.14
Multi-Family Attached	Dwelling Unit	220	$1,612.41	$1,656.24	$1,668.84	$1,476.39	$1,484.49	$1,478.90	$136.02	$171.74	$189.94
Age Restricted Housing	Dwelling Unit	251	$899.23	$923.67	$930.70	$868.46	$873.23	$869.94	$30.76	$50.44	$60.76
COMMERCIAL RETAIL											
Retail 1 to < 40,000 s.f. (5)	1,000 s.f. (1)	822	$7,216.47	$7,412.61	$7,469.00	$7,058.59	$7,097.32	$7,070.59	$157.87	$315.29	$398.42
Retail 40,000 to 150,000 s.f.	1,000 s.f. (1)	821	$9,843.77	$10,111.32	$10,188.24	$9,672.09	$9,725.17	$9,688.53	$171.67	$386.15	$499.71
Retail over 150,000 s.f.	1,000 s.f. (1)	820	$5,256.46	$5,399.33	$5,440.40	$5,118.15	$5,146.24	$5,126.85	$138.30	$253.09	$313.55
Supermarket	1,000 s.f. (2)	850	$13,082.85	$13,438.44	$13,540.68	$12,436.42	$12,504.66	$12,457.55	$646.43	$933.78	$1,083.13
Gas Service Station	Fueling Position	944	$5,294.91	$5,438.82	$5,480.20	$4,832.14	$4,858.65	$4,840.35	$462.77	$580.17	$639.85
Convenience Store/Gas Station (GFA 2-4k)	Fueling Position	945	$7,372.13	$7,572.50	$7,630.11	$7,998.56	$8,042.45	$8,012.15	-$626.44	-$469.95	-$382.04
Convenience Store/Gas Station (GFA 4-5.5k)	Fueling Position	945	$4,750.41	$4,879.53	$4,916.65	$6,588.75	$6,624.91	$6,599.95	-$1,838.34	-$1,745.38	-$1,683.30
COMMERCIAL OFFICE											
General Office	1,000 s.f. (2)	710	$3,658.93	$3,758.38	$3,786.97	$4,168.63	$4,191.51	$4,175.71	-$509.70	-$433.12	-$388.74
Medical-Dental Office	1,000 s.f. (2)	720	$10,604.70	$10,892.94	$10,975.80	$11,376.89	$11,439.32	$11,396.22	-$772.19	-$546.38	-$420.42
Office Park	1,000 s.f. (2)	750	$3,751.95	$3,853.93	$3,883.25	$3,763.35	$3,784.00	$3,769.74	-$11.39	$69.94	$113.51
Business Park	1,000 s.f. (2)	770	$2,449.62	$2,516.20	$2,535.35	$3,531.76	$3,551.14	$3,537.76	-$1,082.13	-$1,034.93	-$1,002.41
COMMERCIAL INDUSTRIAL											
Warehouse/Distribution Terminal	1,000 s.f. (2)	150	$465.12	$477.76	$481.39	$521.08	$523.94	$521.96	-$55.96	-$46.18	-$40.57
Speculative Industrial (6)	1,000 s.f. (2)	150/710	$1,116.28	$1,146.62	$1,155.35	$1,244.80	$1,251.63	$1,246.91	-$128.52	-$105.01	-$91.57
Light Industrial/Industrial Park	1,000 s.f. (2)	110	$1,519.39	$1,560.68	$1,572.56	$1,881.67	$1,892.00	$1,884.87	-$362.29	-$331.32	-$312.31
COMMERCIAL RESTAURANT											
Fast Food Restaurant	1,000 s.f. (2)	934	$25,476.08	$26,168.53	$26,367.60	$24,860.68	$24,997.09	$24,902.92	$615.41	$1,171.44	$1,464.68
Fine Dining Restaurant	1,000 s.f. (2)	931	$7,283.75	$7,481.73	$7,538.64	$6,548.23	$6,584.16	$6,559.35	$735.53	$897.57	$979.29
COMMERCIAL SERVICE											
Day Care	1,000 s.f. (2)	565	$8,000.04	$8,217.48	$8,279.99	$7,725.86	$7,768.26	$7,738.99	$274.17	$449.22	$541.00
Hospital	Bed	610	$5,240.33	$5,382.77	$5,423.72	$4,892.35	$4,919.20	$4,900.67	$347.98	$463.57	$523.05
Nursing Home	Bed	620	$682.17	$700.72	$706.05	$405.28	$407.51	$405.97	$276.89	$293.21	$300.07
Hotel/Motel	Room	320	$1,147.29	$1,178.48	$1,187.44	$1,042.16	$1,047.88	$1,043.93	$105.13	$130.60	$143.51
OTHER											
Religious Institution	1,000 s.f. (2)	560	$1,333.34	$1,369.58	$1,380.00	$1,418.49	$1,426.28	$1,420.90	-$85.15	-$56.70	-$40.90

2035 CRIP Reduced Impact Fee Schedule with a 50% Multiplier

Reduced Impact Fee per Impact Unit = Net Impact Fee per Impact Unit x 50% Multiplier

			2035 CRIP		
			Reduced Impact Fee ($) per Impact Unit (7)		
Land Use	Impact Unit	LUC (3)	North	Central	South
RESIDENTIAL					
Single Family Detached	Dwelling Unit	210	$1,441.87	$1,481.06	$1,492.32
Single Family Attached	Dwelling Unit	215	$790.70	$812.19	$818.37
Multi-Family Attached	Dwelling Unit	220	$806.21	$828.12	$834.42
Age Restricted Housing	Dwelling Unit	251	$449.61	$461.83	$465.35
COMMERCIAL RETAIL					
Retail 1 to < 40,000 s.f. (5)	1,000 s.f. (1)	822	$3,608.23	$3,706.31	$3,734.50
Retail 40,000 to 150,000 s.f.	1,000 s.f. (1)	821	$4,921.88	$5,055.66	$5,094.12
Retail over 150,000 s.f.	1,000 s.f. (1)	820	$2,628.23	$2,699.66	$2,720.20
Supermarket	1,000 s.f. (2)	850	$6,541.42	$6,719.22	$6,770.34
Gas Service Station	Fueling Position	944	$2,647.45	$2,719.41	$2,740.10
Convenience Store/Gas Station (GFA 2-4k)	Fueling Position	945	$3,686.06	$3,786.25	$3,815.05
Convenience Store/Gas Station (GFA 4-5.5k)	Fueling Position	945	$2,375.20	$2,439.76	$2,458.32
COMMERCIAL OFFICE					
General Office	1,000 s.f. (2)	710	$1,829.47	$1,879.19	$1,893.49
Medical-Dental Office	1,000 s.f. (2)	720	$5,302.35	$5,446.47	$5,487.90
Office Park	1,000 s.f. (2)	750	$1,875.98	$1,926.97	$1,941.63
Business Park	1,000 s.f. (2)	770	$1,224.81	$1,258.10	$1,267.67
COMMERCIAL INDUSTRIAL					
Warehouse/Distribution Terminal	1,000 s.f. (2)	150	$232.56	$238.88	$240.70
Speculative Industrial (6)	1,000 s.f. (2)	150/710	$558.14	$573.31	$577.67
Light Industrial/Industrial Park	1,000 s.f. (2)	110	$759.69	$780.34	$786.28
COMMERCIAL RESTAURANT					
Fast Food Restaurant	1,000 s.f. (2)	934	$12,738.04	$13,084.26	$13,183.80
Fine Dining Restaurant	1,000 s.f. (2)	931	$3,641.88	$3,740.86	$3,769.32
COMMERCIAL SERVICE					
Day Care	1,000 s.f. (2)	565	$4,000.02	$4,108.74	$4,140.00
Hospital	Bed	610	$2,620.17	$2,691.38	$2,711.86
Nursing Home	Bed	620	$341.09	$350.36	$353.02
Hotel/Motel	Room	320	$573.65	$589.24	$593.72
OTHER					
Religious Institution	1,000 s.f. (2)	560	$666.67	$684.79	$690.00

Updates to the Impact Fee Discount Program

- **Fewer discount categories** to simplify program administration.
- **Focus discounts on redevelopment and transit access.**
- **Remove discount categories that require subjective interpretation or extensive documentation.**
- **No changes proposed to:**
  - Downtown development discount
  - Infill discount
  - Charitable organization exemption

Benefits

- ✓ Easier to verify and administer
- ✓ Easier for applicants to understand
- ✓ Improves consistency
- ✓ Focuses incentives on measurable transportation benefits

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Action Requested

*Recommendation to the County Board to Establish a Public Hearing Date **(October 19, 2026)** for Consideration of the Comprehensive Road Improvement Plan and the Imposition of Road Improvement Impact Fees*

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2027 Kane County Road Impact Fee Program

Comprehensive Road Improvement Plan

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Prepared for
Kane County Division of Transportation

KDOT
KANE COUNTY DIVISION OF TRANSPORTATION

July 2026

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Program Foundation

Section 1 Introduction and Legal Framework

1.1 Purpose of the Road Impact Fee Program

The Kane County Road Impact Fee Program (Program) provides a mechanism for assessing road improvement impact fees on new development based on the proportional traffic impacts generated by that development. The Program is intended to ensure that new development contributes a fair share toward the cost of capacity-related improvements to the County highway system that are needed to accommodate growth. Under the Program, impact fees are assessed in accordance with the County's adopted fee schedule and supporting technical methodology, with fees based on the traffic demand associated with specific land uses and development characteristics. The Program is administered by the Kane County Division of Transportation (KDOT) pursuant to the County's Road Improvement Impact Fee Ordinance and applicable state law.

1.2 Statutory Authority

The Kane County Road Impact Fee Program is authorized by the Illinois Road Improvement Impact Fee Law (605 ILCS 5/5-901 et seq.), which permits qualifying units of local governments to assess road improvement impact fees on new development based on proportional traffic impacts. Kane County implements this authority through the Kane County Road Improvement Impact Fee Ordinance, as amended from time to time, and related administrative procedures established by the County Engineer. The Ordinance establishes the legal framework for fee assessment, collection, credits, discounts, appeals, and administration of the Program.

1.3 Program Goals

Consistent with the Illinois Road Improvement Impact Fee Law, the Program is guided by the following two core goals:

- "…the imposition of such road improvement impact fees is designed to supplement other funding sources so that the burden of paying for road improvements can be allocated in a fair and equitable manner."
- "…to promote orderly economic growth throughout the State by assuring that new development bears its fair share of the cost of meeting the demand for road improvements through the imposition of road improvement impact fees."

These goals recognize that roadway improvements needed to accommodate future growth should be funded through a combination of impact fees and other available transportation funding sources. The Program is structured to allocate costs proportionately to development that generates additional demand on the County highway system while supporting continued economic development throughout Kane County.

1.4 Relationship of This Document to the Ordinance

The Comprehensive Road Improvement Plan (CRIP) provides the planning and technical foundation for the Kane County Road Improvement Impact Fee Ordinance. The CRIP documents the County

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highway system, existing traffic conditions, existing deficiencies and the County's commitment to cure those deficiencies, adopted land use assumptions, proposed roadway improvements needed to serve new development, estimated improvement costs, available funding sources, intergovernmental coordination, and the proposed road improvement schedule. These elements establish the basis for the impact fee program and support the fee calculations implemented through the Ordinance.

The Ordinance establishes the legal requirements for assessing, collecting, administering, crediting, discounting, appealing, and refunding road improvement impact fees. The CRIP does not amend, supersede, or replace the Ordinance. Rather, the CRIP should be read as the supporting planning document that identifies the roadway improvements, land use assumptions, service areas, eligible project costs, and related technical information used to implement the Ordinance.

In the event of any conflict between the CRIP and the Ordinance, the Ordinance shall govern. All impact fee assessments, credits, discounts, appeals, refunds, agreements, and other administrative actions shall be conducted in accordance with the Ordinance and applicable state law.

1.5 Cross-Reference Conventions

To improve readability and reduce duplication, this document uses internal section references when a topic is discussed in detail elsewhere. Definitions, service areas, credits, discounts, procedures, application requirements, and administrative provisions are presented in a single location whenever practicable, while the fee schedule is reproduced where necessary to support implementation and ease of use.

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Section 2 Program Development Methodology

Kane County uses a facilities-driven approach to establish the Road Impact Fee Program. Under this approach, the County identifies the roadway improvements needed to accommodate projected growth, determines the portion of those improvements that are not funded by other revenue sources, and allocates a proportionate share of those costs to new development. Impact fee revenues may be used only for eligible capital improvements to County highways and may not be used for routine maintenance, operations, or correction of existing deficiencies.

The Road Impact Fee Program is developed through a five-step process that establishes the relationship between projected growth, future transportation needs, and the impact fees assessed to new development. The process used to develop the facilities-driven Road Impact Fee Program is summarized below.

Facilities-Driven Approach

A facilities-driven impact fee program allocates a proportionate share of the unfunded capital cost of eligible County highway improvements to new development based on the traffic impacts generated by that development. This approach ensures that new development contributes toward the cost of transportation improvements needed to accommodate future growth while maintaining compliance with the Illinois Road Improvement Impact Fee Law.

Future Growth

The first step in developing the impact fee program is the preparation of land use assumptions describing the location, density, and type of development anticipated within Kane County during the planning horizon. Growth projections provide the basis for estimating future residential, commercial, industrial, and employment development expected to occur throughout the County. The adopted land use assumptions serve as the foundation for all subsequent analyses.

Future Traffic

The adopted land use assumptions are applied within the County's travel demand forecasting model to estimate future traffic volumes throughout the transportation network. Traffic forecasts are used to determine the number and location of new vehicle trips expected to be generated by future development and to identify roadway segments and intersections where additional capacity improvements may be required.

Improvement Projects

Using forecast traffic conditions, the County identifies highway improvement projects needed to maintain acceptable levels of service and accommodate future growth. These improvements may include roadway widening, intersection improvements, capacity enhancements, traffic control improvements, and related transportation infrastructure identified through the CRIP.

Project Cost Estimates

Once improvement needs are identified, the County develops planning-level cost estimates for eligible projects. Costs may include engineering, right-of-way acquisition, utility relocation, construction, and other eligible capital expenditures associated with implementation of the improvement. Existing and anticipated funding sources are then identified to determine the portion of project costs that remain unfunded and therefore eligible for the impact fee program.

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Fee Structure

The final step is development of the impact fee schedule. For each service area, the total unfunded cost of eligible highway improvements is divided by the number of new development-generated trips expected during the planning period to establish cost-per-trip per service area. These values are then applied to the trip generation characteristics of individual land uses to determine impact fees for new development.

Together, these five steps establish a rational nexus between projected growth, transportation system improvements, and the fees assessed to new development.

2.1 Ten-Year Planning Horizon

Consistent with prior Program updates, the 2027 Program is based on a ten-year planning horizon. The planning horizon is intended to capture anticipated growth, transportation system needs, and capital improvements expected to occur during the period covered by the adopted land use assumptions and CRIP.

The ten-year horizon provides a reasonable planning framework that balances the need for long-range infrastructure planning with the uncertainty associated with forecasting development patterns and transportation demand over extended periods. Project costs, travel forecasts, and fee calculations are therefore based on conditions anticipated to occur during the planning period rather than ultimate buildout conditions.

As required by the Illinois Road Improvement Impact Fee Law, the County periodically updates the Road Impact Fee Program to reflect changes in growth forecasts, transportation conditions, project costs, development trends, and applicable transportation planning assumptions.

2.2 Relationship to the Long-Range Transportation Plan

The Road Impact Fee Program is one component of Kane County's broader transportation planning framework. The Program relies on growth forecasts, travel demand modeling, transportation system performance evaluations, and project needs analyses that are also used in development of the County's Long-Range Transportation Plan (LRTP).

The LRTP establishes the County's vision, goals, and priorities for the transportation system, while the Road Impact Fee Program identifies the portion of growth-related capital improvements that may appropriately be funded through impact fees.

This relationship promotes consistency among County planning initiatives and helps ensure that impact fee revenues are directed toward transportation improvements that support adopted transportation objectives and anticipated development patterns.

2.3 Public, Municipal, and Advisory Committee Review

Development and adoption of the Road Impact Fee Program include coordination with municipalities, transportation stakeholders, the Impact Fee Advisory Committee, and the public. This review process is intended to ensure that growth assumptions, transportation forecasts, improvement needs, and fee calculations are informed by local knowledge and are consistent with adopted planning objectives.

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As part of the program development process, the County solicits input from municipalities and other stakeholders regarding anticipated development patterns, transportation needs, planned infrastructure improvements, and local growth trends. Public review opportunities are also provided in accordance with applicable statutory requirements and County procedures. Information received through these processes is considered during refinement of land use assumptions, transportation forecasts, and project recommendations.

Detailed documentation of public outreach activities, municipal coordination efforts, advisory committee meetings, hearing materials, resolutions, and related supporting records is provided in Appendix B of the Administrative Procedures Manual and is not repeated within the body of this document.

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Section 3 Service Areas and Program Geography

3.1 Impact Fee Service Areas

Kane County is divided into three Road Impact Fee Service Areas identified as the North Service Area, Central Service Area, and South Service Area. The service areas were established based on predominant travel patterns within the County and provide the geographic framework for calculating, collecting, administering, and expending road improvement impact fees.

The use of distinct service areas is intended to ensure that road improvement impact fees remain reasonably related to the transportation impacts generated by new development and that fee revenues are expended in a manner that provides a direct and material benefit to the developments that pay the fees. The establishment of multiple service areas is consistent with the Illinois Road Improvement Impact Fee Law and reflects differences in travel demand, projected growth, transportation needs, and improvement costs throughout Kane County.

Each service area has its own growth forecasts, transportation improvement program, eligible project costs, projected new trips, cost-per-trip calculations, and impact fee schedule. As a result, impact fee rates may differ among service areas based on the specific transportation needs and growth characteristics of each area.

Road improvement impact fees collected within a service area shall be used only for eligible impact fee projects within that same service area. Fees collected in one service area shall not be transferred to or expended in another service area except as otherwise authorized by applicable law and the Road Improvement Impact Fee Ordinance.

The service area boundaries used for administration of the Program are shown on Figure 1.

3.2 Service Area Map

Unless otherwise specifically provided by the Ordinance, the service area boundaries depicted on Figure 1 shall control the assignment of new development and eligible improvement projects to a particular service area.

All subsequent references to service areas within this document shall refer to the boundaries shown on Figure 1.

3.3 Service Area Rules

3.3.1 Determination of Service Area

The service area applicable to a new development shall be determined based on the location of the development site relative to the service area boundaries shown on Figure 1.

The County shall determine the applicable service area using GIS parcel mapping, geographic information system (GIS) data, legal descriptions, tax parcel information, plat, surveys, and other available records as necessary to establish the location of the development site within the adopted service area boundaries.

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Figure 1. Impact Fee Service Areas



3.3.2 Boundary Interpretations

Questions regarding the location of a service area boundary shall be resolved by the County Engineer using the official service area map.

Where mapping discrepancies, annexations, parcel splits, right-of-way adjustments, or similar circumstances create uncertainty regarding the applicable service area, the County Engineer may make an administrative determination based on the best available information and the intent of the adopted service area boundaries.

Any such determination shall be documented in the project file and shall be subject to the appeal procedures established by the Ordinance.

3.3.3 Developments Affecting Multiple Service Areas

In most cases, a development site will be located entirely within a single service area and shall be assessed using the impact fee schedule applicable to that service area.

If a development site extends across a service area boundary or otherwise affects more than one service area, the County Engineer shall determine the appropriate fee assessment methodology based on the location of the development, anticipated traffic impacts, and the provisions of the Ordinance. Depending on the circumstances, the County may assign the development to a single service area or allocate impacts between service areas in a manner consistent with the Program's proportionality requirements.

Any such allocation shall be documented as part of the impact fee assessment record.

3.3.4 Allocation of Project Costs to Service Areas

Transportation improvement projects included in the Road Impact Fee Program are assigned to the service area in which the improvement is located and for which the improvement primarily serves projected growth and travel demand.

Eligible project costs are aggregated separately for each service area and used in the calculation of that service area's cost-per-trip value and impact fee schedule. As a result, the impact fee charged within a service area reflects only the eligible transportation improvement costs allocated to that service area.

Where a transportation improvement serves travel demand associated with more than one service area, project costs may be allocated among service areas based on the methodology established in the CRIP and supporting technical analyses. Such allocations shall be documented within the Road Impact Fee Program technical calculations and supporting project records.

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Comprehensive Road Improvement Plan

The Comprehensive Road Improvement Plan (CRIP) is required by the Illinois Road Improvement Impact Fee Law (605 ILCS 5/5-901 et seq.) for any unit of local government implementing a road impact fee program. The CRIP describes the existing County highway system and traffic conditions, documents the land use assumptions and anticipated new development on which future transportation needs are based, identifies the roadway improvements needed to accommodate that growth, estimates the cost of those improvements, identifies available funding sources, and establishes the anticipated schedule for implementation.

Because the CRIP is designed to pertain only to highways under Kane County jurisdiction, recommendations for short and long-range improvements on highways maintained by other governmental jurisdictions are not included in the recommended project list in Section 4. Intersections of highways under Kane County jurisdiction and highways under jurisdiction of other units of government are included.

The 2027 CRIP is organized into seven sections: Existing Highway System, Commitment to Cure Existing Deficiencies, Land Use Assumptions, Proposed Roadway Improvement Plan, Funding Sources, Intergovernmental Agreements, and Proposed Road Improvement Schedule.

The following summary briefly describes each section.

Section 1, Existing Highway System, provides a description of all existing highways under the jurisdiction of the County, a list of deficiencies as of 2002 (the year of the County's initial CRIP), and an estimate of all costs related to curing the existing deficiencies, including but not limited to the upgrading, updating, improving, expanding or replacing of such highways and the current level of service of the existing highways.

Section 2, Commitment to Cure Existing Deficiencies, demonstrates the County's commitment, where practicable, to implement the improvements identified in Section 1 that are needed to address existing deficiencies in the County's highway system.

Section 3, Land Use Assumptions, presents the land use assumptions update adopted by the Kane County Board for the CRIP.

Section 4, Proposed Roadway Improvement Plan, provides a description of the County highways proposed to be improved, expanded, enlarged, or constructed to serve the new development identified in **Section 3, Land Use Assumptions**, together with an estimate of all costs associated with those improvements.

Section 5, Funding Sources, identifies all sources and levels of funding available to the County for the financing of the highway improvements identified in Sections 1 and 4.

Section 6, Intergovernmental Agreements, explains that the proposed amended Road Improvement Impact Fee Ordinance provides for improvements only to County highways. As a result, impact fees may be used to fund improvements to highways, roads, or streets under another governmental agency's jurisdiction only when those improvements are necessary to ensure the efficient operation of an adjacent intersection with a county highway.

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Section 7, Proposed Road Improvement Schedule, provides a schedule setting forth estimated dates for commencing construction of all highway improvements identified in the CRIP.

Section 1. Existing County Highway System

1.1 Overview of the County Highway System

As of 2020, Kane County's highway system consisted of more than 2,100 miles of interstate highways, state highways, County highways, municipal streets, and township roads under the jurisdiction of multiple agencies, including the Illinois State Toll Highway Authority (Illinois Tollway), the Illinois Department of Transportation (IDOT), Kane County, municipalities, and township road districts. Kane County has jurisdiction over approximately 300 miles of highways, primarily arterials and collectors, as defined by IDOT. Highways under the jurisdiction of Kane County are listed in **Table 1-1** and are shown in **Figure 2.**

Table 1-1. Kane County Highways

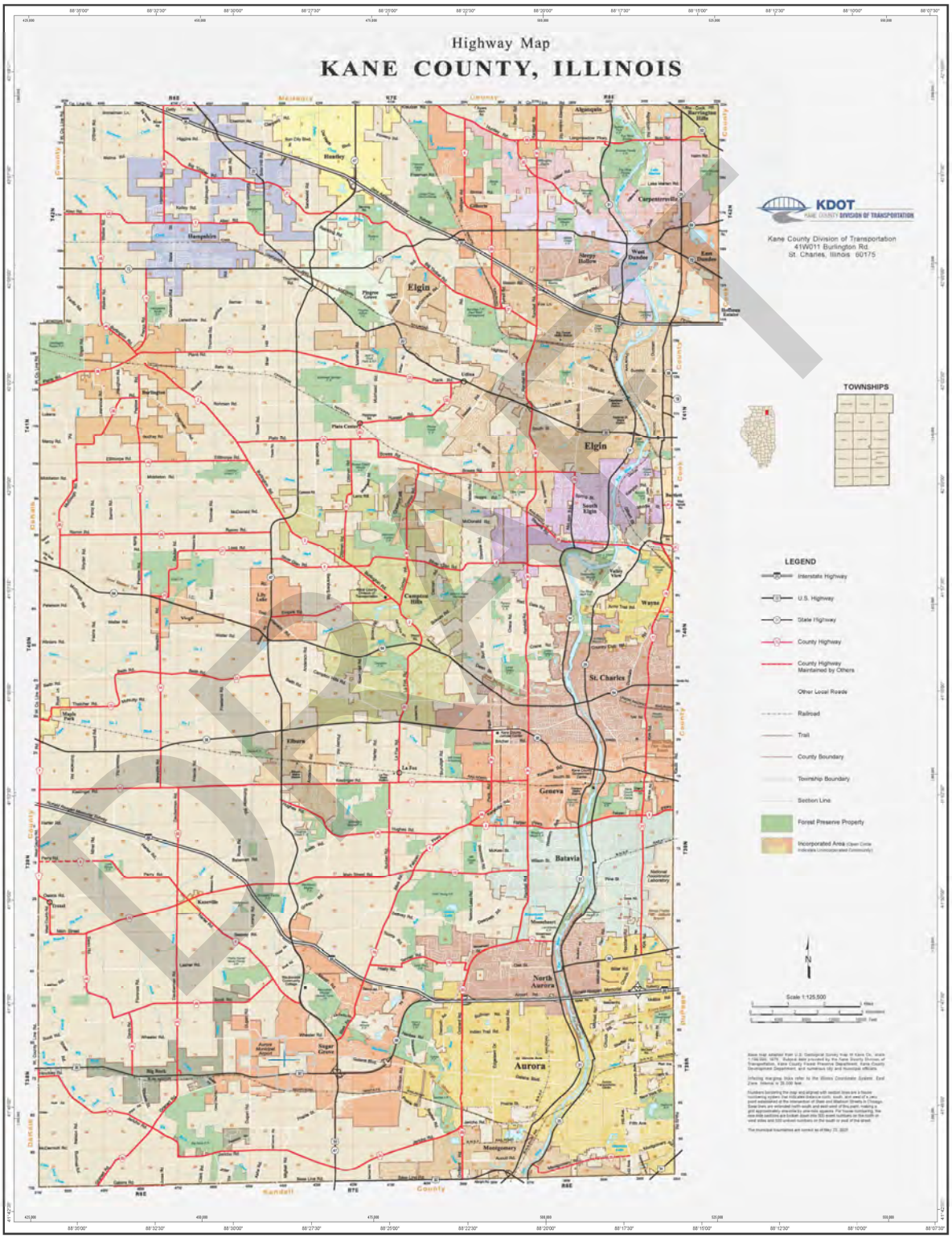
CH #	Route	From	To
1	West County Line Road	Main Street Road	IL-64
2	Burlington Road	Railroad Street	IL-64
3	Allen Road	Harmony Road	US-20
4	Perry – Harter Road	West Co. Line Road	IL-47
5	Silver Glen Road	IL-47	IL-31
6	Galligan Road	IL-72	Huntley Road
8	Fabyan Parkway	Main Street Road	DuPage County Line
10	Main Street Road	West Co. Line Road	Randall Road
11	Peplow Road	IL-64	Rolling Oaks Drive
11	French Road	Main Street	IL-72
14	Meredith Road	Keslinger Road	I.C. Trail
15	Healy – Norris – Tanner – Deerpath – Oak Street	Bliss Road	Orchard Road
16	Bunker Road	Main Street Road	Keslinger Road
17	Bowes Road	Muirhead Road	McLean Boulevard
18	McLean Boulevard	Spring Street	Bowes Road
19	Dunham Road	Kirk Road	IL-25
20	Army Trail Road	IL-25	DuPage County Line
21	Big Timber Road	Harmony Road	Randall Road
22	Plank Road	Burlington Road	US-20
23	Main – Broadway – Thatcher – Beith Road	DeKalb County Line	IL-47
24	Jericho – Hinckley – West Co. Line Road	DeKalb County Line	Orchard Road
26	Hughes Road	IL-47	Fabyan Parkway
27	I.C. Trail – Sauber – Lees Road	IL-64	IL-47
28	McGough Road	IL-64	Peplow Road
29	Montgomery Road	IL-25	Hill Avenue
30	Huntley Road	McHenry County Line	Sleepy Hollow Road

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CH #	Route	From	To
32	Plato – Muirhead Road	Burlington Road	Bowes Road
33	Russell – Rippburger Road	Plato Road	Plank Road
34	Randall Road	Orchard Road	McHenry County Line
35	Granart Road	Kendall County Line	Dauberman Road
36	Harmony – Getty Road	Allen Road	US-20
37	Stearns Road	Randall Road	IL-25
37	Stearns Road	Dunham Road	DuPage County Line
38	Plank Road	DeKalb County Line	Burlington Road
41	Keslinger Road	DeKalb County Line	Randall Road
44	Davis – Scott – Swan Road	US-30	Main Street Road
45	Allen Road	DeKalb County Line	Harmony Road
46	Burlington – Walker Road	Plank Road	Allen Road
47	Highland Avenue	Coombs Road	Randall Road
48	Scott Road	Davis Road	Harter Road
49	Ellithorpe Road	McGough Road	Burlington Road
51	Dittman Road	Burlington Road	Plato Road
56	Ramm Road	McGough Road	IL-47
59	Tyrrell Road	Big Timber Road	IL-72
61	West Bartlett Road	IL-25	Cook County Line
62	Dauberman Road	Granart Road	Keslinger Road
69	Empire Road	IL-47	Burlington Road
71	Mooseheart Road	Randall Road	IL-31
77	Kirk Road	IL-56	Dunham Road
78	Bliss Road	IL-47	Main Street Road
80	Corron Road	Burlington Road	Bowes Road
81	LaFox Road	Keslinger Road	IL-64
83	Orchard Road	US-30	Randall Road
84	Kaneville – Peck Road	Fabyan Parkway	IL-38
86	Longmeadow Parkway	Huntley Road	IL-62

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Figure 2. Kane County Highway System



1.2 System Performance Measures

Evaluation of transportation system performance requires consistent measures that allow roadway and intersection operations to be compared across the County highway network.

Transportation engineers measure the performance of roadway segments and intersections in terms of level of service (LOS) during the highest traffic period of the day, typically the afternoon peak hour. The level of service of a roadway segment is measured in terms of average operating speed, while the level of service of a signalized intersection is measured in terms of average vehicle delay.

Level of service ranges from **A**, representing free-flow conditions, to **F**, representing heavy congestion or failure. Generally, roadway segments and intersections operating at **LOS D or better** are considered acceptable. Facilities operating at **LOS E or F** are considered deficient due to excessive congestion and delay.

The thresholds used to convert modeled roadway travel speeds into LOS values are provided in **Table 1-2**. Signalized intersections are evaluated using the average vehicle delay criteria shown in **Table 1-3**. These criteria are based on the methodologies presented in the current edition of the *Highway Capacity Manual* published by the Transportation Research Board.

Table 1-2. Urban Highway Level of Service: Motorized Vehicle Mode [A]

Level of Service (LOS)	Average Travel Speed (MPH)						
	55 MPH Speed Limit	50 MPH Speed Limit	45 MPH Speed Limit	40 MPH Speed Limit	35 MPH Speed Limit	30 MPH Speed Limit	25 MPH Speed Limit
A	>44	>40	>36	>32	>28	>24	>20
B	>37	>34	>30	>27	>23	>20	>17
C	>28	>25	>23	>20	>18	>15	>13
D	>22	>20	>18	>16	>14	>12	>10
E	>17	>15	>14	>12	>11	>9	>8
F	≤17	≤15	≤14	≤12	≤11	≤9	≤8

[A] Reproduced from Exhibit 18-1 in the Highway Capacity Manual, 7th Edition

Table 1-3. Signalized Intersection Level of Service: Motorized Vehicle Mode[A]

LOS	Average Vehicular Delay (Seconds)
A	≤10
B	>10-20
C	>20-35
D	>35-55
E	>55-80
F	>80

[A] Reproduced from Exhibit 19-8 in the Highway Capacity Manual, 7th Edition

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1.3 Existing Deficiencies

When Kane County adopted its first CRIP, the County identified roadway segments and intersections operating at a deficient level of service (LOS E or F).

These facilities are identified in **Table 1-4** and **Table 1-5**, along with the reason for the deficiency and the estimated cost to restore acceptable operating conditions based on traffic volumes at the time of the original study.

Since adoption of the original CRIP, many of these deficiencies have been addressed through completed improvement projects, incorporated into subsequent CRIP projects, or transferred to another jurisdiction. **Table 1-4** and **Table 1-5** identify the current status of each original deficiency.

Table 1-4. County Highway Segments with a Deficient Level of Service in 2002

Project	Roadway	Extents	LOS	Reason for Deficiency	Est. Cost
Included in Project #3	Big Timber Road	IL-72 to Damisch Rd.	E	Heavy westbound volumes	See Table 4-1, project #3
Improvement Completed	Keslinger Road	Peck Rd. to Randall Rd.	E	Heavy eastbound volumes	-
Improvement Completed	LaFox Road	Keslinger Rd. to IL-38	E	Heavy northbound volumes at IL-38	-
Improvement Completed	LaFox Road	IL-38 to Campton Hills Rd.	E	Heavy southbound volumes at IL-38	-
Improvement Completed	Kirk Road	IL-56 to Wind Energy Pass	E	Heavy northbound and southbound volumes	-

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Table 1-5. County Highway Intersections with a Deficient Level of Service in 2002

Project	Intersection	LOS	Reason for Deficiency	Est. Cost
Improvement Completed	Kirk Rd. @ IL-56	F	Heavy northbound and southbound approach volumes	-
Improvement Completed	Burlington Rd. @ IL-47	F	Heavy approach volumes on IL-47	-
Included in Project #3	Big Timber Rd. @ IL-72	F	Heavy westbound and southbound approach volumes	See Table 4-1, project #3
Improvement Completed	Huntley Rd. @ Square Barn Rd.	F	Heavy westbound approach and eastbound left turn volumes	-
Improvement Completed	Randall Rd. @ Crane Road	F	Heavy northbound and southbound approach volumes	-
Improvement Completed	Randall Rd. @ Longmeadow Pkwy.	F	Heavy northbound and southbound approach volumes	-
Included in Project #18	Fabyan Pkwy. @ Paramount Pkwy.	F	Heavy westbound approach volume	See Table 4-1, project #18
Improvement Completed	Mooseheart Rd. @ IL-31	F	Heavy northbound and southbound approach volumes	-
Improvement Completed	LaFox Rd. @ IL-38	F	Heavy eastbound and westbound approach volumes	-
Improvement Completed	Silver Glen Rd. @ IL-31	F	Heavy northbound and southbound approach volumes	-
Improvement Completed	Fabyan Pkwy. @ Kaneville Rd.	F	Heavy westbound approach volume	-
Improvement Completed	Randall Rd. @ IL-64	E	Heavy turning volumes on all approaches	-
Included in Project #47	Randall Rd. @ US-20 Ramps / Foothill Dr.	E	Heavy northbound and southbound approach volumes; heavy eastbound turning movements	See Table 4-1, project #47
Improvement Completed	Kirk Rd. @ Fabyan Pkwy.	E	Heavy turning movements on all approaches	-
Jurisdiction Transferred	Penny Rd. @ IL-68	E	Heavy westbound and eastbound approach volumes	-
Improvement Completed	Main St. @ Nelson Lake Rd.	E	Heavy westbound approach volume	-

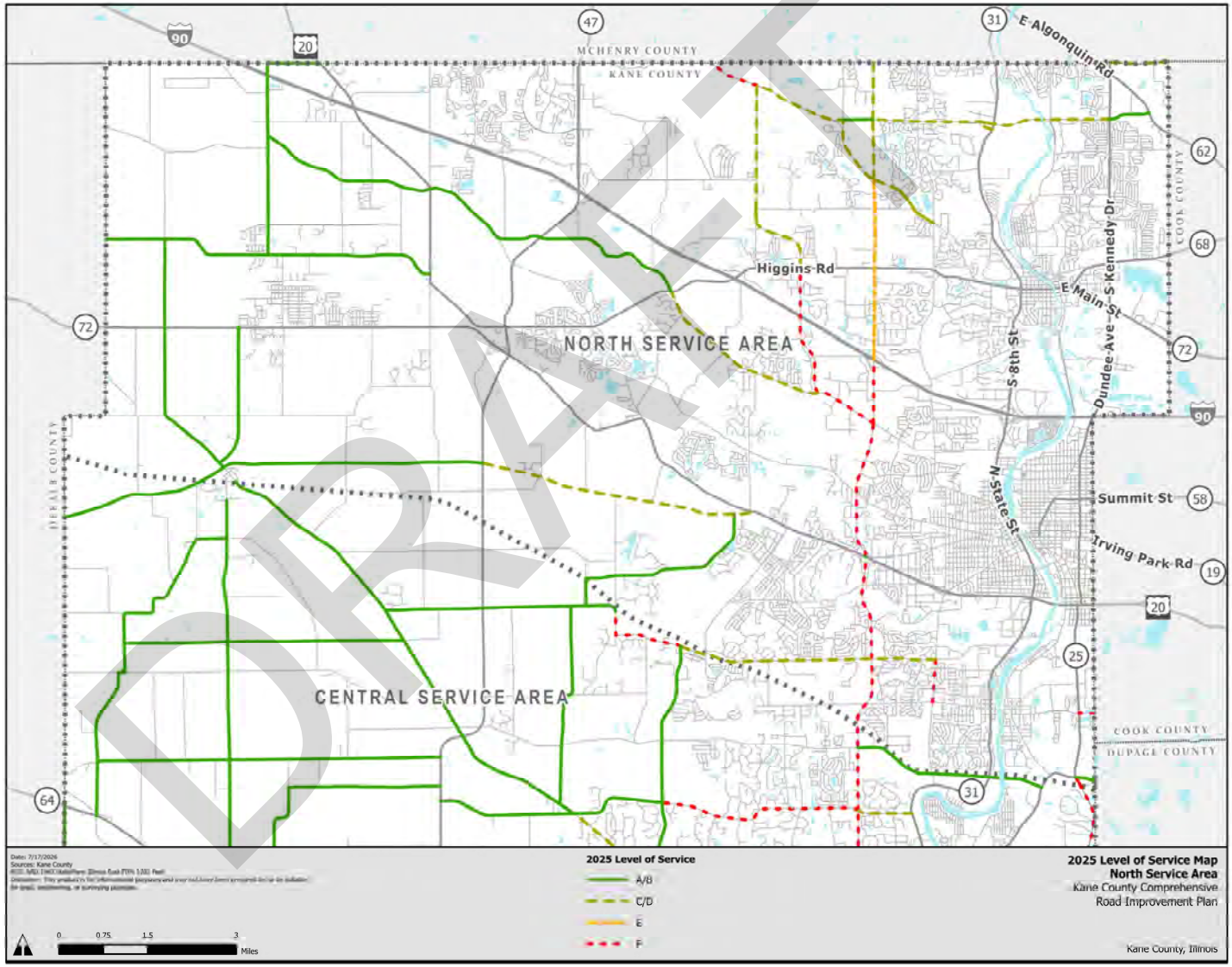
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1.4 Kane County Highway System Performance Levels

The County maintains systemwide evaluations of existing roadway performance by service area. Performance maps illustrate modeled roadway operating conditions and identify locations where transportation deficiencies exist or may emerge as travel demand increases.

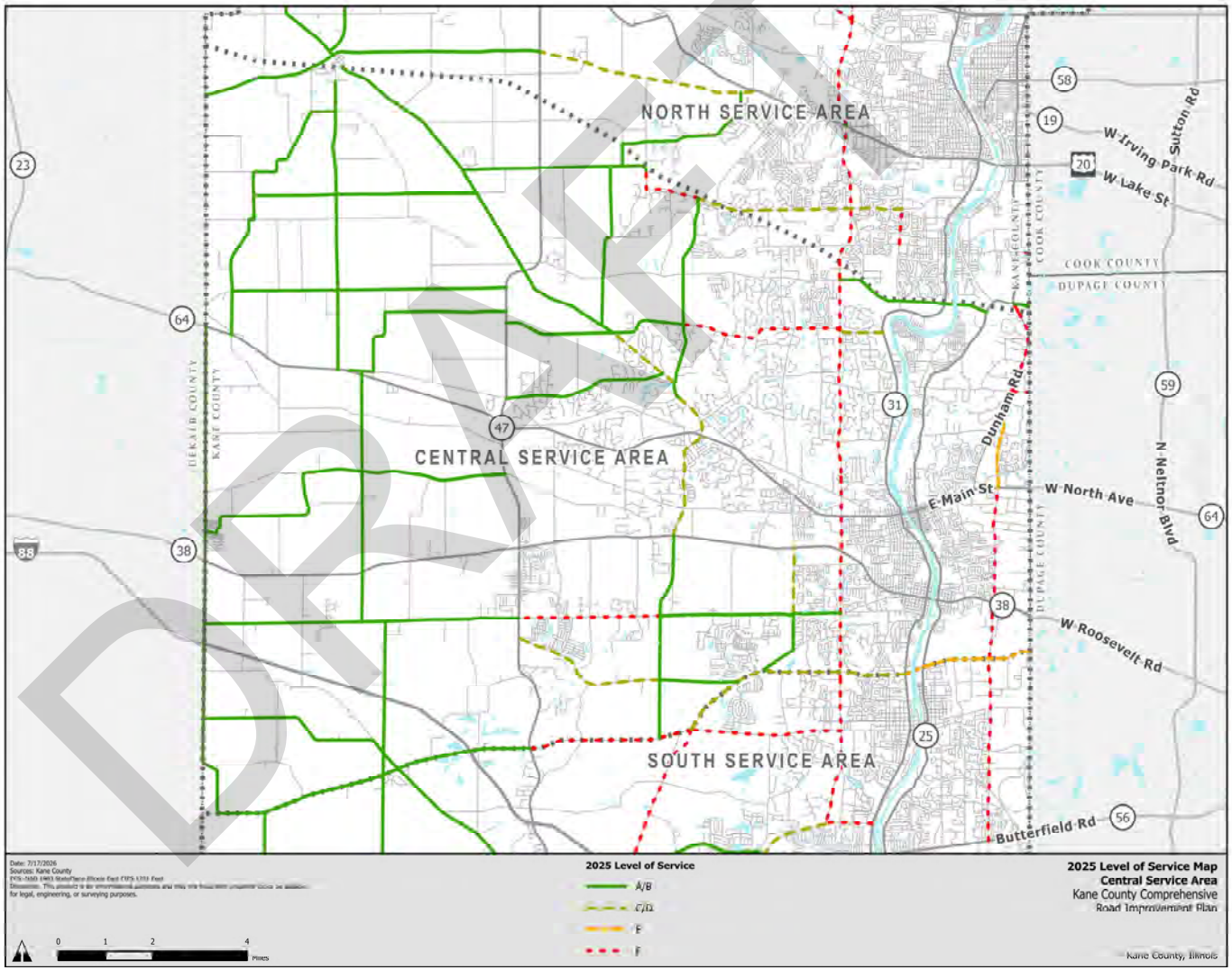
Existing-condition LOS maps are organized by service area to support transportation planning, project prioritization, and impact fee cost allocation.

Figure 3. Existing Level of Service – North Service Area



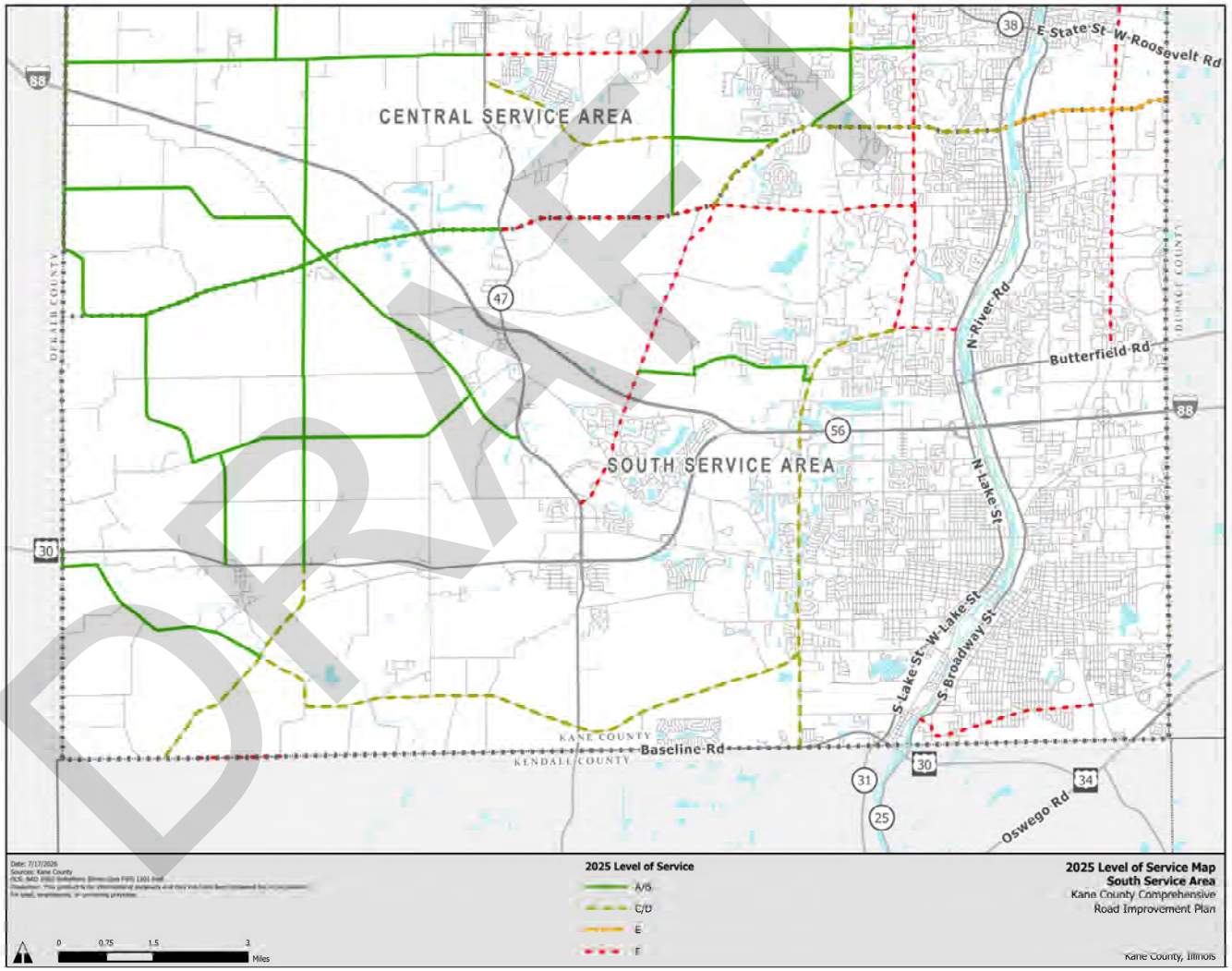
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Figure 4. Existing Level of Service – Central Service Area



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Figure 5. Existing Level of Service – South Service Area



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Section 2 Commitment to Cure Existing Deficiencies

Through adoption of this CRIP, Kane County is committed to correcting, to the extent practicable, the deficiencies in the County highway system identified in Section 1. The projects needed to address existing deficiencies are identified in Section 4, and the anticipated schedule for implementation is provided in Section 7.

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Section 3 Land Use Assumptions

To identify roadway improvements needed to accommodate future growth, the location and magnitude of anticipated development within Kane County must be forecasted. Projections of household, population, and employment growth were developed using data prepared by the Chicago Metropolitan Agency for Planning (CMAP).

The base CMAP data for 2018 was aggregated by Traffic Analysis Zone (TAZ) and used to estimate future development patterns throughout Kane County. TAZ-level data for the planning horizon was presented at Impact Fee Advisory Committee meetings, Transportation Committee meetings, County Board meetings, as well as two public hearings for review and comment. Based on feedback, comments received during the review process, and input from KDOT staff, the base data was refined to better reflect anticipated development throughout the County.

The refined land use estimates were validated at the county level using available Census data and CMAP regional assumptions to maintain consistency between regional and local planning efforts. Variations at the township level were reconciled with KDOT staff, and household, population, and employment forecasts were adjusted, where appropriate, to better reflect current conditions and anticipated future growth.

Using these forecasts, together with the detailed allocation of growth by TAZ, the land use assumptions summarized in Table 3-1 through Table 3-3 were adopted by the Kane County Board on March 10, 2026, for use in the travel demand model and development of this CRIP.

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Table 3-1. Households by Township, 2025-2045

Township[A]	Household 2025[B]	Household 2035[C]	Household 2045[D]
Aurora	52,900	59,682	66,163
Batavia	14,909	16,755	17,787
Big Rock	1,327	2,191	3,259
Blackberry	5,888	7,123	9,054
Burlington	1,431	2,496	4,303
Campton	6,830	8,174	9,489
Dundee	24,937	29,585	31,460
Elgin	39,403	45,065	48,181
Geneva	11,624	13,618	14,782
Hampshire	4,790	6,733	8,231
Kaneville	604	744	973
Plato	4,370	5,262	6,510
Rutland	12,008	15,092	16,425
St. Charles	21,577	23,578	24,911
Sugar Grove	8,506	9,161	12,862
Virgil	1,128	1,603	2,427
Total	**212,232**	**246,862**	**276,817**

A- Political Township: Kane County GIS Department

B- CMAP Socioeconomic Forecast Data 2018 Series, adjusted using growth factors from the prior adopted County Forecast, which Incorporated municipal feedback

C- CMAP Socioeconomic Forecast Data 2018 Series, adjusted based on growth factors and Public Hearing Comments (No comments were received at the Public Hearings)

D- CMAP Socioeconomic Forecast Data 2018 Series, Regional CMAP Forecast (Control Total)

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Table 3-2. Population by Township, 2025-2045

Township[A]	Population 2025[B]	Population 2035[C]	Population 2045[D]
Aurora	158,813	175,119	191,918
Batavia	39,678	43,626	45,676
Big Rock	3,094	4,561	6,591
Blackberry	17,448	20,299	24,971
Burlington	3,433	5,297	8,805
Campton	19,818	22,828	25,880
Dundee	73,651	85,455	89,671
Elgin	111,291	124,384	131,652
Geneva	29,519	33,092	35,609
Hampshire	11,125	14,519	17,316
Kaneville	1,505	1,768	2,267
Plato	11,436	13,217	16,026
Rutland	28,065	34,792	35,594
St. Charles	55,602	59,537	62,282
Sugar Grove	23,113	23,932	32,666
Virgil	2,770	3,656	5,355
Total	**590,361**	**666,082**	**732,279**

A- Political Township: Kane County GIS Department

B- CMAP Socioeconomic Forecast Data 2018 Series, adjusted using growth factors from the prior adopted County Forecast, which Incorporated municipal feedback

C- CMAP Socioeconomic Forecast Data 2018 Series, adjusted based on growth factors and Public Hearing Comments (No comments were received at the Public Hearings)

D- CMAP Socioeconomic Forecast Data 2018 Series, Regional CMAP Forecast (Control Total)

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Table 3-3. Employment by Township, 2025-2045

Township[A]	Employment 2025[B]	Employment 2035[C]	Employment 2045[D]
Aurora	54,406	59,145	66,081
Batavia	14,774	15,724	17,365
Big Rock	3,861	4,345	5,019
Blackberry	3,446	4,139	5,340
Burlington	739	1,216	2,250
Campton	2,667	3,231	4,102
Dundee	37,124	40,701	43,544
Elgin	41,795	45,532	50,915
Geneva	24,576	26,110	27,284
Hampshire	2,956	3,620	4,934
Kaneville	508	658	852
Plato	1,115	1,533	2,290
Rutland	5,097	7,492	7,610
St. Charles	29,174	30,764	32,016
Sugar Grove	5,922	6,383	8,736
Virgil	444	714	1,197
Total	**228,604**	**251,307**	**279,535**

A- Political Township: Kane County GIS Department

B- CMAP Socioeconomic Forecast Data 2018 Series, adjusted using growth factors from the prior adopted County Forecast, which Incorporated municipal feedback

C- CMAP Socioeconomic Forecast Data 2018 Series, adjusted based on growth factors and Public Hearing Comments (No comments were received at the Public Hearings)

D- CMAP Socioeconomic Forecast Data 2018 Series, Regional CMAP Forecast (Control Total)

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Section 4 Proposed Roadway Improvement Plan

Following adoption of the Land Use Assumptions by the Kane County Board, projected traffic volumes on the County highway system were estimated using the County's travel demand model. The resulting traffic volumes were used to identify roadway improvement projects needed to accommodate future development while maintaining acceptable levels of service on the County highway system.

Planning-level cost estimates were prepared for each proposed improvement, including engineering, right-of-way acquisition, utility relocation, and construction, as applicable.

The proposed roadway improvement program was reviewed with the Impact Fee Advisory Committee, Transportation Committee, County Board, and other stakeholders during development of this CRIP. Following review and consideration of comments received, the roadway improvements identified in **Table 4-1** and illustrated in **Figure 6** were recommended for inclusion in the Road Impact Fee Program.

Roadway Improvement Plan Eligibility

Projects included in the Proposed Roadway Improvement Plan are classified as either Eligible or Partially Eligible for impact fee funding. Projects designated as Partially Eligible include improvements that address both existing transportation needs and future growth or include elements that are not eligible for impact fee funding under the Illinois Road Improvement Impact Fee Law. Only the portion of the project cost attributable to accommodating projected growth is included in the impact-fee-eligible project cost.

For projects that, in whole or in part, address existing deficiencies identified in **Section 1**, the portion of the project cost attributable to correcting those deficiencies is not included in the impact-fee-eligible project cost. Only the portion of each project needed to accommodate projected growth is eligible for impact fee funding.

The scope of improvements included in each project is summarized in **Table 4-2**. The allocation of impact-fee-eligible project costs by service area is provided in **Table 4-3**.

Table 4-1. Proposed Roadway Improvement Plan

Project	Route	Location/Limits	IF Eligible**	Project Scope*	Est. Cost ($Mill)	IF Cost ($Mill)
1	Army Trail Rd.	at Dunham Rd.	CH	Y	0.28	0.28
2	Beith Rd.	at IL-47	CH, TS/R	P	1.48	0.79
3	Big Timber Rd.	Ketchum Rd. to Randall Rd.	WI-3, WI-4, CH, TS/R	P	89.88	88.16
4	Bliss Rd.	IL-47 to Fabyan Pkwy./ Main St.	WI-3, CH, TS/R	Y	23.8	23.8
5	Bowes Rd.	McLean Blvd to Corron Rd.	CH	Y	0.45	0.45
6	Bowes Rd.	Corron Rd. to Muirhead Rd.	CH	Y	0.55	0.55
7	Bunker Rd.	at Hughes Rd.	CH, TS/R	Y	0.55	0.55
8	Bunker Rd.	at Main St.	CH, TS/R	Y	2.55	2.55
9	Burlington Rd.	at Old LaFox Rd.	CH, TS/R	Y	2.11	2.11
10	Burlington Rd.	at Silver Glen Rd.	CH, TS/R	Y	4.9	4.9
11	Corron Rd.	at Bowes Rd.	CH, TS/R	Y	0.75	0.75

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Project	Route	Location/Limits	IF Eligible**	Project Scope*	Est. Cost ($Mill)	IF Cost ($Mill)
12	Corron Rd.	at Silver Glen Rd.	CH, TS/R	Y	1.36	1.36
13	Corron Rd.	at McDonald Rd.	CH, TS/R	P	0.84	0.39
14	Corron Rd.	Extension to Nesler Rd. or improvement at Bowes/Nesler	NR, GS	Y	18.99	18.99
15	Dunham Rd.	Stearns Rd. to Kirk Rd.	WI-4, CH	Y	13.77	13.77
16	Empire Rd.	at IL-47	CH, TS/R	P	4.9	4.07
17	Fabyan Pkwy.	Main St. to Randall Rd.	WI-4, RA, CH, TS/R	P	42.35	42.2
18	Fabyan Pkwy.	Western Ave. to DuPage County Line	WI-3, WI-5, CH, TS/R, BH	P	59.75	59.61
19	French Rd.	Realignment with Harmony Rd.	NR, GS, RA, CH, TS/R	Y	21.85	21.85
20	Galligan Rd.	Freeman Rd. to Binnie Rd.	WI-3, CH, TS/R	Y	12.24	12.24
21	Galligan Rd.	Realignment south of Huntley Rd.	RA, CH, TS/R	Y	5.18	5.18
22	Granart Rd.	Jericho Rd. to US-30 / Dauberman Rd.	CH	Y	0.99	0.99
23	Harter Rd.	at IL-47	TS/R	P	1.57	1.48
24	Harter Rd.	at Scott Rd.	CH, TS/R	P	2.77	2.54
25	Harter Rd.	at Main St.	CH, TS/R	Y	3.43	3.43
26	Hughes Rd.	at IL-47	CH, TS/R	P	0.83	0.74
27	Huntley Rd.	County Line Rd. to Sleepy Hollow Rd.	WI-4, CH, TS/R	P	58.87	58.78
28	Jericho Rd.	at Ashe Rd.	CH, TS/R	Y	1.06	1.06
29	Jericho Rd.	at IL-47	CH	Y	0.49	0.49
30	Jericho Rd.	at Orchard Rd.	CH	Y	0.45	0.45
31	Kaneville Rd.	at Peck Rd.	CH, TS/R	Y	2.13	2.13
32	Kirk Rd.	Dunham Rd. to IL-64	WI-4, CH	Y	13.77	13.77
33	Kirk Rd.	at IL-38	CH	Y	1.48	1.48
34	Kirk Rd.	Fabyan Pkwy. to south of Wilson St.	WI-6, CH	Y	19.42	19.42
35	Kirk Rd.	Wind Energy Pass to south of Wilson St.	WI-6, CH	Y	10.22	10.22
36	LaFox Rd.	at Campton Hills Dr.	CH, TS/R	Y	6.06	6.06
37	Longmeadow Pkwy.	Huntley Rd. to Randall Rd.	WI-4	Y	0.85	0.85
38	Main St.	Bunker Rd. to Randall Rd.	WI-3, CH, TS/R	P	34.87	34.29
39	Main St.	at IL-47	CH	Y	0.34	0.34
40	Meredith Rd.	Realignment with Dauberman Rd.	NR, RA, CH, TS/R	Y	5.56	5.56
41	Meredith Rd.	Realignment with Peplow Rd.	NR, RA, CH, TS/R	Y	6.1	6.1
42	Montgomery Rd.	IL-25 to Hill Ave.	WI-3, CH, TS/R	P	25.65	23.07
43	Mooseheart Rd.	at Randall Rd.	CH	Y	0.17	0.17

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Project	Route	Location/Limits	IF Eligible**	Project Scope*	Est. Cost ($Mill)	IF Cost ($Mill)
44	Orchard Rd.	US-30 to Randall Rd.	WI-6, BW	P	97.61	51.51
45	Peplow Rd.	Realignment with French Rd.	NR, GS, RA, CH, TS/R	Y	21.02	21.02
46	Plank Rd.	Russell Rd. to US-20	WI-4, RA, CH, TS/R	Y	6.69	6.69
47	Randall Rd.	Silver Glen Rd. to Corporate Pkwy.	WI-6, GS, BW, IC, CH	P	295.32	273.71
48	Randall Rd.	IL-64 to Silver Glen Rd.	WI-6	Y	10.22	10.22
49	Randall Rd.	Orchard Rd. to north of Oak St. (St. Charles)	WI-6, WI-4, BW, CH	P	102.36	93.97
50	Silver Glen Rd.	at IL-47	CH, TS/R	Y	0.43	0.43
51	Silver Glen Rd.	Corron Rd. to Randall Rd.	CH, TS/R	Y	2.25	2.25
52	Tanner Rd.	Realignment with Deerpath Rd.	RA	P	6.35	5.93
53	Tyrrell Rd.	Raymond Dr. to Mason Rd.	WI-3, TS/R	Y	8.2	8.2
54	Tyrrell Rd.	at Arrowhead Dr.	CH	Y	0.09	0.09
55	Tyrrell Rd.	at Pierce St.	CH	Y	0.09	0.09

**Eligibility Codes

AWS	All Way Stop
BH	Bridge Rehabilitation
BR	Bridge Replacement
BW	Bridge Widening
CH	Channelization/Turn Lanes
GS	Grade Separation
IC	Interchange
NB	New Bridge
NR	New Road
RA	Roadway Realignment
TS/R	Traffic Signal Installation or Roundabout
WI-3	Add Left Turn Lane
WI-4	Widen to 4 through lanes
WI-6	Widen to 6 through lanes

*Project Scope Codes

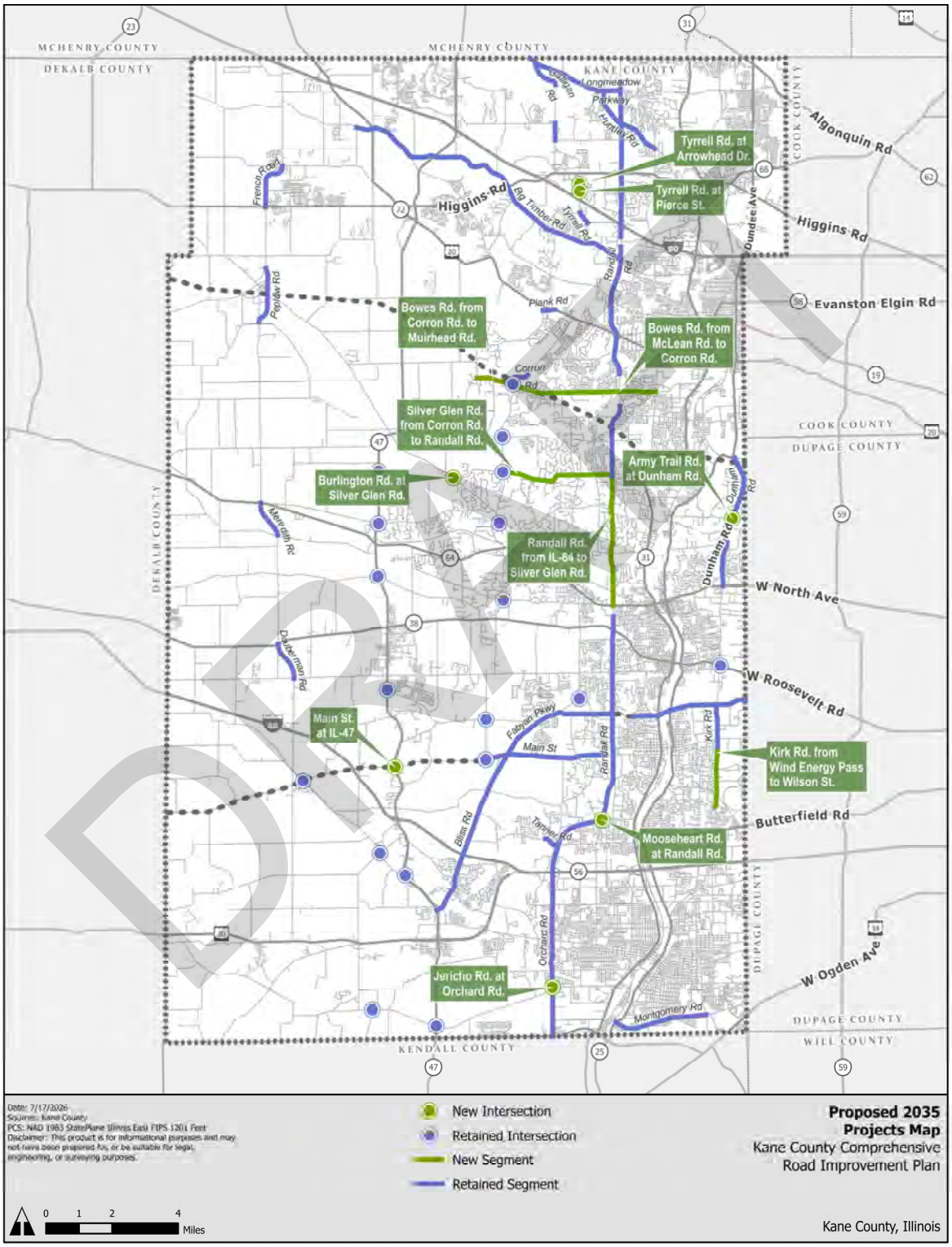
Y Eligible for IF funding

N Ineligible for IF funding

P Partially eligible for IF funding

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Figure 6. Proposed Roadway Improvement Plan



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Table 4-2. Scope of Proposed Improvements

Project	Scope
1	Army Trail Rd. - at Dunham Rd. Eligible Scope Includes: ▪ Addition of a left-turn lane on eastbound and westbound approaches
2	Beith Rd. - at IL-47 Eligible Scope Includes: ▪ Installation of a traffic signal or roundabout ▪ Addition of left-turn lanes on eastbound Beith Road approach Non-eligible Scope Includes: ▪ Addition of left-turn lanes westbound, northbound, and southbound approaches
3	Big Timber Rd. - Ketchum Rd. to Randall Rd. Eligible Scope Includes: ▪ Widening Big Timber to a three-lane cross section from a point approximately 1000 feet west of Randall Road to Ketchum Road ▪ Intersection Improvements at: → Ketchum Road – Installation of traffic signal or roundabout → US-20 – Widening Big Timber Road to a four-lane cross section in intersection vicinity; addition of dedicated left- and right-turn lanes on Big Timber Road; modifications to existing traffic signal to accommodate expanded roadway cross section → Sandwald Road – Installation of traffic signal with realigned Reinking Road; installation of right and left-turn lanes on Big Timber Rd. → IL-47 – Widening Big Timber Road to a four-lane cross section in intersection vicinity; addition of right-turn lanes on Big Timber Road; modifications to existing traffic signal to accommodate expanded roadway cross section → Damisch Road – Installation of traffic signal → Coombs Road – Installation of traffic signal; addition of a right-turn lane on Big Timber Road Non-eligible Scope Includes: ▪ Reinking Road – Realigning approximately 1000 feet of Reinking Road to form a new northbound approach to the existing intersection of Big Timber Road and Sandwald Road, with left and right turn lanes at intersection ▪ Sandwald Road – installation of right and left-turn lanes at Big Timber Rd. intersection ▪ Damisch Road – addition of a right-turn lane and left-turn lane at Big Timber Rd. intersection ▪ Coombs Road – addition of a left-turn lane at Big Timber Road intersection ▪ Addition of right-turn lanes at IL-72
4	Bliss Rd. - IL-47 to Fabyan Pkwy./ Main St. Eligible Scope Includes: ▪ Reconstruction of Bliss Road to a three-lane cross section between IL-47 and Fabyan Parkway/Main Street ▪ Installation of a traffic signal or roundabout at Bliss Road and Healy Road ▪ Addition of left- and right-turn lanes at Bliss Road and Healy Road ▪ Installation of a roundabout at Bliss Road and Denny Road ▪ Installation of a roundabout at Bliss Road and Hankes Road

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Project	Scope
5	Bowes Rd. - McLean Blvd to Corron Rd. Eligible Scope Includes: ▪ Addition of westbound right-turn lane at the Hobart Drive intersection ▪ Addition of westbound right-turn lane at the Annandale Drive intersection ▪ Addition of left- and right-turn lanes on eastbound and westbound approaches at the Nolan Road and Arrowmaker Pass intersections ▪ Addition of eastbound left-turn lane and westbound right-turn lane at the Koshare Trail intersection ▪ Addition of eastbound left-turn lane and westbound right-turn lane at the Santa Fe Trail intersection ▪ Addition of eastbound right-turn lane at the Alberta Road intersection
6	Bowes Rd. - Corron Rd. to Muirhead Rd. Eligible Scope Includes: ▪ Addition of westbound left-turn lane and eastbound right-turn lane at the Crawford Road intersection ▪ Addition of westbound left-turn lane and eastbound right-turn lane at the Tributary Lane intersection
7	Bunker Rd. - at Hughes Rd. Eligible Scope Includes: ▪ Installation of a traffic signal or roundabout; intersection modifications
8	Bunker Rd. - at Main St. Eligible Scope Includes: ▪ Installation of traffic signal or roundabout ▪ Addition of left-turn lanes on the eastbound and southbound intersection approaches ▪ Addition of a right-turn lane on westbound approach
9	Burlington Rd. - at Old LaFox Rd. Eligible Scope Includes: ▪ Installation of traffic signal or roundabout ▪ Addition of one left-turn lane on the northbound approach and one right-turn lane on the eastbound approach
10	Burlington Rd. - at Silver Glen Rd. Eligible Scope Includes: ▪ Installation of a traffic signal or roundabout ▪ Addition of turn lanes on all four intersection approaches
11	Corron Rd. - at Bowes Rd. Eligible Scope Includes: ▪ Installation of traffic signal or roundabout ▪ Addition of left-turn lanes on the northbound and westbound approaches, and addition of a right-turn lane on the eastbound approach
12	Corron Rd. - at Silver Glen Rd. Eligible Scope Includes: ▪ Installation of traffic signal or roundabout ▪ Addition of left- and right-turn lanes on all four approaches

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Project	Scope
13	Corron Rd. - at McDonald Rd. Eligible Scope Includes: ▪ Installation of traffic signal or roundabout ▪ Addition of left- and right-turn lanes on Corron Road approaches Non-eligible Scope Includes: ▪ Addition of left- and right-turn lanes McDonald Road approaches
14	Corron Rd. - Extension to Nesler Rd. or improvement at Bowes/Nesler Eligible Scope Includes: ▪ Extension of Corron Road north to Nesler Road ▪ Feasibility Study needed to determine scope
15	Dunham Rd. - Stearns Rd. to Kirk Rd. Eligible Scope Includes: ▪ Widening Dunham Road to a four-lane cross section ▪ Addition of left- and right-turn lanes at intersections on Dunham Road from approximately 500 feet south of Stearns Road to the intersection with Kirk Road
16	Empire Rd. - at IL-47 Eligible Scope Includes: ▪ Installation of traffic signal or roundabout at IL-47 intersection; addition of left- and right-turn lanes on westbound approaches ▪ Addition of westbound left-turn lane on Empire Road at Hanson Road intersection Non-eligible Scope Includes: ▪ Addition of left- and right-turn lanes on eastbound, northbound, and southbound approaches at IL-47 intersection ▪ Realignment of side-street approach at Hanson Road intersection to improve intersection geometry
17	Fabyan Pkwy. - Main St. to Randall Rd. Eligible Scope Includes: ▪ Widening Fabyan Parkway to a four-lane cross section from Main Street to Randall Road ▪ Intersection Improvements: → Hughes Road: Realignment of side-street approach to improve intersection geometry; installation of a traffic signal or roundabout; addition of northeast-bound and east bound left-turn lanes; addition of a south west-bound right-turn lane → Wenmoth Road: Installation of a traffic signal or roundabout; addition of a left-turn lane on the westbound approach Non-eligible Scope Includes: ▪ Addition of a left-turn lane on the northbound approach at the Wenmoth Road intersection

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Project	Scope
18	Fabyan Pkwy. - Western Ave. to DuPage County Line Eligible Scope Includes: ▪ Addition of a center left-turn lane on Fabyan Parkway from Heather Road to approximately 1,000 feet west of IL-31 ▪ Widening Fabyan Parkway to a six-lane cross section from approximately 1,000 feet west of IL-31 to roughly 1,000 feet east of IL-25 ▪ Reconstructing the existing Fox River bridge to accommodate the widened roadway cross section ▪ Addition of a center left-turn lane on Fabyan Parkway from approximately 300 feet east of Raddant Road to approximately 500 feet west of Kirk Road ▪ Intersection improvements: → IL-31: Addition of turn lanes; signal modification to accommodate the expanded roadway cross section → IL-25: Addition of turn lanes; signal modification to accommodate the expanded roadway cross section → Louis Bork Drive / Kautz Road Extension: Installation of traffic signal or roundabout → Kingsland Drive: Extending length of right turn lane on Fabyan Parkway → Paramount Parkway: Installation of traffic signal or roundabout Non-eligible Scope Includes: ▪ • Addition of left turn lane on Kingsland Drive at Fabyan Parkway intersection
19	French Rd. - Realignment with Harmony Rd. Eligible Scope Includes: ▪ Extension of French Road on a new two-lane alignment from IL-72 to Allen Road, terminating at the existing intersection with Harmony Road ▪ Construction of a new two-lane overpass over CPRR (formerly Soo Line) trackage ▪ Intersection improvements: → IL-72: Installation of a traffic signal or roundabout and addition of turn lanes on all four approaches → Allen Road: Installation of a traffic signal or roundabout and addition of turn lanes on all four approaches
20	Galligan Rd. - Freeman Rd. to Binnie Rd. Eligible Scope Includes: ▪ Addition of a center left-turn lane from Freeman Road to Binnie Road ▪ Addition of left-turn lanes at the Freeman Road intersection and Binnie Road intersection ▪ Intersection improvements: → Binnie: Installation of a roundabout → Freeman: Installation of a roundabout
21	Galligan Rd. - Realignment south of Huntley Rd. Eligible Scope Includes: ▪ Realignment of Galligan Road to a point west of its current intersection with Huntley Road; realigned street to have a two-lane cross section
22	Granart Rd. - Jericho Rd. to US-30 / Dauberman Rd. Eligible Scope Includes: ▪ Addition of turn lanes on all legs at the Granart Road and Jericho Road intersection ▪ Addition of turn lanes on Granart Road at Rhodes Avenue

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Project	Scope
23	Harter Rd. - at IL-47 Eligible Scope Includes: ▪ Installation of traffic signal or roundabout Non-eligible Scope Includes: ▪ Addition of southbound right-turn lane on IL-47
24	Harter Rd. - at Scott Rd. Eligible Scope Includes: ▪ Installation of traffic signal or roundabout ▪ Addition of left-turn and right-turn lanes on northbound, southbound, and eastbound intersection approaches Non-eligible Scope Includes: ▪ Addition of left-turn and right-turn lanes on westbound approach
25	Harter Rd. - at Main St. Eligible Scope Includes: ▪ Installation of traffic signal or roundabout ▪ Addition of left-turn and right-turn lanes on all four intersection approaches
26	Hughes Rd. - at IL-47 Eligible Scope Includes: ▪ Installation of a traffic signal or roundabout ▪ Addition of a left-turn lane on the westbound approach Non-eligible Scope Includes: ▪ Addition of a right-turn lane on the northbound approach
27	Huntley Rd. - County Line Rd. to Sleepy Hollow Rd. Eligible Scope Includes: ▪ Widening of Huntley Road to a four-lane cross section from Kreutzer Road to Sleepy Hollow Road ▪ Intersection Improvements: → Galligan Road: Signal modifications and channelization improvements to accommodate the widened roadway cross section along Huntley Road → Square Barn Road: Signal modifications and channelization improvements to accommodate the widened roadway cross section along Huntley Road → Longmeadow Parkway: Signal modifications to accommodate the widened roadway cross section → Randall Road: Improvements included as part of project #48 → Miller Road: Signal modifications and channelization improvements to accommodate the widened roadway cross section along Huntley Road → Binnie Road: Installation of traffic signal or roundabout; addition of a right-turn lane on the eastbound approach → Sleepy Hollow Road: Signal modifications and channelization improvements to accommodate the widened roadway cross section along Huntley Road Non-eligible Scope Includes: ▪ Addition of a right-turn lane on the southbound approach of the Square Barn Road intersection
28	Jericho Rd. - at Ashe Rd. Eligible Scope Includes: ▪ Installation of a traffic signal or roundabout ▪ Addition of left-turn lanes on the northbound and westbound approaches ▪ Addition of a right-turn lane on the eastbound approach

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Project	Scope
29	Jericho Rd. - at IL-47 Eligible Scope Includes: ▪ Addition of left- and right-turn lanes on eastbound and westbound approaches ▪ Signal modifications to accommodate widening of IL 47
30	Jericho Rd. - at Orchard Rd. Eligible Scope Includes: ▪ Addition of through lane on eastbound approach ▪ Addition of right-turn lane on westbound approach
31	Kaneville Rd. - at Peck Rd. Eligible Scope Includes: ▪ Installation of traffic signal or roundabout ▪ Addition of a left-turn lane on the eastbound approach; addition of right-turn lane on the southbound approach
32	Kirk Rd. - Dunham Rd. to IL-64 Eligible Scope Includes: ▪ Widening Kirk Road to a four-lane cross section ▪ Widening Kirk Road to a six-lane cross section in the vicinity of the IL-64 intersection; addition of one new left-turn lane on the northbound and southbound approaches in order to provide dual lefts ▪ Addition of left- and right-turn lanes at intersections on Kirk Road from Dunham Road to the high school entrance south of Fox Chase Drive
33	Kirk Rd. - at IL-38 Eligible Scope Includes: ▪ Widening of Kirk Road to a six-lane cross section in the intersection vicinity
34	Kirk Rd. - Fabyan Pkwy. to south of Wilson St. Eligible Scope Includes: ▪ Widening to a six-lane cross section and addition of turn lanes from Fabyan Parkway to approximately 1,000 feet south of Wilson Street ▪ Addition of a left-turn lane on the southbound approach at Kirk Road and Lathem Road ▪ Additional intersection treatments to accommodate the widened roadway cross section along Kirk Road
35	Kirk Rd. - Wind Energy Pass to south of Wilson St Eligible Scope Includes: ▪ Widening of Kirk Road to a six-lane cross section from Wind Energy Pass to approximately 1,000 feet south of Wilson Street
36	LaFox Rd. - at Campton Hills Dr. Eligible Scope Includes: ▪ Installation of a traffic signal or roundabout ▪ Addition of left-turn lanes on all four intersection approaches ▪ Addition of right-turn lane on eastbound approach

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Project	Scope
37	Longmeadow Pkwy. - Huntley Rd. to Randall Rd. Eligible Scope Includes: ▪ Widening of Longmeadow Parkway to a four-lane cross section from Huntley Road to a point approximately 400 feet west of Randall Road.
38	Main St. - Bunker Rd. to Randall Rd. Eligible Scope Includes: ▪ Widening of Main Street to a three-lane cross section and right turn lanes from Bunker Road to shopping center access drive east of Barton Trail ▪ Intersection Improvements: → Bunker Road: Installation of a traffic signal or roundabout; addition of turn lanes included in project #8 → Wenmoth Road: Installation of a traffic signal or roundabout; addition of a left-turn lane on the southbound approach Non-eligible Scope Includes: ▪ Eastbound right-turn lane at Main Street and Nelson Lake Road
39	Main St. - at IL-47 Eligible Scope Includes: ▪ Addition of right-turn lanes on all four intersection approaches
40	Meredith Rd. - Realignment with Dauberman Rd. Eligible Scope Includes: ▪ Extension of Meredith Road south to connect to Dauberman Road. Extension to have a two-lane cross section. ▪ Installation of roundabouts at the realigned Dauberman/Meredith/Keslinger intersection and the north & east entrances of Kaneland school campus
41	Meredith Rd. - Realignment with Peplow Rd. Eligible Scope Includes: ▪ Construction of a new two-lane road from the existing intersection of Meredith Road and Welter Road to the existing intersection of Peplow Road and IL-64 ▪ Installation of a traffic signal or roundabout at Peplow Road and IL-64 ▪ Channelization on all four approaches (including the new northbound approach) of the Peplow Road and IL-64 intersection
42	Montgomery Rd. - IL-25 to Hill Ave. Eligible Scope Includes: ▪ Widening of Mill Street (IL-25 to Broadway), Broadway (Mill Street to Montgomery Road), and Montgomery Road (Broadway to east of Hill Avenue) to a three-lane cross section from IL-25 to approximately 800 feet east of Hill Avenue ▪ Intersection Improvements: → IL-25: Signal modifications to support 3-lane section and right-turn lanes on east leg → Hill Avenue: Widening of Montgomery Road to a four-lane cross section in the intersection vicinity; signal modifications to accommodate the widened roadway cross section → Howell Place: Installation of a permanent traffic signal; addition of a westbound left-turn lane and eastbound right-turn lane Non-eligible Scope Includes: ▪ Addition of northbound right-turn lane at the Douglas Road intersection ▪ Addition of southbound right-turn lane at the Hill Avenue intersection ▪ Addition of southbound left-turn lane at the Howell Place intersection

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Project	Scope
43	Mooseheart Rd. - at Randall Rd. Eligible Scope Includes: ▪ Addition of a right-turn lane on westbound and northbound approaches
44	Orchard Rd. - US-30 to Randall Rd. Eligible Scope Includes: ▪ Widening of Orchard Road to a six-lane cross section from US-30 to Randall Road ▪ Widening existing bridge over I-88 to accommodate the expanded roadway cross section ▪ Widening of existing railroad (BNSF) and pedestrian (Virgil Gilman Trail) overpasses between Prairie Street and Jericho Road
45	Peplow Rd. - Realignment with French Rd. Eligible Scope Includes: ▪ Construction of a new 2-lane road from a point on Peplow Road approximately 1,200 feet north of McGough Road to an intersection with French Road approximately 1,200 feet northeast of Main Street. ▪ Construction of a grade-separated crossing of CNRR (formerly ICRR) tracks between Burlington Road and Plank Road ▪ Intersection Improvements: → Burlington Road: Installation of a traffic signal or roundabout; addition of left-turn lanes on all four intersection approaches → Plank Road: Installation of a traffic signal or roundabout; addition of left-turn lanes on all four intersection approaches
46	Plank Rd. - Russell Rd. to US-20 Eligible Scope Includes: ▪ Widening of Plank Road to a 4-lane cross section from approximately 0.5 miles west of Russell Road to US-20 ▪ Potential realignment of Plank Road ▪ Installation of a traffic signal or roundabout at Russell Road ▪ Addition of right-turn lane to the northbound approach at the Plank Road and Russell Road intersection
47	Randall Rd. - Silver Glen Rd. to Corporate Pkwy. Eligible Scope Includes: ▪ Construction of Randall Road on a six-lane cross section from 1,000 feet south of Silver Glen Road to approximately 1,000 feet south of South Corporate Boulevard. ▪ Construction of a grade separation at the ICRR. ▪ Includes widening the US-20, railroad and I-90 overpasses, as well as interchange improvements and major intersection improvements at South Street, Highland Avenue, Big Timber Road, the I-90 ramp terminals, Point Boulevard, Northwest Parkway/Joy Lane, Huntley Road and IL-72. ▪ Additional intersection treatments to accommodate the widened roadway cross section along Randall Road Non-eligible Scope Includes: ▪ Randall Road at US 20/Foothill Ramp; Northbound Randall to Eastbound US 20; Southbound Randall to Eastbound US 20; Northbound Randall to Eastbound Foothill; Southbound Randall to Westbound US 20.
48	Randall Rd. - IL-64 to Silver Glen Rd. Eligible Scope Includes: ▪ Widening of Randall Road to a six-lane cross section from IL-64 to Silver Glen Rd.

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Project	Scope
49	Randall Rd. - Orchard Rd. to north of Oak St. (St. Charles) Eligible Scope Includes: ▪ Construct Randall Road to a six-lane cross section from Orchard Road to approximately 1,000 feet north of Oak Street ▪ Widening of existing railroad (UPRR) overpass to accommodate the widened roadway cross section ▪ Widening of Keslinger Road to a 4-lane cross section at the intersection with Randall Road ▪ Addition of right-turn lanes on the northbound and southbound approaches at Prairie Street Non-eligible Scope Includes: ▪ Dual left-turn lanes for westbound Kaneville/South Street and eastbound right-turn lane at the intersection of Keslinger Road.
50	Silver Glen Rd. - at IL-47 Eligible Scope Includes: ▪ Installation of traffic signal or roundabout ▪ Addition of a left-turn lane on the southbound approach ▪ Addition of a right-turn lane on westbound approach
51	Silver Glen Rd. - Corron Rd. to Randall Rd. Eligible Scope Includes: ▪ Intersection Improvements: → Corron Rd.: Installation of a traffic signal or roundabout; add turn lanes on all approaches → Randall Rd.: Widening of Silver Glen Road to a 4-lane cross section at the intersection with Randall Road
52	Tanner Rd. - Realignment with Deerpath Rd. Eligible Scope Includes: ▪ Realignment of Tanner Road to intersect with Deerpath Road at Oak Street; realigned section of Tanner Road to contain three-lane cross section Non-eligible Scope Includes: ▪ Realignment of Deerpath Road from existing Tanner Road intersection to Orchard Gateway Boulevard.
53	Tyrrell Rd. - Raymond Dr. to Mason Rd. Eligible Scope Includes: ▪ Widening of Tyrrell Road to a three-lane section from Raymond Drive to Mason Road ▪ Installation of roundabouts at Raymond Drive and Mason Road intersections
54	Tyrrell Rd. - at Arrowhead Dr Eligible Scope Includes: ▪ Addition of a right-turn lane on northbound approach
55	Tyrrell Rd. - at Pierce St Eligible Scope Includes: ▪ Addition of a right-turn lane on northbound approach

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Table 4-3. Impact Fee-Eligible Project Cost by Service Area

Project	Route	Location/Limits	North	Central	South
1	Army Trail Rd.	at Dunham Rd.		0.28	
2	Beith Rd.	at IL-47		0.79	
3	Big Timber Rd.	Ketchum Rd. to Randall Rd.	88.16		
4	Bliss Rd.	IL-47 to Fabyan Pkwy./ Main St.			23.8
5	Bowes Rd.	McLean Blvd to Corron Rd.	0.5	0.5	
6	Bowes Rd.	Corron Rd. to Muirhead Rd.		0.45	
7	Bunker Rd.	at Hughes Rd.		0.55	
8	Bunker Rd.	at Main St.		1.28	1.27
9	Burlington Rd.	at Old LaFox Rd.		2.11	
10	Burlington Rd.	at Silver Glen Rd.		4.9	
11	Corron Rd.	at Bowes Rd.		0.75	
12	Corron Rd.	at Silver Glen Rd.		1.36	
13	Corron Rd.	at McDonald Rd.		0.39	
14	Corron Rd.	Extension to Nesler Rd. or improvement at Bowes/Nesler	18.99		
15	Dunham Rd.	Stearns Rd. to Kirk Rd.		13.77	
16	Empire Rd.	at IL-47		4.07	
17	Fabyan Pkwy.	Main St. to Randall Rd.		20.56	21.64
18	Fabyan Pkwy.	Western Ave. to DuPage County Line		29.88	29.74
19	French Rd.	Realignment with Harmony Rd.	21.85		
20	Galligan Rd.	Freeman Rd. to Binnie Rd.	12.24		
21	Galligan Rd.	Realignment south of Huntley Rd.	5.18		
22	Granart Rd.	Jericho Rd. to US-30 / Dauberman Rd.			0.99
23	Harter Rd.	at IL-47			1.48
24	Harter Rd.	at Scott Rd.			2.54
25	Harter Rd.	at Main St.		1.71	1.71
26	Hughes Rd.	at IL-47		0.74	
27	Huntley Rd.	County Line Rd. to Sleepy Hollow Rd.	58.78		
28	Jericho Rd.	at Ashe Rd.			1.06
29	Jericho Rd.	at IL-47			0.49
30	Jericho Rd.	at Orchard Rd.			0.45
31	Kaneville Rd.	at Peck Rd.		2.13	
32	Kirk Rd.	Dunham Rd. to IL-64		13.77	
33	Kirk Rd.	at IL-38		1.48	
34	Kirk Rd.	Fabyan Pkwy. to south of Wilson St.			19.42
35	Kirk Rd.	Wind Energy Pass to south of Wilson St.			10.22
36	LaFox Rd.	at Campton Hills Dr.		6.06	

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Project	Route	Location/Limits	North	Central	South
37	Longmeadow Pkwy.	Huntley Rd. to Randall Rd.	0.85		
38	Main St.	Bunker Rd. to Randall Rd.			34.29
39	Main St.	at IL-47		0.17	0.17
40	Meredith Rd.	Realignment with Dauberman Rd.		5.56	
41	Meredith Rd.	Realignment with Peplow Rd.		6.1	
42	Montgomery Rd.	IL-25 to Hill Ave.			23.07
43	Mooseheart Rd.	at Randall Rd.			0.17
44	Orchard Rd.	US-30 to Randall Rd.			51.51
45	Peplow Rd.	Realignment with French Rd.	15.76	5.26	
46	Plank Rd.	Russell Rd. to US-20	6.69		
47	Randall Rd.	Silver Glen Rd. to Corporate Pkwy.	263.18	10.53	
48	Randall Rd.	IL-64 to Silver Glen Rd.		10.22	
49	Randall Rd.	Orchard Rd. to north of Oak St. (St. Charles)		43.8	50.17
50	Silver Glen Rd.	at IL-47		0.43	
51	Silver Glen Rd.	Corron Rd. to Randall Rd.		2.25	
52	Tanner Rd.	Realignment with Deerpath Rd.			5.93
53	Tyrrell Rd.	Raymond Dr. to Mason Rd.	8.2		
54	Tyrrell Rd.	at Arrowhead Dr.	0.09		
55	Tyrrell Rd.	at Pierce St.	0.09		

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Section 5 Funding Sources

Projected future revenue from the various funding sources available to KDOT for building and maintaining the County road network are summarized in **Table 5-1**. The values in **Table 5-1** represent projected ten-year totals over the period from 2026 to 2035. A summary of the primary use of the various revenue sources is presented in **Table 5-2**. Revenue by year is broken out in **Table 5-3**.

With the exception of revenue anticipated to be generated through the collection of impact fees, this revenue is not available to fund the impact fee-eligible projects included in the CRIP. Non-impact fee revenue is allocated to other needs in the County, such as maintenance of the existing County roadway network or construction of planned projects identified in the LRTP.

Table 5-1. Projected Highway Revenue, FY 2026-2035

Special Revenue Funds	FY 2026-2035
County Highway Levy	$50,109,090
County Bridge Levy	$3,126,950
County Highway Matching Levy	$651,250
RTA Sales Tax	$150,093,293
Motor Fuel Tax (MFT)	$135,776,542
Local Option MFT	$180,576,253
Impact Fees	$35,000,000
Reimbursements	$49,570,285
Fees	$7,099,095
Investment/Other	$9,904,155
Total Projected Revenue	**$621,906,910**

Source: Kane County Transportation Improvement Program

Impact Fee Revenues

Road improvement impact fees are intended to supplement, not replace, other transportation funding sources. Impact fee revenues may be used only for eligible capital improvements identified in the CRIP that are attributable to future growth. Impact fee revenues may not be used to correct existing deficiencies or fund routine maintenance and operations.

Table 5-2: Transportation Funds – Primary Use

Fund	Primary Use
County Bridge	Bridge Inspections
Motor Fuel Tax	Maintenance and Construction
County Highway Matching	Maintenance
Motor Fuel Local Option	Maintenance
Transportation Sales Tax	Capital Projects
Impact Fee Funds	Capital Projects (restricted)

Source: Kane County Budget

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Table 5-3. Annual Projected Highway Revenue, FY 2026-2035

Special Revenue Funds	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	Totals
County Highway Levy	$5,010,909	$5,010,909	$5,010,909	$5,010,909	$5,010,909	$5,010,909	$5,010,909	$5,010,909	$5,010,909	$5,010,909	$50,109,090
County Bridge Levy	$312,695	$312,695	$312,695	$312,695	$312,695	$312,695	$312,695	$312,695	$312,695	$312,695	$3,126,950
County Highway Matching Levy	$65,125	$65,125	$65,125	$65,125	$65,125	$65,125	$65,125	$65,125	$65,125	$65,125	$651,250
RTA Sales Tax	$13,707,500	$13,981,650	$14,261,282	$14,546,508	$14,837,438	$15,134,186	$15,436,870	$15,745,608	$16,060,520	$16,381,730	$150,093,292
Motor Fuel Tax (MFT)	$12,400,000	$12,648,000	$12,900,960	$13,158,979	$13,422,159	$13,690,602.18	$13,964,414	$14,243,702.51	$14,528,576.56	$14,819,148	$135,776,541
Local Option MFT	$12,055,450	$17,275,985	$17,621,504	$17,973,935	$18,333,412	$18,700,080	$19,074,081	$19,455,563	$19,844,674	$20,241,568	$180,576,252
Impact Fees	$3,500,000	$3,500,000	$3,500,000	$3,500,000	$3,500,000	$3,500,000	$3,500,000	$3,500,000	$3,500,000	$3,500,000	$35,000,000
Reimbursements	$7,062,460	$6,897,727	$4,359,585	$4,342,331	$4,385,710	$4,431,229	$4,467,136	$4,503,762	$4,541,120	$4,579,225	$49,570,285
Fees	$649,740	$662,255	$675,022	$688,042	$701,323	$715,349	$729,658	$744,250	$759,136	$774,319	$7,099,095
Investment/Other	$3,919,780	$2,500,000	$1,500,000	$1,000,000	$500,000	$250,000	$125,000	$62,500	$31,250	$15,625	$9,904,155
Total Projected Revenue	**$58,683,659**	**$62,854,346**	**$60,207,082**	**$60,598,524**	**$61,068,771**	**$61,810,176**	**$62,685,888**	**$63,644,115**	**$64,654,006**	**$65,700,344**	**$621,906,910**

Source: FY 2026-2035 funding estimates, KDOT

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Section 6 Intergovernmental Agreements

The Illinois Road Improvement Impact Fee Law authorizes counties to collect impact fees from developers of new development for the impacts of that new development on state, township and municipal highways, roads and streets, provided that the County enters into an intergovernmental agreement with the appropriate government entity covering the collection and expenditure of the impact fees. Kane County has elected to collect impact fees only for the development impact on the County highway system; therefore, no such intergovernmental agreements are necessary.

In the event that improvements are made to a state, township or municipal highway, road or street as part of a project funded by impact fees, the County and the appropriate unit of government will enter into an intergovernmental agreement that defines the project and specifies its funding sources. Furthermore, any improvements made to state, township or municipal highways, roads or streets will only be funded by impact fees to the extent needed to address the safe and efficient operation of an adjacent Kane County highway intersection.

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Section 7 Proposed Road Improvement Schedule

Table 7-1 presents the anticipated schedule for implementation of the roadway improvements identified in the CRIP. The schedule is intended for planning purposes and identifies the estimated year in which construction of each improvement is anticipated to begin. Project implementation is dependent upon funding availability, project development, and other factors that may affect the timing of construction.

Table 7-1. Proposed Roadway Improvement Schedule

Project	Route	Location/Limits	Project Scope**	Estimated Calendar Year Construction to Start
1	Army Trail Rd.	at Dunham Rd.	CH	MYP*
2	Beith Rd.	at IL-47	CH, TS/R	MYP*
3	Big Timber Rd.	Ketchum Rd. to Randall Rd.	WI-3, WI-4, CH, TS/R	MYP*
4	Bliss Rd.	IL-47 to Fabyan Pkwy./ Main St.	WI-3, CH, TS/R	MYP*
5	Bowes Rd.	McLean Blvd to Corron Rd.	CH	MYP*
6	Bowes Rd.	Corron Rd. to Muirhead Rd.	CH	MYP*
7	Bunker Rd.	at Hughes Rd.	CH, TS/R	MYP*
8	Bunker Rd.	at Main St.	CH, TS/R	MYP*
9	Burlington Rd.	at Old LaFox Rd.	CH, TS/R	MYP*
10	Burlington Rd.	at Silver Glen Rd.	CH, TS/R	2029
11	Corron Rd.	at Bowes Rd.	CH, TS/R	MYP*
12	Corron Rd.	at Silver Glen Rd.	CH, TS/R	MYP*
13	Corron Rd.	at McDonald Rd.	CH, TS/R	MYP*
14	Corron Rd.	Extension to Nesler Rd. or improvement at Bowes/Nesler	NR, GS	MYP*
15	Dunham Rd.	Stearns Rd. to Kirk Rd.	WI-4, CH	MYP*
16	Empire Rd.	at IL-47	CH, TS/R	MYP*
17	Fabyan Pkwy.	Main St. to Randall Rd.	WI-4, RA, CH, TS/R	2027***
18	Fabyan Pkwy.	Western Ave. to DuPage County Line	WI-3, WI-5, CH, TS/R, BH	MYP*
19	French Rd.	Realignment with Harmony Rd.	NR, GS, RA, CH, TS/R	MYP*
20	Galligan Rd.	Freeman Rd. to Binnie Rd.	WI-3, CH, TS/R	2027
21	Galligan Rd.	Realignment south of Huntley Rd.	RA, CH, TS/R	MYP*
22	Granart Rd.	Jericho Rd. to US-30 / Dauberman Rd.	CH	MYP*
23	Harter Rd.	at IL-47	TS/R	MYP*
24	Harter Rd.	at Scott Rd.	CH, TS/R	MYP*
25	Harter Rd.	at Main St.	CH, TS/R	MYP*
26	Hughes Rd.	at IL-47	CH, TS/R	MYP*
27	Huntley Rd.	County Line Rd. to Sleepy Hollow Rd.	WI-4, CH, TS/R	MYP*

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Project	Route	Location/Limits	Project Scope**	Estimated Calendar Year Construction to Start
28	Jericho Rd.	at Ashe Rd.	CH, TS/R	MYP*
29	Jericho Rd.	at IL-47	CH	MYP*
30	Jericho Rd.	at Orchard Rd.	CH	MYP*
31	Kaneville Rd.	at Peck Rd.	CH, TS/R	MYP*
32	Kirk Rd.	Dunham Rd. to IL-64	WI-4, CH	MYP*
33	Kirk Rd.	at IL-38	CH	MYP*
34	Kirk Rd.	Fabyan Pkwy. to south of Wilson St.	WI-6, CH	MYP*
35	Kirk Rd.	Wind Energy Pass to south of Wilson St.	WI-6, CH	MYP*
36	LaFox Rd.	at Campton Hills Dr.	CH, TS/R	MYP*
37	Longmeadow Pkwy.	Huntley Rd. to Randall Rd.	WI-4	MYP*
38	Main St.	Bunker Rd. to Randall Rd.	WI-3, CH, TS/R	MYP*
39	Main St.	at IL-47	CH	MYP*
40	Meredith Rd.	Realignment with Dauberman Rd.	NR, RA, CH, TS/R	MYP*
41	Meredith Rd.	Realignment with Peplow Rd.	NR, RA, CH, TS/R	MYP*
42	Montgomery Rd.	IL-25 to Hill Ave.	WI-3, CH, TS/R	2027***
43	Mooseheart Rd.	at Randall Rd.	CH	MYP*
44	Orchard Rd.	US-30 to Randall Rd.	WI-6, BW	MYP*
45	Peplow Rd.	Realignment with French Rd.	NR, GS, RA, CH, TS/R	MYP*
46	Plank Rd.	Russell Rd. to US-20	WI-4, RA, CH, TS/R	MYP*
47	Randall Rd.	Silver Glen Rd. to Corporate Pkwy.	WI-6, GS, BW, IC, CH	2027***
48	Randall Rd.	IL-64 to Silver Glen Rd.	WI-6	MYP*
49	Randall Rd.	Orchard Rd. to north of Oak St. (St. Charles)	WI-6, WI-4, BW, CH	MYP*
50	Silver Glen Rd.	at IL-47	CH, TS/R	MYP*
51	Silver Glen Rd.	Corron Rd. to Randall Rd.	CH, TS/R	MYP*
52	Tanner Rd.	Realignment with Deerpath Rd.	RA	MYP*
53	Tyrrell Rd.	Raymond Dr. to Mason Rd.	WI-3, TS/R	MYP*
54	Tyrrell Rd.	at Arrowhead Dr.	CH	MYP*
55	Tyrrell Rd.	at Pierce St.	CH	MYP*

* Multi-Year Program – Subject to funding, portions of a project could advance sooner independently

**Project Scope Codes ***Portion going to letting, the rest MYP

AWS	All Way Stop	NB	New Bridge
BH	Bridge Rehabilitation	NR	New Road
BR	Bridge Replacement	RA	Roadway Realignment
BW	Bridge Widening	SI	Traffic Signal Installation or Roundabout
CH	Channelization/Turn Lanes	WI-3	Add Left Turn Lane
GS	Grade Separation	WI-4	Widen to 4 through lanes

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STATE OF ILLINOIS)
SS.
COUNTY OF KANE)

RESOLUTION NO. TMP-26-1053

AUTHORIZING AN APPLICATION FOR AN ILLINOIS TRANSPORTATION ENHANCEMENT PROGRAM GRANT FOR THE RANDALL ROAD MULTIMODAL IMPROVEMENTS, SEGMENT N-7, KANE COUNTY SECTION NO. 21-00539-00-TD

WHEREAS, the County of Kane, through the Kane County Division of Transportation desires to participate in the construction of multimodal improvements along Randall Road; and

WHEREAS, the proposed Randall Road multimodal improvements, Segment N-7, located along Randall Road between Corporate Parkway and County Line Road (hereinafter referred to as the "Improvement"), will include bicycle and pedestrian facilities and related intersection improvements, accessibility, transit access, signage, and multimodal improvements; and

WHEREAS, the Improvement is intended to address gaps in the existing bicycle and pedestrian network and provide safer and more accessible transportation options for pedestrians, bicyclists, public transportation users, and other travelers along the Randall Road corridor; and

WHEREAS, the Improvement is consistent with the goals and recommendations of the 2023 Kane County Bicycle and Pedestrian Plan; and

WHEREAS, the Illinois Department of Transportation (hereinafter referred to as the "STATE") is accepting applications for funding through Cycle 17 of the Illinois Transportation Enhancement Program (hereinafter referred to as "ITEP"); and

WHEREAS, ITEP provides funding for eligible project costs in accordance with requirements set forth by the State of Illinois; and

WHEREAS, the County desires to submit an application for ITEP funding for the Improvement; and

WHEREAS, ITEP funding approval will require the County to provide a local match for funds received under the program and shall require the County to remain responsible for all ineligible costs, subject to appropriation by the Kane County Board.

NOW, THEREFORE, BE IT RESOLVED by the Kane County Board that the Chairman of the Kane County Board and the Director of Transportation/County Engineer, or their designees, are hereby authorized to prepare, execute, and submit the ITEP application and all supporting documents on behalf of the County of Kane.

BE IT FURTHER RESOLVED that the County of Kane commits to providing the required local matching funds and paying any ineligible costs or project costs exceeding the amount of funding awarded by the State of Illinois, subject to appropriation and approval by the Kane County Board.

BE IT FURTHER RESOLVED that, if funding is awarded, the applicable joint funding agreement and any necessary appropriations shall be presented to the Kane County Board for consideration and approval.

Passed by the Kane County Board on September 8, 2026.

_____	_____
John A. Cunningham, MBA, JD, JD	Corinne M. Pierog MA, MBA
Clerk, County Board	Chairman, County Board
Kane County, Illinois	Kane County, Illinois

Vote:

RESOLUTION / ORDINANCE EXECUTIVE SUMMARY ADDENDUM

Title

Authorizing an Application for an Illinois Transportation Enhancement Program Grant for the Randall Road Multimodal Improvements, Segment N-7, Kane County Section No. 21-00539-00-TD

Committee Flow:
Transportation Committee, Executive Committee, County Board

Contact:
Heidi Files, 630.444.3142

Budget Information:

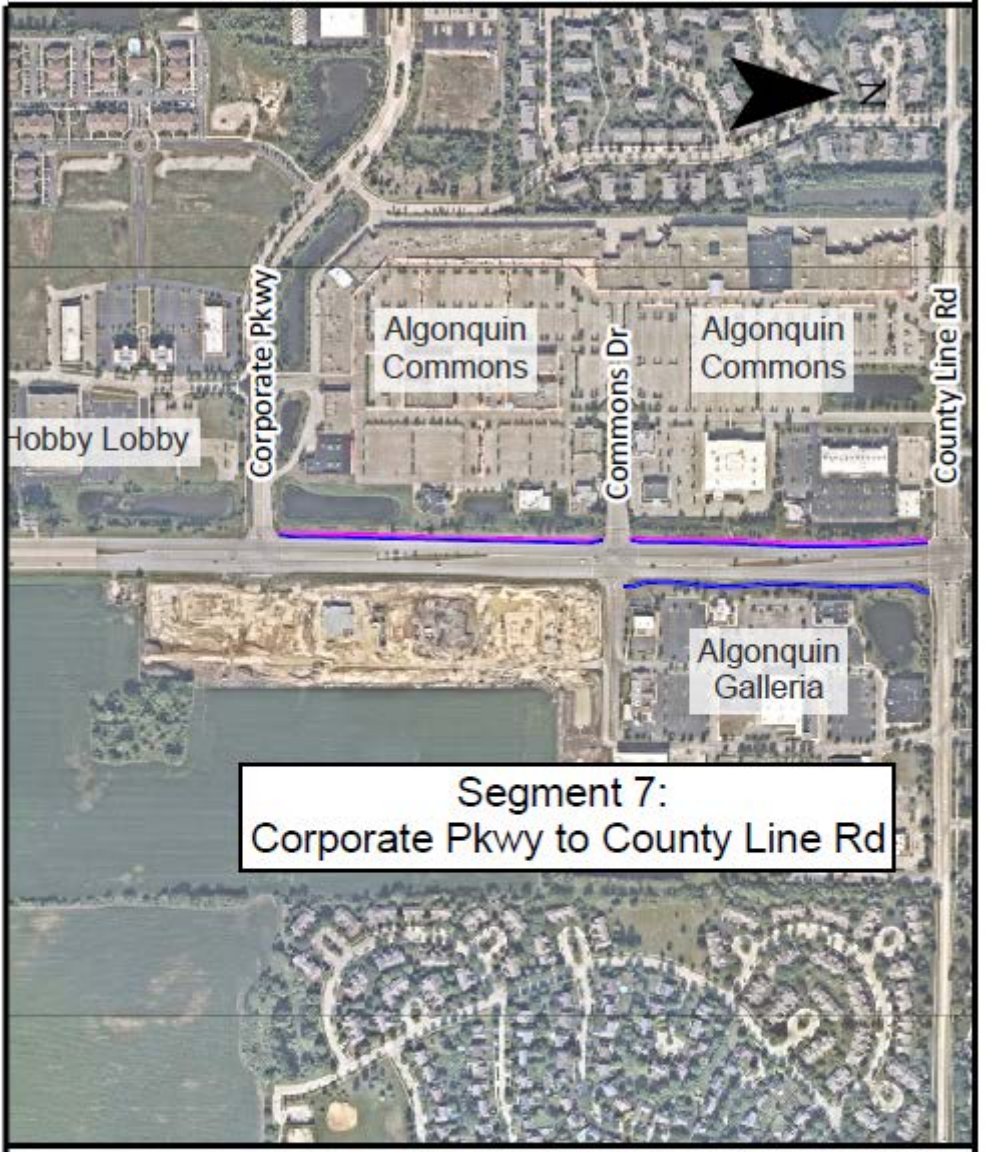
Was this item budgeted? N/A	Appropriation Amount: $N/A
If not budgeted, explain funding source: N/A	
Was this item passed through the appropriate committee? Yes	

Summary:

The Kane County Division of Transportation is requesting authorization to apply for Illinois Transportation Enhancement Program funding for the Randall Road Multimodal Improvements, Segment N-7.

The project would improve bicycle, pedestrian, ADA, and transit access along Randall Road and advance the goals of the Kane County Bicycle and Pedestrian Plan. The resolution also authorizes submission of the application and confirms the County's responsibility for the required local match and any ineligible costs, subject to future County Board approval.

Staff recommends approval.



0 500 1,000 2,000 Feet

STATE OF ILLINOIS)
SS.
COUNTY OF KANE)

REPORT NO. TMP-26-997

PERMITTING REPORT

KANE COUNTY DIVISION OF TRANSPORTATION

Permitting Department
Monthly Report – August 18, 2026

PERMITTING

Attached are spreadsheets showing issued permits for the past year. Also attached are the comparison graphs for access, utility and moving permits showing the number of permits issued for FY2026 versus FY2025. Below is a list of on-going access permit projects:

1. Fabyan Pkwy & Kautz Rd Extension (City of Geneva) – Ongoing construction
2. Kirk Rd & Division St (east leg) – (City of Geneva) – Ongoing construction
3. Randall Rd & IL Route 72 (SE quadrant) – Reviews ongoing for traffic impact study and concept site plan for a residential development with a proposed right-in/right-out access to Randall Road.
4. Big Timber & Rt 47 Right turn lane – Cambridge Lakes North (Village of Pingree Grove) Plan reviews ongoing
5. Kirk Rd & Fox Valley Ice Arena access (east leg) – KDOT awaiting updated plans to start plan reviews.
6. Peck Rd – Prairie Grove Drive Subdivision (City of Geneva) – Ongoing construction
7. Galligan Rd – Julie Drive (Village of Gilberts) The Conservancy Subdivision – Plan reviews ongoing.
8. Keslinger-Bunker-LaFox (Village of Campton Hills) La Fox of Campton Hills Subdivision – Traffic Impact Study (TIS) and plan reviews ongoing
9. Keslinger – E. Maplewood Circle and Redwood Lane (Village of Elburn) Elburn Station Subdivision – A full and a right-in/right-out access – Construction ongoing
10. Big Timber – Prairie Ridge Blvd (Village of Hampshire) Plan review ongoing. Final Letter issued.
11. Big Timber & Road B (Village of Hampshire) – Reviews ongoing for stormwater report and major access for residential development

ACCESS CONSIDERATIONS / AGREEMENTS (IN DEVELOPMENT)

1. Big Timber Road / IL Route 47 (Village of Pingree Grove) – New IGA for the intersection of Big Timber / Providence (Cambridge Lakes North)
2. Harmony Road -- Melms Road to Kelley Road (Village of Hampshire) – New IGA for the Harmony Road corridor for multiple access points (Prairie Ridge North)
3. Kirk Road / Fox Valley Ice Arena (City of Geneva) – New IGA for the east leg of the intersection.
4. Bunker-Keslinger-LaFox (Village of Campton Hills – New IGA for multiple access points along County Highways (LaFox of Campton Hills Subdivision)
5. Randall - Joy to IL Rt 72 (Village of West Dundee) – IGA Amendment #2 for RI/RO access north of Carrington Drive (Fox Haven Subdivision)

This report is submitted for information purposes and staff recommends that it be placed on file.

Attachments: Permitting spreadsheets and charts

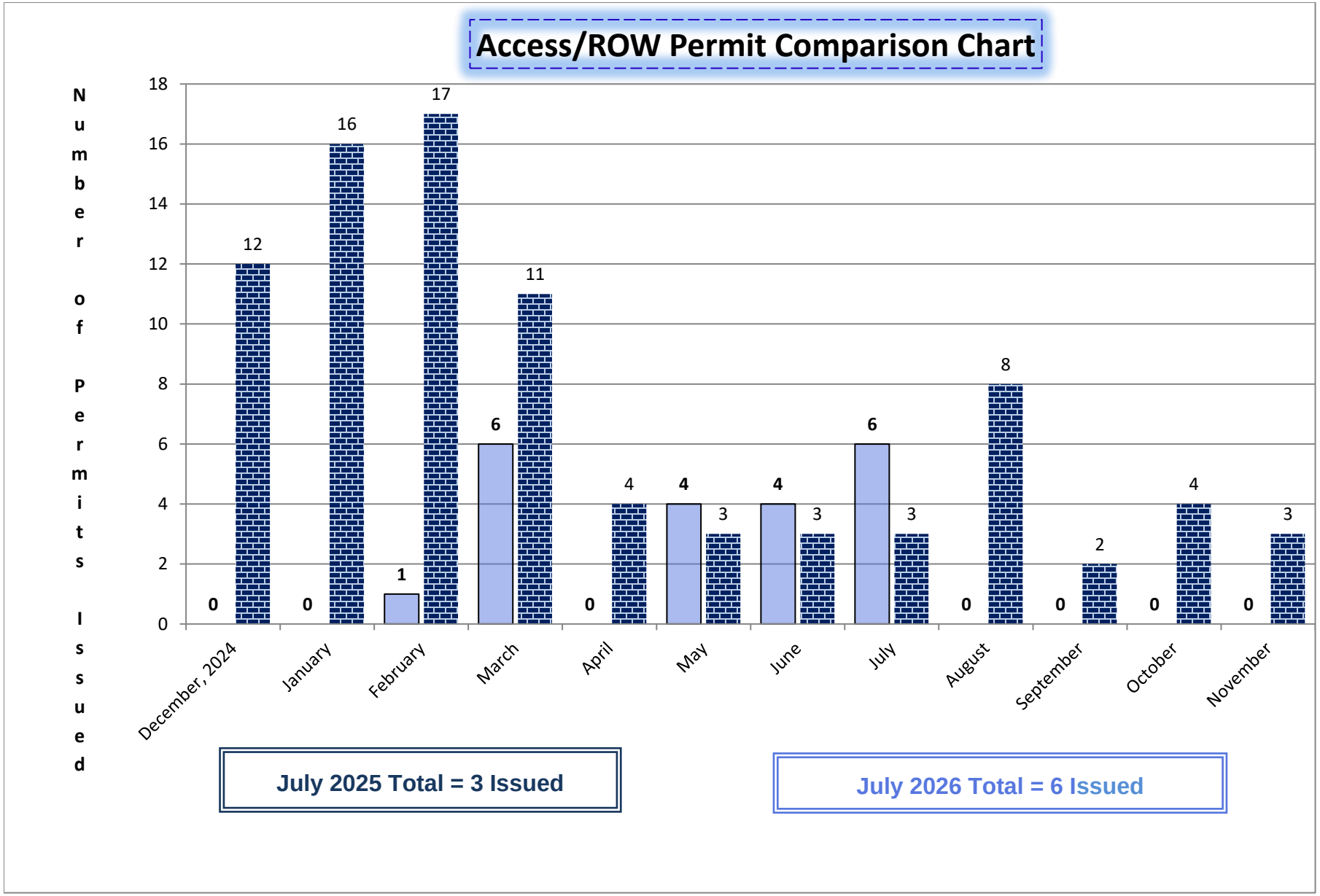
Detailed information available from: Doris Hohertz, P.E., Chief of Permitting, 630-406-7309

FY 2025 (Dec. 2024 thru Nov. 2025)				FY 2026 (Dec. 2025 thru Nov. 2026)			
Month	Access	Utility	Moving	Month	Access	Utility	Moving
December, 2024	12	5	174	December, 2025	0	16	199
January	16	31	193	January	0	19	145
February	17	37	181	February	1	16	270
March	11	16	230	March	6	26	320
April	4	14	321	April	0	12	280
May	3	19	381	May	4	19	361
June	3	25	390	June	4	17	401
July	**3**	**16**	**373**	**July**	**6**	**10**	**419**
August	8	22	348	August	0	0	0
September	2	35	453	September	0	0	0
October	4	12	433	October	0	0	0
November	3	26	324	November	0	0	0
Total thru July 2025	***69***	***163***	***2243***	***Total thru July 2026***	***21***	***135***	***2395***
YTD Change %	- 70 %	- 17 %	+ 7 %				

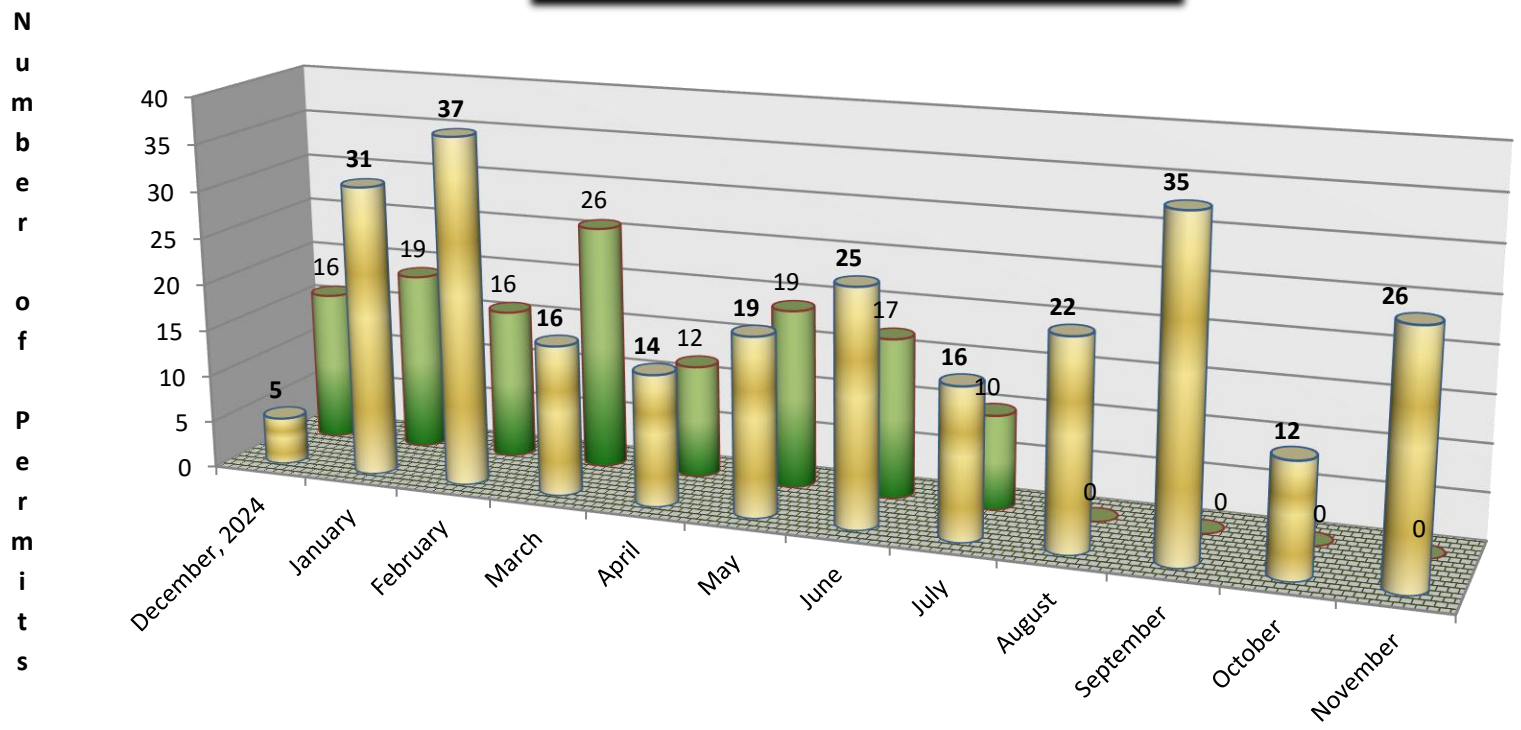
Issued Permits

Fiscal Year 2025	PERMITS ISSUED											FY 2025 REVENUE $ COLLECTED			
Month	Utility	Temp	Major	Minimum	Detour	Events	Ag	R.O.W.	Subdivison	Water Draw	Stormwater	MP-Cty	MP-TWP	Moving $	Access $
Dec. 2024	5	0	0	0	0	0	0	12	0	0	0	142	32	$14,685.00	$16,950.00
Jan. 2025	31	0	0	0	1	0	0	15	0	0	0	154	39	$17,075.00	$18,400.00
Feb	37	0	0	0	0	0	0	17	0	0	0	157	24	$16,045.00	$15,050.00
Mar	16	1	0	0	0	5	0	5	0	0	0	207	23	$17,490.00	$10,450.00
Apr	14	1	0	0	0	0	0	3	0	0	0	243	78	$27,920.00	$21,600.00
May	19	0	0	1	0	0	0	2	0	0	0	291	90	$36,565.00	$5,295.37
June	25	1	0	1	0	0	1	0	0	0	0	314	76	$34,730.00	$4,570.00
July	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**322**	**51**	**$30,705.00**	**$2,220.00**
Aug	22	1	0	0	0	1	1	5	0	0	0	290	58	$31,655.00	$4,430.00
Sept	35	0	0	1	0	0	0	1	0	0	0	379	74	$37,440.00	$5,527.19
Oct	12	0	0	0	0	0	0	4	0	0	0	363	70	$40,000.00	$5,893.37
Nov	2	0	0	1	1	0	0	1	0	0	0	282	42	$32,010.00	$4,519.63
Total thru July 2025	**163**	**5**	**0**	**2**	**1**	**5**	**1**	**55**	**0**	**0**	**0**	**1830**	**413**	**$195,215.00**	**$94,535.37**

Fiscal Year 2026	PERMITS ISSUED											FY 2026 REVENUE $ COLLECTED			
Month	**Utility**	**Temp**	**Major**	**Minimum**	**Detour**	**Events**	**Ag**	**R.O.W.**	**Subdivison**	**Water Draw**	**Stormwater**	**MP-Cty**	**MP-TWP**	**Moving $**	**Access $**
Dec. 2025	16	0	0	0	0	0	0	0	0	0	0	171	28	$18,725.00	$2,672.61
Jan. 2026	19	0	0	0	0	0	0	0	0	0	0	132	13	$27,430.00	$3,165.76
Feb	16	0	0	0	0	0	0	1	0	0	0	229	41	$43,900.00	$5,299.46
Mar	26	0	0	0	0	2	1	3	0	0	0	291	29	$49,800.00	$6,345.99
Apr	12	0	0	0	0	0	0	0	0	0	0	229	51	$48,210.00	$5,672.10
May	19	0	0	0	1	0	0	3	0	0	0	312	49	$64,130.00	$7,454.42
June	17	0	0	2	0	0	0	2	0	0	0	340	61	$71,620.00	$8,285.02
July	**10**	**2**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**340**	**79**	**$72,581.00**	**$8,065.83**
Aug	0	0	0	0	0	0	0	0	0	0	0	0	0	$0.00	$0.00
Sept	0	0	0	0	0	0	0	0	0	0	0	0	0	$0.00	$0.00
Oct	0	0	0	0	0	0	0	0	0	0	0	0	0	$0.00	$0.00
Nov	0	0	0	0	0	0	0	0	0	0	0	0	0	$0.00	$0.00
Total thru July 2026	**135**	**2**	**0**	**3**	**1**	**2**	**1**	**11**	**0**	**1**	**0**	**2044**	**351**	**$396,396.00**	**$46,961.19**


Access/ROW Permit Comparison Chart
Number of Permits Issued
18
16
14
12
10
8
6
4
2
0
December, 2024
January
February
March
April
May
June
July
August
September
October
November
0
12
0
16
1
17
6
11
0
4
4
3
4
3
6
3
0
8
0
2
0
4
0
3
July 2025 Total = 3 Issued
July 2026 Total = 6 Issued

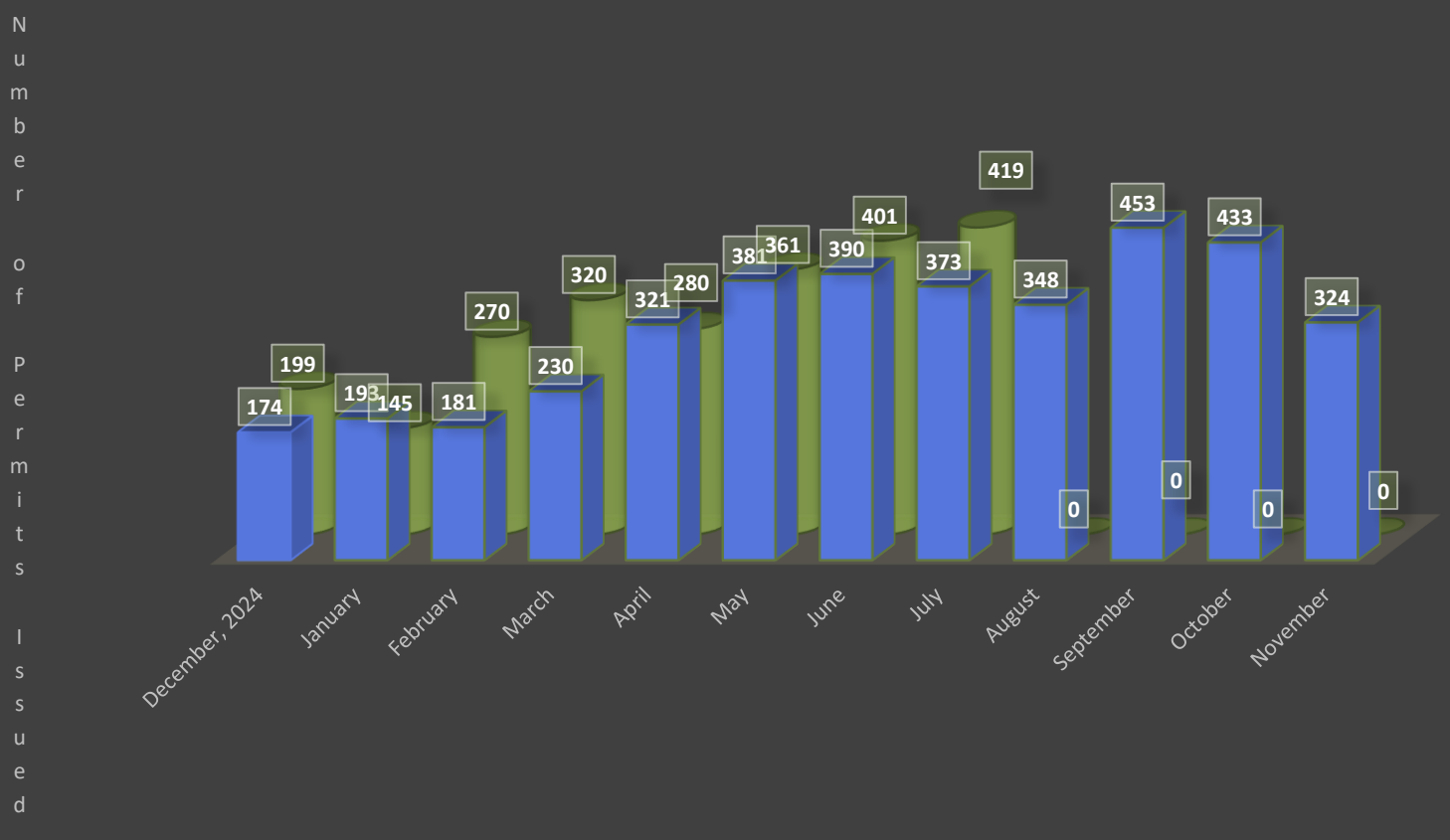
Utility Permit Comparison Chart



July 2025 Total = 16 Issued

July 2026 Total = 10 Issued

MOVING PERMIT COMPARISON CHART



July 2025 Total =373 Issued

July 2026 Total = 419 Issued

KDOT
KANE COUNTY DIVISION OF TRANSPORTATION

Permit Activity Report

Permit Company:
Road Name:
GIS Feature: ALL
Permit Number:

Reviewer: ALL

Permit Number	Permit Status	Permittee Company	Road Name	Reviewer
AAH-2024-00009	Open		County Line Rd (Co Hwy 1)	Dustin Sundquist
AAH-2024-00012	Open	GRACE LUTHERAN CHURCH BSA TROOP 46	Empire Rd (Co Hwy 69)	Dustin Sundquist
AAH-2026-00011	Open	BATAVIA ROTARY CLUB	Main Street (Co Hwy 10)	Dustin Sundquist
AAH-2026-00012	Open		Tanner Rd (Co Hwy 15)	Dustin Sundquist
AAH-2026-00014	Open	BRIDGE CPA	Randall Road (Co Hwy 34)	Dustin Sundquist
AAH-2026-00015	Open	MIGUEL A. ROSAS C.	Orchard Road (Co Hwy 83)	Dustin Sundquist
AAH-2026-00016	Open		SILVER GLEN (Co Hwy 5)	Dustin Sundquist
MAJ-2024-00004	Open	GILBERTS DEVELOPMENT FN LLC	Galligan Road (Co Hwy 6)	Doris Hohertz
MAJ-2025-00004	Open	HAMPSHIRE WEST, LLC	Big Timber Rd (Co Hwy 21)	Doris Hohertz
MAJ-2025-00008	Open	CHASTAIN & ASSOCIATES LLC	Huntly Rd (Co Hwy 30) and Longmeadow Parkway (Co Hwy 86)	Doris Hohertz
MAJ-2026-00002	Open	SHODEEN INC.	Bunker Rd (Co Hwy 16), Keslinger Rd (Co Hwy 41), LaFox Rd (Co Hwy 81)	Doris Hohertz
MAJ-2026-00003	Open	HAMPSHIRE WEST, LLC	Big Timber Rd (Co Hwy 21)	Doris Hohertz
MIN-2026-00003	Open	BARAJAS RESIDENCE	Harter Rd (Co Hwy 4)	Doris Hohertz
PLTA20230000513-01	Open	ISD ENGINEERING	Kirk Rd (Co Hwy 77)	
PLTA20230000669	Open	ANTUNES	Kirk Rd (Co Hwy 77)	Doris Hohertz

ROW-2025-00012	Open	CHC CONSULTING, LLC	Dunham Rd (Co Hwy 19)	Doris Hohertz
ROW-2025-00019	Open	COM ED	French Rd (Co Hwy 11)	Doris Hohertz
ROW-2025-00028	Open	SHACTEE ENGINEERING	Orchard Rd (Co Hwy 84)	
ROW-2026-00008	Open	FLOCK SAFETY	Dunham (Co Hwy 19)	Tim Knight
ROW-2026-00009	Open	ANR PIPELINE COMPANY	Jericho Rd (Co Hwy 24)	
ROW-2026-00010	Open	ANR PIPELINE COMPANY	Granart Rd (Co Hwy 35)	
ROW-2026-00011	Open	ANR PIPELINE COMPANY	Scott Rd (Co Hwy 48)	
ROW-2026-00012	Open	ANR PIPELINE COMPANY	Main Street Rd (Co Hwy 10)	
ROW-2026-00013	Open	ANR PIPELINE COMPANY	Perry Rd (Co Hwy 4)	
ROW-2026-00014	Open	ANR PIPELINE COMPANY	Keslinger Rd (Co Hwy 41)	
ROW-2026-00015	Open	ANR PIPELINE COMPANY	Beith Rd (Co Hwy 23)	
ROW-2026-00016	Open	ANR PIPELINE COMPANY	Lees Rd (Co Hwy 27)	
ROW-2026-00017	Open	ANR PIPELINE COMPANY	Ramm Rd (Co Hwy 56)	
ROW-2026-00018	Open	ANR PIPELINE COMPANY	Ellithorpe Rd (Co Hwy 49)	
ROW-2026-00019	Open	ANR PIPELINE COMPANY	Burlington Rd (Co Hwy 46)	
ROW-2026-00020	Open	ANR PIPELINE COMPANY	Plank Rd (Co Hwy 22)	
ROW-2026-00021	Open	ANR PIPELINE COMPANY	Allen Rd (Co Hwy 45)	
ROW-2026-00022	Open	ANR PIPELINE COMPANY	Big Timber Rd (Co Hwy 21)	
SEV-2026-00008	Open		Fabyan Parkway (Co Hwy 8) Hughes Rd (Co Hwy 26) Randall Rd (Co Hwy 34) Main Street Rd (Co Hwy 10) County Line Rd (Co Hwy 1) Thatcher/Beith Rd (Co Hwy 23)	Diana Garza
SUB-2023-00001	Open	WOODGATE PROPERTIES LLC	Woodgate Road	Kurt Nika
SUB-2025-00001	Open	RIDGEFIELD OF HUNTLEY, L.L.C.	Ridgefield Blvd	Kurt Nika
TMP-2023-00001	Open	GILBERTS DEVELOPMENT, LLC	Galligan Road (Co Hwy 6)	Kurt Nika
TMP-2024-00005	Open	MIDWEST INDUSTRIAL FUNDS	Fabyan Pkwy(Co Hwy8) and Kautz Rd	
TMP-2024-00008	Open	MWI PROPERTY GROUP	Fabyan Pkwy(Co Hwy8)	Doris Hohertz
TMP-2024-00011EXT1	Open	TALLGRASS PROPERTIES, LLC	Hughes Road (Co Hwy 26)	Doris Hohertz

TMP-2025-00003EXT1	Open	MWI PROPERTY GROUP	Fabyan Parkway (Co Hwy 8)	Doris Hohertz
TMP-2025-00008	Open	MODA HOMES, LLC	Galligan Rd (Co Hwy 6)	
TMP-2026-00003	Open	ANR PIPELINE COMPANY	Davis Rd (Co Hwy 44)	
TMP-2026-00004	Open	ANR PIPELINE COMPANY	Granart Rd (Co Hwy 35)	
UTL-2023-00027	Open	NICOR GAS	Orchard Rd (Co Hwy 83)	Doris Hohertz
UTL-2023-00078	Open	MCC TELEPHONY OF IL LLC DBA MEDIACOM	Fabyan Parkway (Co Hwy 8)	
UTL-2024-00032EXT2	Open	HAMPSHIRE WEST, LLC		Doris Hohertz
UTL-2024-00054	Open	KANE COUNTY DIVISION OF ENVIRONMENTAL AND WATER RESOURCES	Plank Rd (Co Hwy 22)	Tim Knight
UTL-2024-00089	Open	FARNSWORTH GROUP, INC.	Peck Road (Co Hwy 84)	Doris Hohertz
UTL-2024-00105EXT1	Open	ZAYO		Doris Hohertz
UTL-2024-00120EXT1	Open	ZAYO		Doris Hohertz
UTL-2024-00124	Open	ZAYO	Randall Rd (Co Hwy 34)	Ray Johnson
UTL-2024-00125	Open	ZAYO	Silver Glen Rd (Co Hwy 5)	
UTL-2024-00126	Open	ZAYO	Silver Glen Rd (Co Hwy 5)	Ray Johnson
UTL-2024-00131	Open	ZAYO	Kirk Road (Co Hwy 77)	Ray Johnson
UTL-2024-00135	Open	ZAYO	Kirk Rd (Co Hwy 77)	Ray Johnson
UTL-2024-00136	Open	ZAYO	Kirk Rd (Co Hwy 77)	Ray Johnson
UTL-2024-00137EXT1	Open	ZAYO		Doris Hohertz
UTL-2024-00138EXT1	Open	ZAYO		Doris Hohertz
UTL-2024-00158	Open	NICOR GAS COMPANY	Jericho Rd (Co Hwy 24)	Tim Knight
UTL-2024-00165EXT1	Open	COMED		Doris Hohertz
UTL-2024-00176	Open	AT&T	Randall Rd (CH 34); Big Timber Rd (CH 21)	Tim Knight
UTL-2024-00178	Open	FEHR GRAHAM	Kirk Road (Co Hwy 77)	Doris Hohertz
UTL-2025-00020EXT2	Open	CITY OF AURORA		Doris Hohertz
UTL-2025-00074EXT2	Open	AT&T		Doris Hohertz
UTL-2025-00104	Open	COMED	Randall Rd (Co Hwy 34)	Doris Hohertz

UTL-2025-00107EXT1	Open	AT&T		Doris Hohertz
UTL-2025-00118	Open	AT&T	Empire RD (Co Hwy 69)	Tim Knight
UTL-2025-00119	Open	ESPO ENGINEERING	Plato Rd (Co Hwy 32)	Tim Knight
UTL-2025-00123	Open	METRO FIBERNET, LLC	Randall Road (Co Hwy 34)	Tim Knight
UTL-2025-00128	Open	MCC TELEPHONY OF IL LLC DBA MEDIACOM	Town Center Blvd	Tim Knight
UTL-2025-00132	Open	COMED	Randall Rd (Co Hwy 34) & Williamsburg Ave	Tim Knight
UTL-2025-00138	Open	NICOR GAS COMPANY	Hughes Rd (CoHwy26), Keslinger Rd (CoHwy41)	Ray Johnson
UTL-2025-00148	Open	VERIZON COMMUNICATIONS INC. / MCI COMMUNICATIONS SERVICES LLC	Plato Rd (Co Hwy 32)	Tim Knight
UTL-2025-00150	Open	ERVIN CABLE CONSTRUCTION	Main St. (Co Hwy 10)	Tim Knight
UTL-2025-00152	Open	ERVIN CABLE CONSTRUCTION	County Line Rd (Co Hwy 1)	Tim Knight
UTL-2025-00153	Open	COMCAST CABLE	Big Timber Rd (Co Hwy 21)	Tim Knight
UTL-2025-00155	Open	ERVIN CABLE CONSTRUCTION	Center St & Liberty St	Tim Knight
UTL-2025-00157EXT1	Open	COMMONWEALTH EDISON (COMED)		Doris Hohertz
UTL-2025-00174	Open	COMCAST CABLE	Plank Rd (Co Hwy 22), Brier Hill Rd	Tim Knight
UTL-2026-00001	Open	NICOR GAS	Peck Rd (Co Hwy 84)	Tim Knight
UTL-2026-00010	Open	METRONET	Randall Rd (Co Hwy 34)	Tim Knight
UTL-2026-00012	Open	JACOB & HEFNER ASSOCIATES, INC.	Tyrrell Rd (Co Hwy 59)	Doris Hohertz
UTL-2026-00020	Open	EZEE FIBER TEXAS LLC	W. Bartlett Rd (Co Hwy 61)	Doris Hohertz
UTL-2026-00030	Open	COBBFENDLEY	Orchard Rd (Co Hwy 83)	Tim Knight
UTL-2026-00032	Open	NICOR GAS COMPANY	N/A	Tim Knight
UTL-2026-00037	Open	SHACTEE ENGINEERING	N/A	Tim Knight
UTL-2026-00040	Open	COMMONWEALTH EDISON (COMED)	Plato Rd (Co Hwy 32)	Tim Knight
UTL-2026-00042	Open	MCIMETRO / VERIZON	Randall Rd (Co Hwy 34)	Tim Knight
UTL-2026-00044	Open	ESPO ENGINEERING	N/A	Tim Knight
UTL-2026-00047EXT1	Open	COMED		Doris Hohertz
UTL-2026-00060EXT1	Open	AT&T		Doris Hohertz

UTL-2026-00063	Open	SARGENT & LUNDY	Montgomery Road (Co Hwy 29)	Doris Hohertz
UTL-2026-00066EXT1	Open	COMED		Doris Hohertz
UTL-2026-00071	Open	NICOR GAS COMPANY	N/A	Tim Knight
UTL-2026-00072	Open	COMED	Silver Glen Rd (Co Hwy 5)	Tim Knight
UTL-2026-00076	Open	COMED	Dittman Rd (Co Hwy 51)	Tim Knight
UTL-2026-00077	Open	COMED	Huntley Rd (Co Hwy30)	Tim Knight
UTL-2026-00078	Open	COMED	Burlington Rd (Co Hwy 5)	Tim Knight
UTL-2026-00084	Open		N/A	Tim Knight
UTL-2026-00086	Open	TALMAN CONSULTANTS	N/A	Tim Knight
UTL-2026-00087	Open	ATT ILLINOIS	Randall Rd (Co Hwy 34)	Tim Knight
UTL-2026-00088	Open	COMED	N/A	Tim Knight
UTL-2026-00089	Open	COMED	Beith Rd (Co Hwy 23)	Ray Johnson
UTL-2026-00092	Open	ESPO ENGINEERING	La Fox Road (Co Hwy 81)	Tim Knight
UTL-2026-00093	Open	ESPO ENGINEERING	N/A	Tim Knight
UTL-2026-00094	Open	ESPO ENGINEERING	Big Timber Rd (Co Hwy 21)	Tim Knight
UTL-2026-00095	Open	COMED	Jericho Rd (Co Hwy 24)	Tim Knight
UTL-2026-00096	Open	MCC NETWORK SERVICES, LLC	Dauberman Rd (Co Hwy 62)	Tim Knight
UTL-2026-00097	Open	COMCAST CABLE	Russell Rd (Co Hwy 33)	Tim Knight
UTL-2026-00098	Open	COMED	Big Timber Rd (Co Hwy 21)	Tim Knight
UTL-2026-00099	Open	NICOR GAS	Randall Rd (Co Hwy 34)	Doris Hohertz
UTL-2026-00100	Open	TALMAN CONSULTANTS	Randall Rd (Co Hwy 34)	Tim Knight
UTL-2026-00101	Open	VEVAISH PROPERTY MANAGEMENT LLC	Montgomery Road (Co Hwy 29)	Doris Hohertz
UTL-2026-00104	Open	GEWALT HAMILTON & ASSOCIATES	Keslinger Rd (Co Hwy 41)	Doris Hohertz
UTL-2026-00105	Open	AT&T	Randall Rd (Co Hwy 34)	Tim Knight
UTL-2026-00107	Open		Silver Glen Rd (Co Hwy 5)	Tim Knight
UTL-2026-00110	Open	PNP PERMITS LLC	Tyrell Rd (Co Hwy 59)	
UTL-2026-00111	Open	PNP PERMITS LLC	Main Street Rd (Co Hwy 10)	
UTL-2026-00112	Open	METRONET		

WAT-2026-00001	Open	NA	Doris Hohertz

KDOT
KANE COUNTY DIVISION OF TRANSPORTATION

Permit Activity Report

Permit Status From: 05/01/2026
Permit Status To: 07/31/2026
Permit Status: Issued

Permittee Company:

Permit Expiration Date:
Road Name:
GIS Feature: ALL
Permit Number:

Reviewer: ALL

Permit Number	Permit Status	Permittee Company	Road Name	Reviewer	Permit Issued Date	Permit Exp Date
DET-2026-00001	Issued	ROADSAFE TRAFFIC SYSTEMS	Keslinger Rd, Peck Rd and IL 38	Doris Hohertz	05/22/2026	05/22/2027
MIN-2025-00007	Issued	JUST FOR PAWS	County Line Rd (Co Hwy 1)	Doris Hohertz	06/09/2026	06/09/2027
MIN-2026-00002	Issued	RECON CORPORATION	Keslinger Rd (Co Hwy 41)	Doris Hohertz	06/09/2026	06/09/2027
MIN-2026-00004	Issued	PINELA RESIDENCE DRIVEWAY ACCESS	Fabyan Parkway	Doris Hohertz	07/14/2026	07/14/2027
ROW-2024-00027	Issued	GSI FAMILY	Kirk Road (Co Hwy 77)	Doris Hohertz	07/28/2026	07/28/2027
ROW-2025-00003	Issued	VILLAGE OF NORTH AURORA	Orchard Road (Co Hwy 83)	Doris Hohertz	06/14/2026	06/14/2027
ROW-2025-00018	Issued	ZENITH TECH, INC.	Bowes Rd (Co Hwy 17)	Doris Hohertz	07/26/2026	08/14/2026
ROW-2025-00027	Issued	ATLAS TECHNICAL CONSULTANTS LLC	Randall Road (Co Hwy 34)	Ray Johnson	06/09/2026	06/09/2027
ROW-2026-00005	Issued	RUBINO ENGINEERING, INC.	Burlington Rd (Co Hwy 2) & Silver Glen Rd (Co Hwy 5)	Tim Knight	05/01/2026	05/01/2027
ROW-2026-00006	Issued	RUBINO ENGINEERING, INC.	Orchard Rd (Co Hwy 83)	Tim Knight	05/01/2026	05/01/2027

ROW-2026-00007	Issued	VILLAGE OF BURLINGTON	North Main Street/Burlington Road	Doris Hohertz	05/22/2026	05/22/2027
TMP-2026-00001	Issued	FOX VALLEY CHURCH	Huntley Road (Co Hwy 30)	Doris Hohertz	07/22/2026	07/22/2027
TMP-2026-00002	Issued	WALLACE RESIDENCE	Hughes Rd (Co Hwy 26)	Doris Hohertz	07/26/2026	07/26/2027
UTL-2023-00037	Issued	NICOR GAS COMPANY	Fabyan Parkway (Co Hwy 8)	Doris Hohertz	06/30/2026	12/30/2026
UTL-2023-00101	Issued	NICOR GAS COMPANY	Army Trail (Co Hwy 20) & Dunham Rd.(Co Hwy 19)	Ray Johnson	06/22/2026	09/22/2026
UTL-2025-00023	Issued	NICOR GAS COMPANY	Big Timber Rd (Co Hwy 21)	Tim Knight	05/27/2026	08/27/2026
UTL-2025-00098	Issued	COMED	Randall Rd (Co Hwy 34)	Doris Hohertz	06/03/2026	07/03/2026
UTL-2025-00126	Issued	I3 BROADBAND	Huntley Rd (Co Hwy 30)	Tim Knight	05/06/2026	08/06/2026
UTL-2025-00158	Issued	NICOR GAS COMPANY	Harmony Rd Co Hwy 36	Doris Hohertz	06/12/2026	09/12/2026
UTL-2025-00168	Issued	AT&T	Kirk Rd (Co Hwy 77)	Tim Knight	06/12/2026	09/12/2026
UTL-2025-00169	Issued	METRONET	Randall Rd (Co Hwy 34)	Ray Johnson	07/11/2026	10/11/2026
UTL-2026-00006	Issued	COMCAST CABLE	Peck Rd (Co Hwy 84)	Tim Knight	07/22/2026	10/22/2026
UTL-2026-00009	Issued	COMMONWEALTH EDISON (COMED)	Bowes Rd (Co Hwy 17)	Tim Knight	06/12/2026	09/12/2026
UTL-2026-00018	Issued	NICOR GAS COMPANY	Silver Glen Rd (Co Hwy 5)	Tim Knight	05/29/2026	08/29/2026
UTL-2026-00022	Issued	METRONET	Randall Rd (Co Hwy 34)	Ray Johnson	06/15/2026	09/15/2026
UTL-2026-00025	Issued	COMED	Kirk Rd (Co Hwy 77)	Tim Knight	05/06/2026	08/06/2026
UTL-2026-00028	Issued	COMMONWEALTH EDISON	Bowes Rd (Co Hwy 17)	Tim Knight	07/09/2026	10/09/2026
UTL-2026-00031	Issued	COMED	Randall Rd (Co Hwy 34)	Doris Hohertz	07/16/2026	10/22/2026
UTL-2026-00035	Issued	COMCAST BUSINESS	Bowes Rd (Co Hwy 17)	Tim Knight	05/29/2026	08/29/2026

UTL-2026-00036	Issued	I3 BROADBAND	Randall Rd (Co Hwy 34)	Tim Knight	05/29/2026	08/29/2026
UTL-2026-00038	Issued	COMED	Harter Rd (Co Hwy 4)	Tim Knight	05/11/2026	08/11/2026
UTL-2026-00039	Issued	NICOR GAS COMPANY	Jericho Road (Co Hwy 24)	Tim Knight	07/31/2026	10/31/2026
UTL-2026-00041	Issued	METRONET	Randall Rd (Co Hwy 34)	Ray Johnson	07/11/2026	10/11/2026
UTL-2026-00048	Issued	COMED		Ray Johnson	06/08/2026	09/08/2026
UTL-2026-00049	Issued	NICOR GAS	Kaneville Rd (Co Hwy 84)	Tim Knight	05/13/2026	08/13/2026
UTL-2026-00050	Issued	NICOR GAS COMPANY	Fabyan Pkwy (Co Hwy 8)	Tim Knight	05/06/2026	08/06/2026
UTL-2026-00052	Issued	NICOR GAS	Kirk Rd (Co Hwy 77)	Tim Knight	05/13/2026	08/13/2026
UTL-2026-00054	Issued	NICOR GAS / SOUTHERN COMPANY	Orchard Rd (Co Hwy 83)	Tim Knight	06/10/2026	09/10/2026
UTL-2026-00057	Issued	NICOR GAS COMPANY	Bowes Rd (Co Hwy 17)	Tim Knight	05/12/2026	08/12/2026
UTL-2026-00060	Issued	AT&T	Randall Rd (Co Hwy 34)	Tim Knight	05/18/2026	08/18/2026
UTL-2026-00061	Issued	METRONET	Huntley Rd (Co Hwy30)	Ray Johnson	06/15/2026	09/15/2026
UTL-2026-00062	Issued	ATT ILLINOIS	Fayban Parkway (Co Hwy 8)	Tim Knight	05/12/2026	08/12/2026
UTL-2026-00064	Issued	NICOR GAS		Ray Johnson	05/26/2026	08/26/2026
UTL-2026-00065	Issued	COMED	Peck Rd (Co Hwy 84)	Ray Johnson	05/10/2026	08/10/2026
UTL-2026-00066	Issued	COMED	Dunham Rd (Co Hwy 19)	Tim Knight	05/06/2026	08/06/2026
UTL-2026-00068	Issued	COMED	Dunham Rd (Co Hwy 77)	Tim Knight	05/06/2026	08/06/2026
UTL-2026-00070	Issued	NICOR GAS COMPANY	Corron Rd (Co Hwy 80)	Ray Johnson	06/30/2026	09/30/2026
UTL-2026-00073	Issued	COMED	Plank Rd (Co Hwy 22)	Tim Knight	05/18/2026	08/18/2026

UTL-2026-00074	Issued	COMCAST	Bowes Rd (Co Hwy 17)	Tim Knight	07/30/2026	10/30/2026
UTL-2026-00075	Issued	NICOR GAS / SOUTHERN COMPANY	Harter Rd (Co Hwy 4)	Tim Knight	05/29/2026	08/29/2026
UTL-2026-00079	Issued	ATT ILLINOIS	Harter Rd (Co Hwy 4)	Tim Knight	07/30/2026	10/30/2026
UTL-2026-00080	Issued	COMED	Bowes Rd (Co Hwy 17)	Tim Knight	06/12/2026	09/12/2026
UTL-2026-00081	Issued	NICOR GAS / SOUTHERN COMPANY	Empire Rd (Co Hwy 69)	Tim Knight	06/10/2026	09/10/2026
UTL-2026-00082	Issued	COMCAST	Orchard Road (Co Hwy 83)	Tim Knight	07/27/2026	10/27/2026
UTL-2026-00083	Issued	AT&T	Fayban Parkway (Co Hwy 8)	Tim Knight	06/29/2026	09/29/2026
UTL-2026-00085	Issued	NICOR GAS / SOUTHERN COMPANY	Jericho Road (Co Hwy 24)	Tim Knight	06/23/2026	09/23/2026
UTL-2026-00090	Issued	COMED		Diana Garza	06/24/2026	09/24/2026
UTL-2026-00091	Issued	COMED		Diana Garza	06/24/2026	09/24/2026
UWT-2026-00001	Issued	INSITE RE, INC.	Randall Rd (Co Hwy 34)	Doris Hohertz	07/10/2026	07/10/2027

STATE OF ILLINOIS)
SS.
COUNTY OF KANE)

REPORT NO. TMP-26-992

TRAFFIC OPERATIONS REPORT

KANE COUNTY DIVISION OF TRANSPORTATION

Traffic Operations Department
Monthly Report – August 18, 2026

TRAFFIC OPERATIONS

1. Traffic signal and street lighting maintenance items.
   - Kirk Road at Averill Road, Division Street and Legacy Blvd: Maintenance responsibility transfer to H&H on 8/5/2026.
   - Install a flashing beacon approximately 500 feet north of Foxfield Drive for northbound traffic and a flashing beacon north of Majestic Oaks Drive for southbound traffic.
   - Install speed feedback signs for both northbound and southbound traffic between Foxfield Drive and Majestic Oaks Drive.

2. Ongoing Routine Activities:
   - Daily monitoring of Interconnected Traffic Signal System and Intelligent Transportation System (ITS) Devices such as Cameras, Malfunction Management Units, Detection systems, and Battery Backup systems.
   - Manage and oversee Electrical Maintenance Contractor activities in the routine maintenance of Traffic Signals, Street Lighting, Flashing beacons, and other ITS devices
   - Record and investigate received motorist operations related complaints.
   - Review & process insurance claims related to damages to traffic signal and lighting infrastructure.

This report is submitted for information purposes and staff recommends that it be placed on file.

Attachments: Flashing Beacon and Speed feedback sign.pdf

Detailed information available from: Phoebe Wu, Chief of Traffic Operations
630-208-3139


SPEED
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STATE OF ILLINOIS)
SS.
COUNTY OF KANE)

REPORT NO. TMP-26-995

PROJECT IMPLEMENTATION REPORT

KANE COUNTY DIVISION OF TRANSPORTATION

Project Implementation Report August 18, 2026

Construction Highlights (target completion dates are dependent upon weather)

- Bunker Road Extension – Keslinger Road to LaFox Road - The construction of the concrete approach lanes and a portion of the circle for the new roundabout began in July. The approach slabs for the new bridge structure on Bunker Road south of Keslinger Road are now complete. Keslinger Road continues to be closed for roadway grading and framing for additional lanes at the intersection of Keslinger Road and Bunker Road. Traffic is being detoured around this work. Project completion is scheduled for the end of 2026.
- Randall and IL 72- Crews continue utility relocation, ditch and pond grading, bike path excavation and storm sewer installation for the intersection improvement.
- Fiber Optic Backup – Construction of an underground fiber optic backup system continues. The crews are now working on the installation of the electrical hand holds. This project runs from KDOT's office down Burlington Road, Silver Glen Road and Randall Road and terminates at Stearns Road. This project will provide an alternate fiber optic route to KDOT's traffic operations center should the need arise. This work is expected to be completed late summer.
- 2026 Resurfacing Patrol – Pavement milling and new asphalt surface continues throughout various roads within the County. This work will continue through the fall.

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

- Burlington Road at Silver Glen Road Intersection Improvement – Soil Borings, Pavement Cores and Topographic & Right-of-Way surveys are currently underway. Traffic counts have been conducted and preliminary crash and traffic report is underway.
- Dauberman Road/Meredith Road Realignment – The Feasibility Study is progressing towards completion in determining the optimal realignment to connect Dauberman Road to Meredith Road. Drainage along the preferred alternative is currently being evaluated.
- Fabyan Parkway from IL 31 to IL 25 – Phase I is underway to determine the optimal realignment of the intersection of Fabyan and IL 31. Because of the improvements being considered for the intersection of Fabyan and IL 31, the study extends and includes improvements to the Fabyan Parkway over the Fox River Bridge and to the Fabyan Parkway at IL 25 intersection. Bicycle/pedestrian accommodations at the intersections and across the bridge will also be considered. A Public Information Meeting was held, May 20, 2026. Federal funding opportunities will be pursued for this project. Project website at https://www.fabyanil31intersection.com/
- Fabyan Parkway at Settler's Hill and at Kingsland Drive – Phase II and ROW acquisition are underway for this locally funded intersection and roadway improvement project along Fabyan Parkway. To improve traffic flow and safety at both intersections, Fabyan will be widened for auxiliary turn lanes and the two side roads will be widened for channelization. Bike/Ped and ADA improvements will be considered and ROW will be needed for this project. Coordination is on-going with local stakeholders and with FPDKC.
- Galligan Road from Binnie Road to Freeman Road – Phase I is nearing completion for this roadway and intersection improvement project to include capacity and safety improvements. Intersection improvements will include installation of roundabouts at each intersection, pavement widening for installation of a bi-directional turn lane, culvert replacement, earthwork for future multi-use path construction, and associated drainage improvements. ROW acquisition will be required. Federal funding opportunities will be pursued.

- Kirk Road over UPRR, Reed Road & White's Creek – The existing 18-span bridge will be replaced with three single span bridges over the Union Pacific Railroad, Reed Road and White's Creek with the remaining spans filled and supported with MSE retaining walls along Kirk Road between Cherry Lane and IL 38. An IDOT construction letting was held on July 31, 2026.
- Longmeadow Parkway Tree Mitigation Planting – The first stand-alone tree planting contract has been completed, with future tree planting contracts forthcoming.
- Montgomery Road at Howell Place – Phase I/II is underway for this locally funded intersection improvement project. Improvements to this three-legged intersection with a temporary traffic signal and a commercial entrance to the south (that acts as a fourth leg to the intersection) will include widening and resurfacing along Montgomery between State Street/Raymond Drive and Kingston, installation of permanent signals, crossing/ADA improvements, and potential reconfiguration of the commercial entrance to the south of the intersection. Drainage improvements and ROW will be required for this project.
- Plank Road (HSIP #2) from Romke Road to Brier Hill Road – Phase II and ROW acquisition are underway for this federally-funded safety improvement project to provide shoulder widening, roadway resurfacing, installation of centerline and shoulder rumble strips, recessed reflective pavement markers and ditch grading. ROW is underway for this project.
- Plank Road (HSIP #3) from West County Line Road to Engel Road – Phase I is underway and nearly completed for this federally-funded safety improvement project to provide shoulder widening, roadway resurfacing, installation of centerline and shoulder rumble strips, recessed reflective pavement markers and ditch grading. ROW will be needed for this project.
- Randall Road at Big Timber Road Intersection Improvements – Phase II and ROW acquisition is underway to improve intersection capacity, pedestrian movements and safety. Proposed improvements will include widening to incorporate a third through lane, re-alignment of the west leg of Big Timber Road to improve the intersection angle and sight distance, implementation of a free flow eastbound right turn lane, restriping of the northbound left turn lane to create dual left turn lanes, auxiliary lanes will be lengthened on all approaches, traffic signal modernization and roadway resurfacing. Pedestrian accommodations are included. Construction letting targeting June 2027 pending land acquisition.
- Randall Road over US 20 Interchange – A Phase I engineering study is underway to study the increased traffic volumes, access demand and competing jurisdictional interests within the compressed footprint of this important interchange. The project will include replacing the Randall Road bridge over US 20.
- Randall Road over I-90 Interchange – A Phase I Engineering study is underway for the Randall Road corridor between Big Timber Road and IL 72, centered on the I-90 interchange. This section of Randall Road is one of the most heavily traveled county highways in Kane County. Randall Road serves multiple critical uses:
    - The region's sole north-south arterial
    - A critical link to I-90 and the Chicago metropolitan area
    - A generator of commercial and industrial development

  Phase I is underway and five alternatives are being examined. Public meetings were held, public comments were received and compiled. The initial five alternatives have been narrowed to one and the final preferred alternative is being refined. A separate website for this project has been established: https://www.randallover90.com/
- Randall Road at Hopps Road and over CN RR – Phase II and ROW acquisition are underway for the proposed reconstruction and realignment of the intersection and a grade separated crossing over the CN RR. The primary objective is to build upon other ongoing safety and capacity improvements along Randall Road, to evaluate long-range safety and capacity improvement needs and to connect the multi-use path that exists along the west side of Randall Road to the north and south. The project will include a slight realignment of

Randall Road to the west, a realignment of Hopps Road to address safety concerns with the existing intersection angle and to correct the reverse curve super-elevation transition within the intersection. Construction letting expected in November of 2026 pending land acquisition. A separate website has been established: https://www.randallathopps.com/

- Randall Road at Keslinger Road and over UPRR – A project kickoff meeting was held with the selected consultant, Michael Baker International. The project aims to evaluate alternatives for both the structure over the UPRR, due to concerns about structure deficiencies and helpful lifespan, and the intersection of Randall Road at Keslinger Road, due to concerns intersection safety and congestion. Traffic counts have been completed, and ROW and topographic surveys will be conducted over the summer.
- Randall Road Multi-Modal Improvements – The Phase I engineering study to consider multi-modal improvements for 9.4 miles along Randall Road from College Green Drive to the northern County line **has achieved Design Approval** by Local Roads. This project has created an approved plan for all modes of transportation to travel safely along the northernmost 9 miles of Randall Road in Kane County. Improvements plan for off-road shared use paths, sidewalks, a pedestrian bridge alongside the Claude Hanson bridge in Elgin and intersection crossing improvements as needed to provide full corridor connectivity.
- Randall Road at Highland Avenue – Phase I is underway for Randall Road at Highland Avenue with limits extending from Foothill Road to Fletcher Drive to include 3 travel lanes in each direction separated by a barrier median and intersection improvements at Fletcher Drive, Royal Boulevard, Highland Avenue, Brookside/Tall Oaks Drive and Win Haven Drive. The existing cross section for Randall Road includes shoulders and generally an open drainage system, which is anticipated to be converted to an urban cross section with curb and gutter and a closed drainage system. A separate off-road bike path will also be considered along the west side of Randall Road, with potential pedestrian accommodations along Highland Avenue. Coordination with local stakeholders is currently underway.
- Tyrrell Road from Raymond Road to Mason Road – The primary objective of this Phase I engineering study is to improve safety due to lack of sight distance through two horizontal curves along this segment and safely improve operations and mobility through this bypass route of the Randall/I-90 corridor. The preferred alternative of two roundabouts addresses safety, operations and mobility concerns. Pedestrian accommodations will be included. Phase I completion is targeted for Fall 2026.
- Various Engineering Projects – There are dozens of active projects in various stages of engineering, land acquisition or construction. Please contact our office if you have a question on the status of a specific project or visit **http://kdot.countyofkane.org/pages/projects/highway-projects.aspx**

Detailed information available from: Jennifer O'Connell, Assistant Director, 630-406-7333

KANE COUNTY DIVISION OF TRANSPORTATION

August 2026 Transportation Committee











The construction of the north side concrete approach lanes and a portion of the circle for the new roundabout is complete. The approach slabs for the new bridge structure on Bunker Road is complete as well. Keslinger Road continues to be closed for roadway grading and framing for the new concrete roundabout at the intersection of Keslinger Road and Bunker. The project is scheduled to be completed at the end of 2026.











Crews continue utility relocation, ditch and pond grading, bike path excavation and storm sewer installation for the intersection improvement.







Construction of the underground fiber optic backup system continues. The crews are now working on the installation of the hand holds. The conduit being installed runs from KDOT's building down Burlington Road, Silver Glen Road and Randall Road and terminates at Stearns Road. This work is expected to be completed late summer, weather dependent.







Pavement milling, new sidewalks and asphalt surface continues throughout various roads within the County. This work will be on going through the fall of 2026.

STATE OF ILLINOIS)
SS.
COUNTY OF KANE)

RESOLUTION NO. TMP-26-1047

APPROVING AN INTERGOVERNMENTAL AGREEMENT WITH THE CITY OF ELGIN FOR VACATING/ABANDONING EXCLUSIVITY OF UTILITY EASEMENT ALONG RANDALL ROAD

WHEREAS, Article VII, Section 10 of the Illinois Constitution of 1970 and the Intergovernmental Cooperation Act (5 ILCS 220/1 et seq.) authorize the County of Kane (hereinafter the "County") and the City of Elgin (hereinafter the "City") to cooperate in the performance of their respective governmental duties and responsibilities by contract and other agreements; and

WHEREAS, the County is undertaking the Randall Road and Big Timber Road Intersection Improvement Project to improve traffic operations, safety, drainage, pedestrian accommodations, and related roadway improvements at the intersection of Randall Road and Big Timber Road (hereinafter the "Project"); and

WHEREAS, construction of the Project requires the relocation of certain City of Elgin municipal water main facilities located within County highway right-of-way, together with the vacation of an existing exclusive utility easement and the granting of a replacement permanent easement to accommodate the relocated water main; and

WHEREAS, the County and the City have negotiated an Intergovernmental Agreement setting forth their respective responsibilities for design, permitting, utility relocation, construction, reimbursement of eligible costs, maintenance of municipal utilities, vacation of the existing exclusive easement, and the granting of a replacement permanent easement, all in furtherance of the Project; and

WHEREAS, the Kane County Board finds it to be in the best interests of the County to approve said Intergovernmental Agreement, a copy of which is on file with the Kane County Clerk.

NOW, THEREFORE, BE IT RESOLVED by the Kane County Board that the Intergovernmental Agreement between the County of Kane and the City of Elgin regarding the Randall Road and Big Timber Road Intersection Improvement Project is hereby approved.

BE IT FURTHER RESOLVED that the Chairman of the Kane County Board is hereby authorized and directed to execute said Intergovernmental Agreement and any documents necessary to carry out the intent of this Resolution.

Passed by the Kane County Board on September 8, 2026.

_____	_____
John A. Cunningham, MBA, JD, JD	Corinne M. Pierog MA, MBA
Clerk, County Board	Chairman, County Board
Kane County, Illinois	Kane County, Illinois

Vote:

RESOLUTION / ORDINANCE EXECUTIVE SUMMARY ADDENDUM

Title

Approving an Intergovernmental Agreement with the City of Elgin Vacating/Abandoning Exclusivity of Utility Easement along Randall Road

Committee Flow:
Transportation Committee, Executive Committee, County Board

Contact:
Jennifer O'Connell, 630.406.7333

Budget Information:

Was this item budgeted? N/A	Appropriation Amount: $N/A
If not budgeted, explain funding source: N/A	
Was this item passed through the appropriate committee? Yes	

Summary:

The City of Elgin and the County are proposing an Intergovernmental Agreement (IGA) to cooperate regarding intersection imrovements at Randall and Big Timber Road. Pursuant to the proposed IGA, the City agrees to relocate municipal utilities in consultation with the County, in order to avoid highway and utility conflicts.

The relocation of municipal utilities are to be included in the highway improvement contract and the City agrees to reimburse the County for construction and construction engineering costs related to the watermain relocation. The total estimated cost for construction of the City of Elgin municipal utility relocation is $2,739,200.00. The cost of construction engineering will be calculated at 10% of the construction costs associated with the City of Elgin municipal utility relocation.

The City also agrees to vacate/abandon an existing permanent and exclusive easement for their municipal watermain to accomodae the proposed intersection improvements. The County agrees to replace the existing permanent easement and grant to the City of Elgin a new easement within the new right-of-way limits. A segment of the City of Elgin watermain on the west leg of Randall Road will be constructed within this new permanent easement.

Staff recommends approval.

INTERGOVERNMENTAL AGREEMENT BETWEEN
THE COUNTY OF KANE AND THE CITY OF ELGIN

This Agreement is entered into this 8th day of September 2026, by and between the COUNTY OF KANE, a body corporate and politic of the State of Illinois, hereinafter the "COUNTY", and the CITY OF ELGIN, a home rule municipal corporation of the State of Illinois, hereinafter the "CITY". The COUNTY and the CITY are hereinafter sometimes collectively referred to as the "Parties" and each individually sometimes referred to as a "Party".

WITNESSETH:

WHEREAS, the COUNTY has jurisdiction of Kane County Highway No. 34 (also known as "Randall Rd.") and Kane County Highway No. 21, (also known as "Big Timber Rd."), which COUNTY jurisdiction is in its entirety west of Randall Rd. (hereinafter "West Big Timber Rd.") and the CITY has jurisdiction of Big Timber Rd. in its entirety east of Randall Rd. (hereinafter "East Big Timber Rd.").

WHEREAS, the COUNTY, in order to facilitate the free flow of traffic and ensure safety of the motoring public, now desires to widen and re-align the intersection of Randall Rd., West Big Timber Road and East Big Timber Rd. (hereinafter collectively the "Intersection"), by making the following improvements:

> Re-alignment and widening on all four legs of the Intersection (Randall Rd., West Big Timber Rd. and East Big Timber Rd.) including full depth widening and resurfacing and reconstruction thereof, to realign, and improve the intersecting angle of said Roads; including the addition of through lanes and left and right hand turn lanes, raised medians, drainage facilities, traffic signal modernization and pedestrian accommodations at or near the within unincorporated Kane County and incorporated City of Elgin, (generally hereinafter referred to as the "Project"), and all other work appurtenant thereto and necessary to complete the Project in accordance with the approved design plans and specifications as set forth in Section No.: 19-369-01-CH, (hereinafter collectively the "Plans") which are incorporated herein by reference and made a part hereof;

and

WHEREAS, the COUNTY`s highway right-of-way for Randall Rd. and West Big Timber Rd. within the limits of the Project are hereinafter referred to as the "Right-of-Way"; and

WHEREAS, the CITY owns various water main improvements located within the COUNTY's rights of way for Randall Rd. and West Big Timber Rd., (hereinafter the "CITY Water Main") and in particular CITY Water Main located in the Right-of-Way, which water main improvements were previously installed, utilized, and maintained by the CITY; and

WHEREAS, the Project improvements that the COUNTY will construct require the CITY Water Main to be relocated, and for adjustments to be made to the CITY's fire hydrants and valve vaults,

which are a part of and appurtenant the CITY Water Main (hereinafter collectively the "Water Main Relo"), and the plans for the Water Main Relo work have been incorporated into the Plans at the request of the CITY.

WHEREAS, a part of the Water Main Relo that is located in the Right of Way in the southwest quadrant of the Intersection is in an exclusive permanent easement held by the CITY for water main purposes as depicted in Exhibit "A," which is attached hereto and incorporated herein (hereinafter referred to as the "Exclusive Easement"), which easement directly interferes with the COUNTY's proposed Project and the COUNTY has requested and the CITY has agreed to vacate the Exclusive Easement in accordance with the terms and provisions of this Agreement; and

WHEREAS, the Parties, by this Agreement, intend to cooperate in the Water Main Relo and in the Project generally and desire to memorialize their respective responsibilities toward permitting, design engineering, relocation, construction, construction engineering, funding, and maintenance of the CITY Water Main; and

WHEREAS, the COUNTY, by virtue of its powers as set forth in the Illinois Highway Code 605 ILCS 5/9-113 and the CITY, by virtue of its home rule authority and its powers as set forth in the Illinois Municipal Code 65 ILCS 5/1-1-1, et seq., are authorized to enter into this Agreement; and

WHEREAS, The Parties are authorized to enter into this intergovernmental agreement pursuant to Article VII, Section 10 of the Illinois Constitution and the Intergovernmental Cooperation Act, of the Illinois Compiled Statutes, (5 ILCS 220/1 et seq.).

NOW, THEREFORE, in consideration of the aforementioned recitals and the mutual covenants contained herein, the receipt and sufficiency of which are hereby acknowledged, the Parties hereto mutually, covenant, agree, and bind themselves as follows; to wit:

I. PROJECT ENGINEERING

A. The COUNTY has performed preliminary and design engineering, is in the process of finalizing contract plans, and has obtained the necessary surveys for the Project, including the included Water Main Relo.

B. The CITY at its own cost has provided the COUNTY with the design engineering necessary for the Water Main Relo, and the COUNTY has incorporated the CITY's Water Main Relo design engineering into the Plans. The CITY has subsequently approved the Plans as said Plans impact East Big Timber Rd. and has further approved the preliminary and design engineering, for the Water Main Relo as incorporated in the Plans by the COUNTY.

C. The COUNTY shall assume overall responsibility for the completion of the Project including the Water Main Relo. Unless otherwise provided in this Agreement to the contrary, the COUNTY's responsibility shall include obtaining certain permits (U.S. Army Corps of Engineers, Office of Natural Resources, Environmental Protection Agency, etc.) and joint participation and/or force account agreements (Township,

Municipal, Railroad, Utility, etc.), as may be required for the Project in conjunction with general Project schedules and deadlines. The Parties hereto agree to cooperate insofar as their individual jurisdictional authority allows with the timely acquisition and clearance of said permits and agreements and in complying with all applicable Federal and State, and local regulations and requirements pertaining to work proposed for the Project.

D. The CITY agrees to secure a Water Main Construction Permit from the Illinois Environmental Protection Agency and any additional permits specifically required to complete the Water Main Relo. Copies of the permits identified within this section shall be provided to the COUNTY.

II. RIGHT OF WAY

A. The COUNTY represents and warrants:

i) The COUNTY has performed all survey work and prepared all parcel plats and legal descriptions for all COUNTY highway Right-of-Way (both permanent and temporary), whether within unincorporated or incorporated Kane County necessary for the construction of the Project and its incorporated Water Main Relo as indicated in the Plans;

ii) All Right-of-Way acquired for construction of the Project, or for other improvements to be required by the COUNTY in its name and at its expense;

iii) Parcel plats and legal descriptions for any property acquired as Right-of-Way or COUNTY facilities will generally conform to the Illinois Department of Transportation's (IDOT) required formats; and

iv) The COUNTY shall be solely responsible for all Right-of-Way costs for the Project including any Right of Way to be utilized for the Water Main Relo. Right-of-Way costs shall include the purchase price thereof, as well as the costs of negotiations, appraisals, title evidence, relocation assistance payment, property management, and such expenses, fees and costs, including legal fees and expenses as may be necessary to acquire said right-of-way.

III. UTILITY RELOCATION

A. The Parties acknowledge that Project surveys conducted by the COUNTY revealed the locations of various other CITY utility facilities within the existing COUNTY Right-of-Way adjacent to both Randall Rd., East Big Timber, and West Big Timber Roads that may require relocation due to the Project.

B. The COUNTY has made all reasonable efforts to minimize the number of relocations and adjustments to CITY utilities (other than the Water Main Relo which adjustments

that have been made by the CITY), which will require adjustment or relocation as part of the Project, if any.

C. The COUNTY agrees to cooperate with the necessary relocation and adjustments to any existing CITY utility facilities located within the Right-of-Way where improvements to COUNTY highways are proposed by the COUNTY to be done in conjunction with the Project including the design, construction engineering and construction of adjustments for, and relocation of CITY utility facilities which shall initially be at the sole expense of the COUNTY, and to issue all necessary COUNTY permits that may be required for the adjustment(s) to the extent of its lawful authority at no cost to the CITY. Notwithstanding anything herein to the contrary, the CITY shall pay the actual cost of that portion of construction and construction engineering costs of the Water Main Relo as hereinafter provided for in this Agreement; provided, however that the COUNTY shall pay the actual cost of the construction and construction engineering costs for that portion of the Water Main Relo, or for any other adjustment or relocation of any other CITY utilities, located within the Exclusive Easement premises.

D. The CITY agrees to cooperate with the COUNTY with respect to any Project-impacted private or public utilities and to issue all necessary CITY permits that may be required for the adjustment(s) to the extent of its lawful authority at no cost to the COUNTY; provided, however, that the CITY will not be responsible for the cost of replacing private or public easement, with such cost to be the sole responsibility of the COUNTY. This applies to all locations where private or public utility facilities (other than CITY utility facilities) are located in COUNTY Right-of-Way, which are to be adjusted due to the work proposed by the COUNTY for the Project.

IV. CONSTRUCTION

A. The Parties acknowledge that the State of Illinois will competitively advertise and receive Project bids and award the Project contracts to the lowest responsible bidder(s) in accordance with the Illinois Prevailing Wage Act and other applicable State and federal regulations.

B. The COUNTY shall provide construction engineering inspections and cause the Project to be constructed in accordance with the Plans and specifications subject to any reimbursement by the CITY provided for in this Agreement.

C. Any COUNTY requested changes from the Plans that affect the CITY Water Main and/or the Water Main Relo shall be submitted to the CITY for approval prior to commencing such work. The CITY shall review the proposed changes and indicate its approval or disapproval thereof in writing. If the proposed change(s) to the Plans and specifications are not acceptable, the CITY shall detail in writing its specific objections. The City shall not unreasonably withhold its approval. If the COUNTY receives no written response from the CITY within three (3) business days after providing written notification to the CITY of the proposed change(s), the proposed change shall be

deemed approved by the CITY. The parties shall attempt to resolve any dispute concerning the Water Main Relo in accordance with Section VIII.F of this Agreement. Any change order requested by the COUNTY shall not substantially delay the progress of the Project and shall be at the sole expense of the COUNTY.

D. Any CITY requested changes from the Plans that affect the East Big Timber Rd. or the Water Main Relo parts of the Project, shall be submitted to the COUNTY for approval prior to commencing such work. The COUNTY shall review the proposed changes and indicate its approval or disapproval thereof in writing. If the proposed changes(s) to the Plans and specifications are not acceptable, the COUNTY shall detail in writing its specific objections. The COUNTY shall not unreasonably withhold its approval. If the CITY receives no written response from the COUNTY within three(3) business days after providing written notification to the COUNTY of the proposed change(s), the proposed change shall be deemed approved by the COUNTY. The Parties shall attempt to resolve any dispute concerning the Water Main Relo in accordance with Section VIII.F of this Agreement. Any change order requested by the CITY shall not delay substantially the progress of the Project and shall be at the sole expense of the CITY.

E. The COUNTY shall require its contractor(s) working within the Right-of-Way to comply with Section 107.26 of the Standard Specifications for Road and Bridge Construction of the Illinois Department of Transportation. This section of the specifications shall be incorporated by reference into this Agreement. The COUNTY shall require that the contractors working on all portions of the Project shall maintain at a minimum levels of liability insurance as required by the Illinois Department of Transportation's Standard Specification for Road and Bridge Construction (latest edition) and shall name the CITY and the COUNTY as additionally insured parties and supply certificates thereof to the Parties prior to commencement of work on the Project. The COUNTY shall provide copies of the certificates with CITY upon request.

F. The COUNTY, on its own behalf and on the behalf of any entity or individual working on behalf of the COUNTY pursuant to this Agreement, to the extent allowable by law, agrees to defend, indemnify, and hold harmless the CITY and its elected officials, employees, and agents from and against, and shall pay all damages, costs and expenses, incurred by the CITY with respect to, any claim arising out of or relating to bodily injury, including death, or property damage caused by the COUNTY or its contractors', employees', agents', or representatives' negligent acts or omissions in the performance of the COUNTY's obligations pursuant to this Agreement.

G. The CITY, on its own behalf and on the behalf of any entity or individual working on behalf of the CITY pursuant to this Agreement, to the extent allowable by law, agrees to indemnify and hold harmless the COUNTY and its officers, directors, employees, and agents from and against, and shall pay all damages, costs and expenses, incurred by the COUNTY with respect to, any claim arising out of or relating to bodily injury, including death, or property damage caused by the CITY or its employees', agents', or representatives' negligent acts or omissions in the performance of the CITY's obligations pursuant to this Agreement.

H. No inspections or approvals of the Plans as they relate to the Project work on East Big Timber Rd. or of the Water Main Relo by the CITY or its elected officials, employees, contractors, representatives, or agents shall relieve the COUNTY's contractor(s) of the responsibility and liability for the proper performance of the Project work as determined by the COUNTY. COUNTY inspections and approvals shall not be considered a waiver of any rights the CITY may have pursuant to this Agreement. All CITY communications and correspondence with the State of Illinois' contractors(s), or relating to a Project contract, shall be through the COUNTY, unless otherwise specifically approved by the Director of Transportation/County Engineer of the COUNTY. In the event the CITY discovers Project work attributable to the CITY is not being performed or has not been performed in accordance with the Plans, the CITY shall promptly notify the Director of Transportation/County Engineer of the COUNTY or the Director of Transportation/County Engineer's duly designated representative, in writing, regarding the same.

I. Notwithstanding any provision hereinbefore set forth to the contrary, the CITY shall have the unrestricted right to observe, monitor and object to any construction technique or method employed by a contractor which fails to comply with the Plans or the Project contract as they relate to East Big Timber Rd. and the Water Main Relo. Any deviation from the Plans or Project contract relating to East Big Timber or the Water Main Relo shall be reported to the COUNTY which shall immediately take appropriate corrective action to ensure compliance with the Project Plans.

J. The City shall, to the extent of their legal authority, waive and otherwise forego any requirement for the County or its contractors to apply for and receive any City permit that may be otherwise necessary for the improvements to be constructed in conjunction with the Project. In any event, any permit application submitted in conjunction with the Project shall be reviewed and acted upon by the City within three (3) working days from the date of permit application submission.

V. FINANCIAL

A. Except as otherwise identified herein, the COUNTY shall initially pay all Project (including the Water Main Relo) related costs, including engineering, right-of-way, construction, and construction engineering. The Project engineering, construction, and construction engineering costs related exclusively to the Water Main Relo shall be subject to reimbursement by the CITY as hereinafter stipulated and determined by the COUNTY, except for those portions of the Water Main Relo that are located within the Exclusive Easement. The cost of construction engineering will be calculated at 10% of the construction costs associated with the Water Main Relo. The foregoing notwithstanding, it is agreed and understood that the COUNTY shall be responsible for the actual cost of the construction and construction engineering costs for that portion of the Water Main Relo, or for any other adjustment or relocation of any other CITY utilities, located within the Exclusive Easement premises, and such costs shall not be subject to reimbursement by the CITY.

B. The CITY has budgeted $2,600,000 as payment for the Water Main Relo that is subject to reimbursement by the CITY, and upon completion and acceptance of the Water Main Relo work, shall reimburse to the COUNTY the actual construction cost and calculated construction engineering cost for any Water Main Relo improvements for the Project, except for those portions of the Water Main Relo that are located with the Exclusive Easement. The CITY's acceptance of the completed Water Main Relo will not be unreasonably withheld. The COUNTY will provide the CITY with copies of certified payrolls, quantities, pricing for materials, and any other usual and customary documentation that demonstrate the cost of the Water Main Relo with any request for reimbursement. The CITY shall reimburse the COUNTY for the costs of the Water Main Relo that are subject to reimbursement by the CITY within forty-five (45) calendar days of its receipt by the CITY of a request for reimbursement from the COUNTY. In the event that the Water Main Relo construction and construction engineering costs that are subject to reimbursement by the CITY exceed $2,600,000 and the CITY is unable to immediately reimburse any amount over $2,600,000 as requested by the COUNTY, the request by the COUNTY for funds exceeding $2,600,000 will not be due and payable from the CITY until the 1st day of June 2028.

C. The COUNTY shall maintain, for a minimum of three (3) years after the completion of the Project, adequate books, records, and supporting documents to verify the amounts, recipients, and uses of all disbursements of funds passing in conjunction with this Agreement. The CITY shall have access to such books, records, documents and other evidence for the purpose of inspection, auditing and copying upon request to the COUNTY. Facilities for such access and inspection by the CITY's Auditor shall be provided by COUNTY. Audits conducted pursuant to this provision shall be in accordance with generally accepted auditing standards. All records shall be maintained and made available during performance of this Agreement and not less than three years after final completion of the Project. In addition, those records which relate to any dispute or litigation, or the settlement of claims arising out of such performance, or costs or items to which an audit exception has been taken, shall be maintained and made available for not less than three years after the date of resolution of such appeal, litigation, claim or exception.

VI. MAINTENANCE - RESPONSIBILITIES

A. The COUNTY shall continue to have exclusive jurisdiction over Kane County Highway No. 34, also known as Randall Road and, Kane County Highway No. 21, also known as Big Timber Road, (west of Randall Rd.) in their entirety.

B. The CITY shall continue to have exclusive jurisdiction over Big Timber Road east of Randall Rd. in its entirety.

C. After the completion of the construction and final inspection of the Water Main Relo portion of the Project, the CITY agrees to maintain or cause to be maintained all CITY utility facilities including but not limited to the CITY Water Main and Water Main Relo,

located within the COUNTY's Right-of-Way, and to relocate the same when requested by the COUNTY and to be solely responsible for all the costs thereof and otherwise associated therewith as provided for in this Agreement or otherwise required by law.

D. After completion of the Water Main Relo portion of the Project, the CITY shall not, except in the case of a bona fide emergency, conduct CITY utility or CITY Water Main work within the Right-of-Way without a permit duly applied for by the CITY, and after review and approval thereof, subsequently issued in writing by the COUNTY. The provisions of the COUNTY's Division of Transportation Permit Regulations and Access Control Regulations, as amended from time to time, shall apply to any such COUNTY permit.

E. It is understood and agreed by the Parties that this Agreement constitutes the complete and exclusive statement of the Parties relative to the subject matter hereof, and shall supersede any and all previous oral and written proposals, negotiations, representations, or understandings concerning the relocation and maintenance of the CITY Water Main within the Right-of-Way.

F. All Project items of construction including Randall Rd. and West Big Timber Road which are stipulated in this Agreement to be maintained by the COUNTY, shall upon completion of construction and final inspection, be the sole maintenance responsibility of the COUNTY.

G. All Project items of construction including East Big Timber Rd. and Water Main Relo which are stipulated in this Agreement to be maintained by the CITY, shall upon completion of construction and final inspection, be the sole maintenance responsibility of the CITY.

VII. EASEMENT VACATION

A. THE EASEMENT

1. The Parties acknowledge and agree that the Exclusive Easement premises are described as set forth in Exhibit "A" which is attached hereto and incorporated herein.

B. CITY OBLIGATIONS

1. The CITY agrees and by approval and execution of this Agreement vacates and abandons all of its rights in and to the Exclusive Easement, pursuant to the attached Vacation of Easement document.

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2. The CITY will apply for and sign an approved Kane County Highway Right of Way Use Permit for undocumented water main as it may exist in the COUNTY's right of way of West Big Timber Rd. and Randall Rd. as said permit is described in Section VII, subsection C, paragraph 3 below.

C. COUNTY OBLIGATIONS

1. The COUNTY shall provide to the CITY a permanent easement within the Right of Way in the southwest quadrant of the Intersection intended to relocate and replace the Exclusive Easement with a new easement for the relocation of the City watermain improvements and utility facilities (hereinafter the "Replacement Easement") as generally set forth in Exhibit "C," which is attached hereto and incorporated herein.

2. At any time in the future the COUNTY requires the CITY to relocate its watermain which is located within the Replacement Easement premises, the COUNTY shall pay the cost of the design and relocation of the CITY's watermain improvements and restoration of the Replacement Easement premises.

3. Upon application of the CITY, the COUNTY shall issue its standard form Kane County Highway Right of way Use Permit to the CITY for undocumented CITY utility facilities occupying Randall Rd. right of way within the limits of the Project.

VIII. GENERAL PROVISIONS

A. It is understood and agreed that this is an intergovernmental agreement between the CITY and the COUNTY.

B. It is understood and agreed by the Parties that the COUNTY has and shall retain jurisdiction Randall Road and, Big Timber Road west of Randall Rd. The CITY has and shall retain jurisdiction of Big Timber Road east of Randall Rd. The CITY shall retain jurisdiction of the CITY Water Main including the Water Main Relo. For the purpose of this Agreement, jurisdiction shall mean the authority to permit and obligation to administer, control, construct, maintain, repair and operate.

C. Other than the Replacement Easement attached hereto as Exhibit "C" this Agreement does not grant to the CITY any other easement on or convey any ownership or possessory interest in the right of way of Randall Road and Big Timber Road west of Randall Rd.), but provides a self-executed permit for the establishment, maintenance and repair of the CITY Water Main as part of and within the limits of the Project, (including the Water Main Relo).

D. This Agreement does not presume to grant any consent or privilege over any part of any Right of Way which may be under the ownership, possession or control of some other jurisdiction, body, entity, or person except for those granted in this Agreement; nor does it release the CITY from compliance with any of the provisions of any laws or statutes relating thereto.

E. Wherever in this Agreement approval or review by any Party hereto is provided for, said approval or review shall not be unreasonably delayed or withheld.

F. In the event of a dispute between the Parties in the carrying out of the terms of this Agreement, the Director of Transportation/County Engineer of the COUNTY and the Public Services Director of the CITY shall meet and attempt to resolve the issue.

G. This Agreement may be executed in two (2) or more counterparts, each of which shall be deemed an original and all of which shall be deemed one and the same instrument.

H. The COUNTY certifies that its correct Federal Tax Identification Number (FEIN) is 36-6006585 and it is doing business as a governmental entity, whose mailing address for the purpose of notice is, 41W011 Burlington Road, St. Charles, Illinois 60175.

I. This Agreement may only be modified by written amendment approved by the respective governing boards of the Parties and executed by a duly authorized representative of each Party.

J. This Agreement and the covenants contained herein shall become null and void in the event the contract covering the construction work for the Project contemplated herein is not awarded within four (4) years subsequent to the date of execution of this Agreement.

K. This Agreement shall be binding upon and inure to the benefit of the Parties and their respective successors and approved assigns.

L. It is agreed that the laws of the State of Illinois shall apply to this Agreement and that, in the event of litigation, venue shall lie in Circuit Court of Kane County, Illinois.

M. Each Party agrees the following persons shall serve as the full time representative of the said Party during the carrying out of the construction of the Project. Each representative shall have authority, on behalf of such Party, to make decisions relating to the work covered by this Agreement. Representatives may be changed, from time to time, by subsequent written notice.

Kane County Project Engineer	Candance Thomas
City of Elgin Public Works Director	Michael Pubentz

N. All notices shall be in writing and shall be personally delivered or mailed to the following persons at the following addresses:

To the COUNTY:
Kane County Division of Transportation
41 W 011 Burlington Road
St. Charles, Illinois 60175.
Attn: Director of Transportation/County Engineer

With a copy to :	Christopher Weldon, Assistant State's Attorney 41W011 Burlington Rd. St. Charles, Illinois 60175
To the CITY:	Richard G. Kozal, City Manager City of Elgin 150 Dexter Court Elgin, Illinois 60120
With a Copy To:	Christopher J. Beck, Corporation Counsel City of Elgin 150 Dexter Court Elgin, Illinois 60120

O. The introductory recitals included at the beginning of this Agreement are agreed to and incorporated into this Agreement.

SIGNATURE PAGE FOLLOWS

IN WITNESS THEREOF, the Parties have executed this Agreement on the dates indicated.

THE CITY OF ELGIN

By: _____
DAVID J. KAPTAIN
MAYOR

Attest: _____
KIMBERLY DEWIS
CITY CLERK

Date: September ____, 2026

THE COUNTY OF KANE

By: _____
CORRINE M. PIEROG
CHAIRMAN, KANE COUNTY BOARD

Attest: _____
JOHN A. CUNNINGHAM
KANE COUNTY CLERK

Date: September ____, 2026

EXHIBIT LIST

1. Exhibit “A”…… Description or Diagram of Exclusive Easement to be Vacated
2. Exhibit “B”……Easement Vacation by Elgin
3. Exhibit “C” ….Grant of Permanent Easement to Elgin

EXHIBIT A

Description or Diagram of Exclusive Easement to be Vacated

Commencing at the Southwest corner of the Southwest Quarter of the Southeast Quarter of Section 31. Township 42 North, Range 8 East of the Third Principal Meridian; thence Northerly, 149.07 feet on the assumed bearing of North 0 degrees 18 minutes 17 seconds East along the East line of said Southwest Quarter of the Southeast Quarter; thence South 57 degrees 58 minutes 31 seconds East, 939.06 feet; thence South 32 degrees 01 minute 30 seconds West, 60.00 feet to the centerline of Big Timber Road and the Point of Beginning; thence South 32 degrees 01 minute 30 seconds West, 56.00 feet; thence South 57 degrees 58 minutes 31 seconds East, 524.86 feet; thence South 27 degrees 13 minutes 35 seconds East, 77.71 feet; thence South 3 degrees 22 minutes 39 seconds West, 22.61 feet; thence South 50 degrees 49 minutes 33 seconds East, 19.71 feet to the West right-of-way line of Randall Road and the termination of said line and 20.00 foot wide strip of land.

Said parcel containing 0.322 acre, more or less.

EXHIBIT "B"

VACATING EXCLUSIVE
PERMANENT MUNICIPAL UTILITY EASEMENT

The City of Elgin, a municipal corporation organized and existing under and by virtue of the laws of the state of Illinois and duly authorized to conduct business in the state of Illinois, for the sum of Ten Dollars ($10.00) and other good and valuable consideration paid by the County of Kane, the sufficiency of which is acknowledged, and pursuant to authority granted by the City Council of the City of Elgin, hereby vacates the City of Elgin's right to the exclusive permanent utility easement premises granted pursuant to an agreement entered into by and between Knowles Electronics Inc_ and the City of Elgin which is set forth in an Easement Agreement on file and recorded in the office of the Kane County Recorder and known as document no. 96K042193, (hereinafter the Utility Easement).

The vacation of the right of the exclusive utility easement by the City of Elgin as authorized herein shall apply to the premises described as:

See attached legal description.

Which are located in whole or in part within the right of way of Kane County Highway No. 21 (Big Timber Rd.) and Kane County Highway No. 34, (Randall Road).

Dated this ___ day of September 2026

The City of Elgin

_____
David Kaptain, Mayor

Attest:

_____
Kimberly Dewis, City Clerk

State of Illinois)

)ss
County of Kane)

I _____, the undersigned Notary Public for the State and County aforesaid, do hereby certify that David Kaptain who is personally known to me to be the same person who name is subscribed to the foregoing instrument and appeared before me this day in person and severally acknowledged that he signed, sealed and delivered said instrument in writing as his free and voluntary act for the uses and purposes as set forth.

Given under my hand and notarial seal the _____ day of September 2026

_____
Notary Public

Seal

State of Illinois)
)ss
County of Kane)

I _____, the undersigned Notary Public for the State and County aforesaid, do hereby certify that Kimberly Dewis who is personally known to me to be the same person who name is subscribed to the foregoing instrument and appeared before me this day in person and severally acknowledged that she signed, sealed and delivered said instrument in writing as her free and voluntary act for the uses and purposes as set forth .

Given under my hand and notarial seal the _____ day of September 2026

_____
Notary Public

Seal

Return To:
Right of Way Coordinator
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175

Prepared B:y
J. Patrick Jaeger
Attorney at Law
P.O. Box 485
Geneva, Il. 60134

LEGAL DESCRIPTION

Commencing at the Southwest corner of the Southwest Quarter of the Southeast Quarter of Section 31. Township 42 North, Range 8 East of the Third Principal Meridian; thence Northerly, 149.07 feet on the assumed bearing of North 0 degrees 18 minutes 17 seconds East along the East line of said Southwest Quarter of the Southeast Quarter; thence South 57 degrees 58 minutes 31 seconds East, 939.06 feet; thence South 32 degrees 01 minute 30 seconds West, 60.00 feet to the centerline of Big Timber Road and the Point of Beginning; thence South 32 degrees 01 minute 30 seconds West, 56.00 feet; thence South 57 degrees 58 minutes 31 seconds East, 524.86 feet; thence South 27 degrees 13 minutes 35 seconds East, 77.71 feet; thence South 3 degrees 22 minutes 39 seconds West, 22.61 feet; thence South 50 degrees 49 minutes 33 seconds East, 19.71 feet to the West right-of-way line of Randall Road and the termination of said line and 20.00 foot wide strip of land.

Said parcel containing 0.322 acre, more or less.

EXHIBIT "C"

Grant of Permanent Easement

The County of Kane, a body corporate and politic of the State of Illinois (the "Grantor"), for in consideration of Ten Dollars ($10.00) and other good and valuable consideration, receipt of which is hereby acknowledged, grants and conveys to the City of Elgin, a home rule municipal corporation of the State of Illinois (the "Grantee"), a permanent easement for the installation, operation, maintenance, inspection, repair, replacement, reconstruction, relocation, and removal of underground municipal water line , across, under and through the following described real estate:

See attached legal description.

The above-described real estate and the improvements thereon are herein referred to as the "Easement Premises". The Easement Premises shall be reserved for the Grantee's underground water line and associated appurtenances. No utility facilities, conduits, lines, mains, pipes, ducts, cables, structures, or related improvements owned or operated by any third- party shall be installed within the Easement Premises in a manner that runs parallel to, longitudinally along, or within the same utility corridor as the Grantee's water line , except with the prior written consent of the Grantor and the Grantee, which consent may not be unreasonably withheld but may be withheld in the Grantor's or the Grantee's sole discretion.

Third-party utility crossings of the Easement Premises shall be permitted only at approximately right angles or other non-parallel alignments approved in writing by the Grantee and only in a manner that does not unreasonably interfere with the Grantee's existing or future use of the Easement Premises. Any such crossing shall be installed with sufficient horizontal and vertical separation from the Grantee's water line to protect the structural integrity, operation, maintenance, repair, replacement, and access needs of the Grantee's water line and associated appurtenances , as determined by the Grantee.

No permanent improvements, facilities, landscaping, structures, utility installations, grading, excavation, or other obstructions shall be constructed, installed, or maintained within the Easement Premises that would interfere with, restrict, delay, obstruct, or increase the cost of the Grantee's access to or use of the Easement Premises for inspection, operation, maintenance, repair, replacement, reconstruction, relocation, or emergency access to its water line and associated appurtenances. The Grantee, its employees, contractors, agents, and assigns, shall have, first with prior notice to the Grantor, the perpetual right of ingress and egress over the Easement Premises and adjacent property of the Grantor reasonably necessary for surface access to the Easement Premises and the exercise of the rights granted herein.

The Grantor shall retain all rights to use and occupy the Easement Premises and to access the Easement Premises and the remaining property of the Grantor except as herein expressly granted; provided however, that the use of the Grantor may not interfere with the Grantee's use of the Easement Premises for the purposes herein described.

This grant of easement shall constitute a covenant, which runs with the land in favor of the Grantee and its successors and shall be binding upon the heirs, legal representatives and assigns of the Grantor. This permanent easement may not be transferred or assigned without the express written consent of the Grantor.

Date: September ____, 2026

THE COUNTY OF KANE

By: _____ Attest: _____

CORRINE M. PIEROG JOHN A. CUNNINGHAM

CHAIRMAN, KANE COUNTY BOARD KANE COUNTY CLERK

State of Illinois)
)ss
County of Kane)

I _____, the undersigned Notary Public for the State and County aforesaid, do hereby certify that Corrine Pierog who is personally known to me to be the same person who name is subscribed to the foregoing instrument and appeared before me this day in person and severally acknowledged that he signed, sealed and delivered said instrument in writing as his free and voluntary act for the uses and purposes as set forth.

Given under my hand and notarial seal the _____ day of September 2026

_____
Notary Public

Seal

State of Illinois)
)ss
County of Kane)

I _____, the undersigned Notary Public for the State and County aforesaid, do hereby certify that John Cunningham who is personally known to me to be the same person who name is subscribed to the foregoing instrument and appeared before me this day in person and severally acknowledged that she signed, sealed and delivered said instrument in writing as her free and voluntary act for the uses and purposes as set forth .

Given under my hand and notarial seal the _____ day of September 2026

_____
Notary Public

Seal

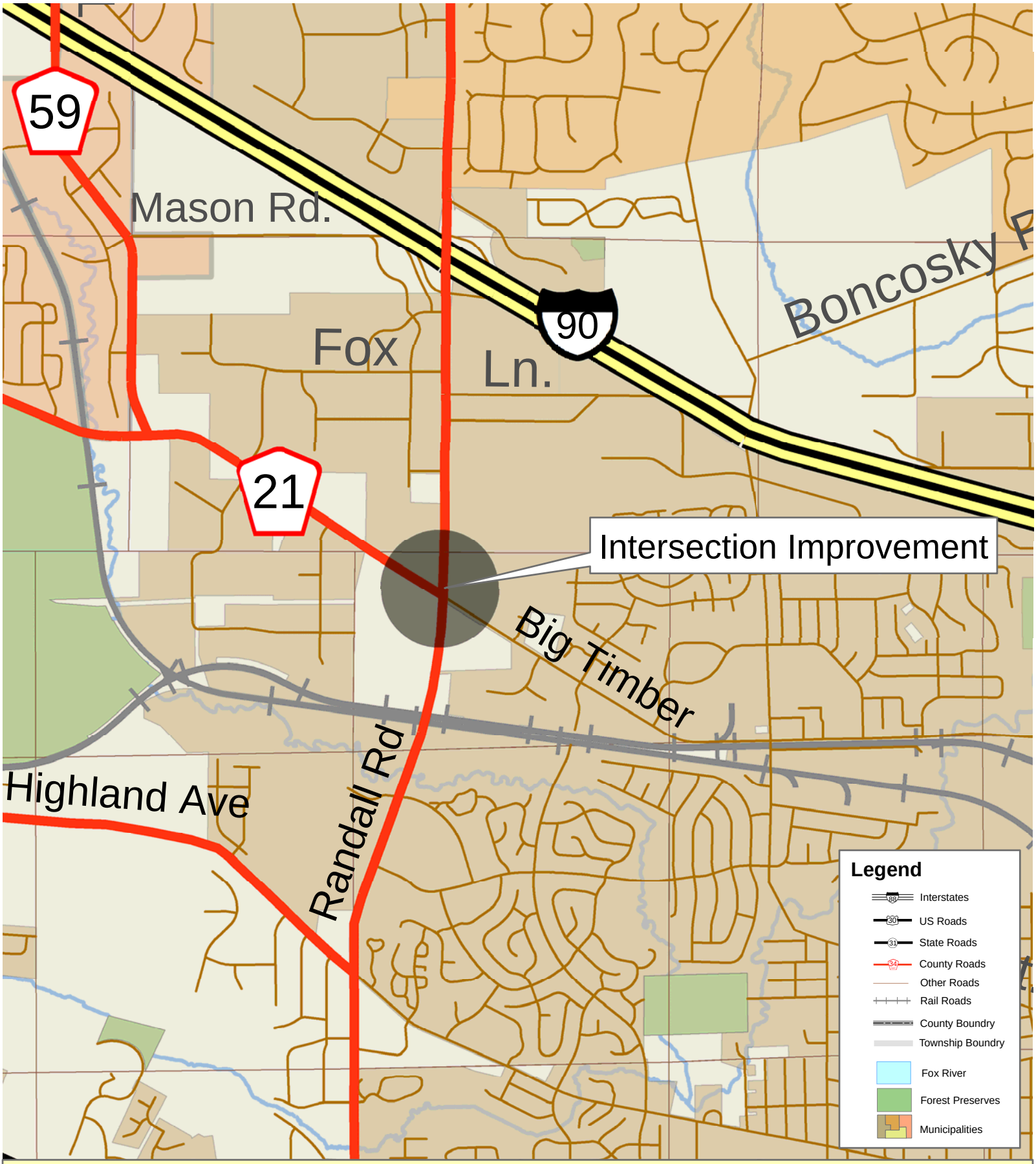
Return To:
Right of Way Coordinator
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175

Prepared B:y____
J. Patrick Jaeger
Attorney at Law
P.O. Box 485
Geneva, Il. 60134

Legal Description

That part of the West Half of fractional Section 4, Township 41 North, Range 8 East of the Third Principal Meridian, Kane County, Illinois, bearings and distances based on the Illinois State Plane Coordinate System, East Zone, NAD83 (2011 Adjustment), described as follows:

Commencing at a 5/8" iron rod with cap found at the southwest corner of the Northwest Quarter of said Section 4; thence North 15 degrees 41 minutes 48 seconds East, 736.01 feet along the easterly line of Elgin Corporate Center Unit No. 2 Resubdivision, said Resubdivision being recorded March 15, 1999 as Doc. No. 1999K027435; thence southeasterly 169.35 feet on a curve to the left having a radius of 22973.30 feet, the chord of said curve bears South 57 degrees 12 minutes 00 seconds East, 169.35 feet; thence South 46 degrees 11 minutes 33 seconds East, 51.12 feet; thence southeasterly 69.33 feet on a curve to the left having a radius of 22983.30 feet, the chord of said curve bears South 57 degrees 37 minutes 21 seconds East, 69.33 feet; thence South 57 degrees 42 minutes 32 seconds East, 30.87 feet; thence South 69 degrees 01 minutes 08 seconds East, 50.99 feet; thence South 57 degrees 42 minutes 32 seconds East, 107.18 feet; thence southeasterly 218.77 feet on a curve to the right having a radius of 2245.00 feet, the chord of said curve bears South 54 degrees 55 minutes 02 seconds East, 218.69 feet; thence South 52 degrees 07 minutes 32 seconds East, 162.07 feet to the Point of Beginning; thence North 37 degrees 52 minutes 28 seconds East, 10.00 feet; thence South 52 degrees 07 minutes 32 seconds East, 273.77 feet; thence southeasterly 183.78 feet on a curve to the left having a radius of 1150.00 feet, the chord of said curve bears South 56 degrees 42 minutes 14 seconds East, 183.58 feet; thence southeasterly 108.96 feet on a curve to the right having a radius of 225.00 feet, the chord of said curve bears South 47 degrees 24 minutes 32 seconds East, 107.90 feet; thence South 56 degrees 27 minutes 51 seconds West, 10.00 feet; ; thence northwesterly 104.12 feet on a curve to the left having a radius of 215.00 feet, the chord of said curve bears North 47 degrees 24 minutes 32 seconds West, 103.10 feet; thence northwesterly 185.38 feet on a curve to the right having a radius of 1160.00 feet, the chord of said curve bears North 56 degrees 42 minutes 14 seconds West, 185.18 feet; thence North 52 degrees 07 minutes 32 seconds West, 273.77 feet to the Point of Beginning. Containing 0.13 acre, more or less.



Randall Road at Big Timber Road Intersection Improvement

0 500 1,000 2,000 3,000 4,000 Feet

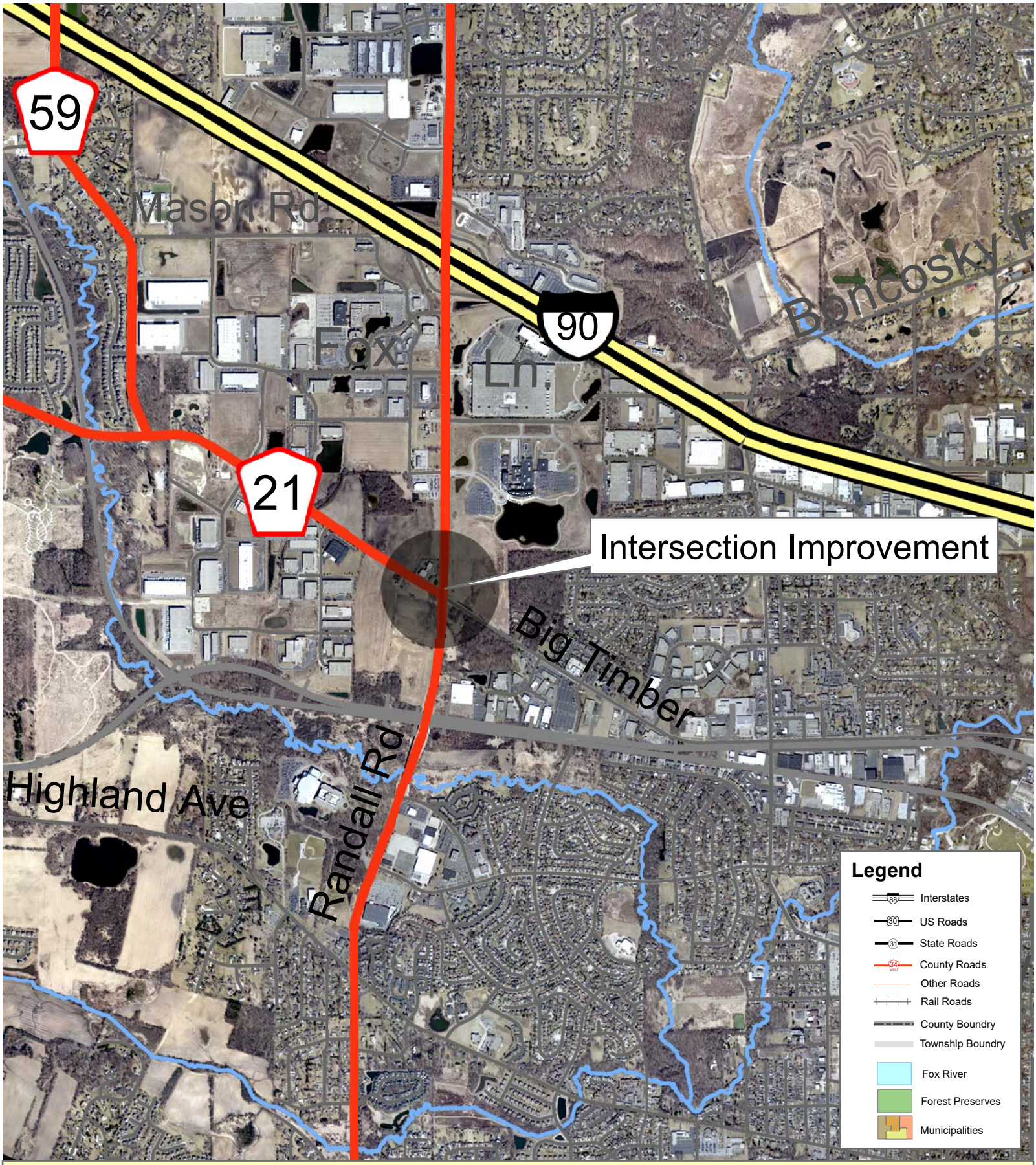
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N W E S

KANE COUNTY Division of Transportation

197

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Randall Road at Big Timber Road
Intersection Improvement

0 500 1,000 2,000 3,000 4,000 Feet

0 1 Miles

N W E S

KANE COUNTY Division of Transportation

198

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STATE OF ILLINOIS)
SS.
COUNTY OF KANE)

RESOLUTION NO. TMP-26-1059

APPROVING AN AMENDMENT TO THE AGREEMENT WITH CRAWFORD, MURPHY & TILLY, INC. OF AURORA, ILLINOIS FOR TYRRELL ROAD CORRIDOR IMPROVEMENTS FROM RAYMOND ROAD TO MASON ROAD, KANE COUNTY SECTION NO. 23-00562-00-PW

WHEREAS, pursuant to Resolution No. 23-308, the County of Kane approved a Phase I engineering services Agreement (hereinafter the "Agreement") with Crawford, Murphy & Tilly, Inc. ("Consultant") and appropriated Six Hundred Twenty-Three Thousand Seven Hundred Eleven Dollars ($623,711.00), (hereinafter the "appropriation"); and

WHEREAS, the terms of the Agreement between the County and Consultant will expire on December 31, 2026; and

WHEREAS, unobligated funds are still available under the original Agreement and Consultant is actively working towards completion of various tasks contemplated within the Agreement; and

WHEREAS, it is in the County's best interest to extend the expiration date of the Agreement from December 31, 2026 to December 31, 2029 to provide sufficient time for consultant to complete all of the work contemplated within the Agreement; and

WHEREAS, the County and Consultant have negotiated an Amendment to the Agreement which is attached hereto and designated as Exhibit "A" (a copy of which is on file in the office of the Kane County Clerk).

NOW, THEREFORE, BE IT RESOLVED by the Kane County Board that an Amendment to the Agreement with Crawford, Murphy & Tilly, Inc. is hereby approved and that the County Board Chairman is hereby authorized and directed to execute the Amendment.

Passed by the Kane County Board on September 8, 2026.

_____	_____
John A. Cunningham, MBA, JD, JD	Corinne M. Pierog MA, MBA
Clerk, County Board	Chairman, County Board
Kane County, Illinois	Kane County, Illinois

Vote:

RESOLUTION / ORDINANCE EXECUTIVE SUMMARY ADDENDUM

Title

Approving an Amendment to the Agreement with Crawford, Murphy & Tilly, Inc. of Aurora, Illinois for Tyrrell Road Corridor Improvements from Raymond Road to Mason Road, Kane County Section No. 23-00562-00-PW

Committee Flow:
Transportation Committee, Executive Committee, County Board

Contact:
Jennifer O'Connell, 630.406.7333

Budget Information:

Was this item budgeted? N/A	Appropriation Amount: $ N/A
If not budgeted, explain funding source: N/A	
Was this item passed through the appropriate committee? Yes	

Summary:

This resolution amends Phase I Design Engineering Services Agreement with Crawford, Murphy & Tilly, Inc. The amendment extends the term of the agreement by 3 years with a new termination date of December 31, 2029. No change in the appropriation amount is requested at this time.

Staff recommends approval.

AMENDMENT 1 TO THE PHASE I
DESIGN ENGINEERING SERVICES AGREEMENT
BETWEEN THE COUNTY OF KANE AND
AND CRAWFORD, MURPHY & TILLY, INC.
FOR PROFESSIONAL DESIGN ENGINEERING SERVICES
TYRRELL ROAD FROM RAYMOND ROAD TO MASON ROAD
CORRIDOR IMPROVEMENTS
KANE COUNTY SECTION NO. 23-00562-00-PW

PURCHASE ORDER #2023-1330

This Amendment made this 8th day of September 2026 to the Agreement between COUNTY OF KANE, a body corporate and politic of the State of Illinois (hereinafter referred to as the "COUNTY"), and, CRAWFORD, MURPHY & TILLY, INC., an Illinois corporation and an Illinois licensed professional engineering firm with offices at 550 N Commons Drive, Suite 116, Aurora, Illinois 60504 (hereinafter referred to as the "CONSULTANT"). The COUNTY and the CONSULTANT are sometimes hereinafter collectively referred to as the "PARTIES" and individually as a "PARTY".

RECITALS

WHEREAS, pursuant to Kane County Resolution No. 23-308, the County and the CONSULTANT entered into an agreement (herein after the "Agreement") for Professional Design Engineering Services to improve the corridor of County Highway No. 59 (Tyrrell Road) between Raymond Road and Mason Road (herein after the "Project"); and

WHEREAS, the term of the Agreement was for three years and shall expire on December 31st 2026, and shall expire before completion of the previously approved Project; and

WHEREAS, as of this date, there are funds available in the original appropriation for the Project; and

WHEREAS, it is in the County's best interest to extend the term of the Agreement by an additional three (3) years from the date of expiration from Kane County Resolution No. 23-308; and

WHEREAS; additional compensation to the CONSULTANT shall not be required for this extension of term, nor shall additional appropriation of funds be required.

NOW, THEREFORE, in consideration of the premises, the mutual covenants and agreements herein set forth, and the understandings of each party to the other, the parties do hereby mutually agree as follows:

1.0 RECITALS INCORPORATED

1.1 The foregoing preambles are incorporated into this Amendment as though fully set forth herein,

2.0 AGREEMENT REMAINS IN EFFECT

2.1 The previous Agreement remains in full force and effect except to the extent that the provisions of the Amendment #1 conflict with the Agreement, in which case the provisions of the Amendment #1 shall control.

3.0 TERMS OF THIS AGREEMENT

3.1 The term of the Agreement, including this Amendment thereto, shall commence upon the date this Amendment is executed by all parties herein, and shall continue in full force the effect until the earlier of the following occurs:

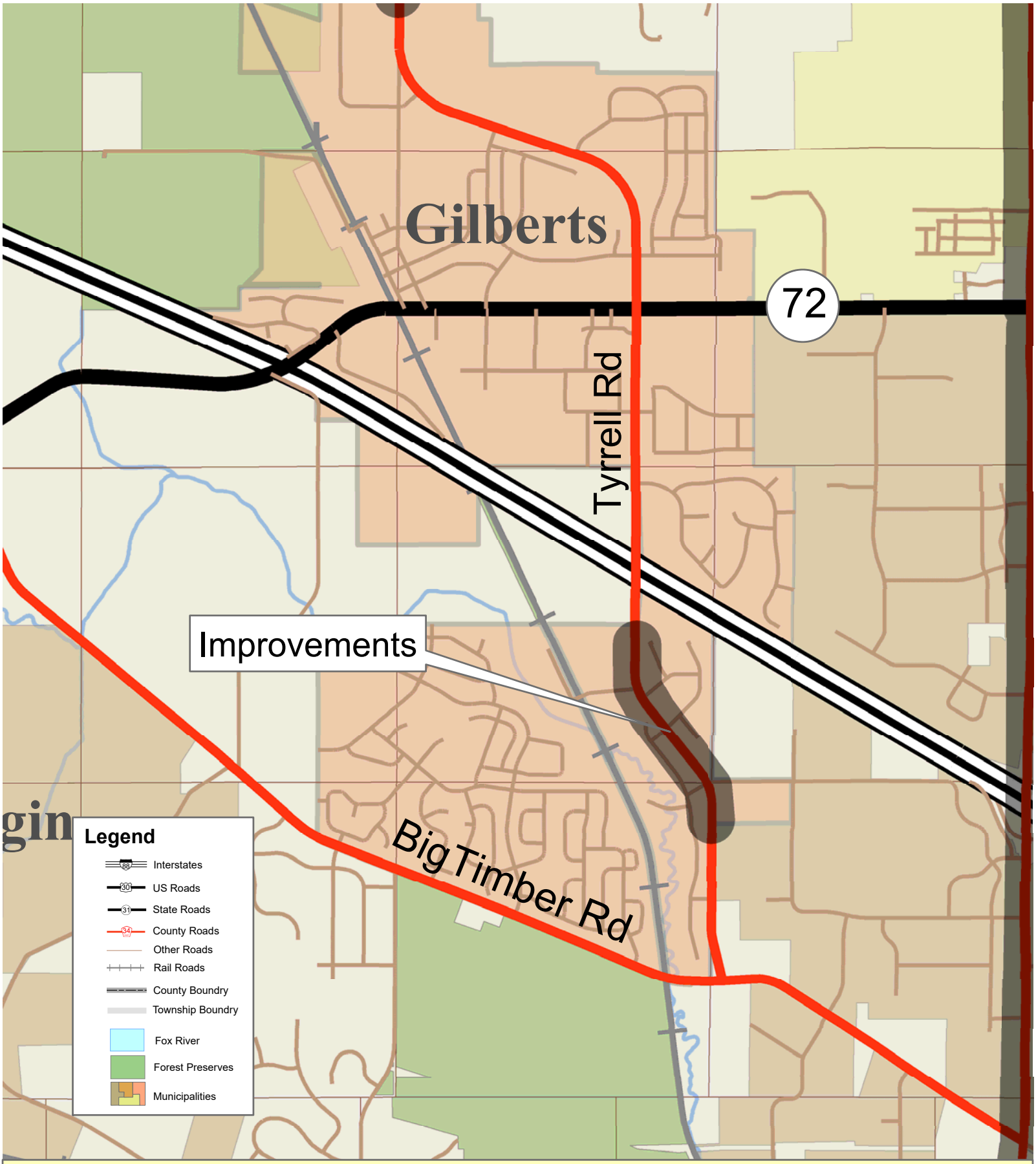
A. The Party's termination of this Agreement in accordance with the terms of Section 15.0; or,

B. December 31st, 2029

IN WITNESS WHEREOF, the PARTIES set their hands and seals as of the date written above.

COUNTY OF KANE	CRAWFORD, MURPHY & TILLY, INC.
_____	_____
CORINNE M. PIEROG CHAIRMAN, KANE COUNTY BOARD	By: BRIAN EADS, P.E. VICE-PRESIDENT
ATTEST:	ATTEST:
_____	_____
JOHN A. CUNNINGHAM KANE COUNTY CLERK	By: JEFF SEDIG, P.E. PROJECT MANAGER

(seal)



Section Number 23-00562-00-PW
Tyrrell Road - Mason Rd to Raymond Dr



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0 500 1,000 2,000 3,000 4,000 Feet

KANE COUNTY Division of Transportation 203

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STATE OF ILLINOIS)
SS.
COUNTY OF KANE)

RESOLUTION NO. TMP-26-1048

APPROVING A CONTRACT FOR CONSTRUCTION WITH D. CONSTRUCTION, INC. OF COAL CITY, ILLINOIS FOR THE HUGHES ROAD OVER BLACKBERRY CREEK SUPERSTRUCTURE REPLACEMENT PROJECT, KANE COUNTY SECTION NO. 26-00571-01-BR

WHEREAS, the Kane County Division of Transportation has solicited and received bids for the work described as:

KANE COUNTY SECTION NO. 26-00571-01-BR
HUGHES ROAD OVER BLACKBERRY CREEK SUPERSTRUCTURE REPLACEMENT PROJECT
(hereinafter the "Project")

WHEREAS, the lowest responsible bidder for the Project is:

D. CONSTRUCTION, INC. OF COAL CITY, ILLINOIS
With a low bid of
$1,066,612.29

NOW, THEREFORE, BE IT RESOLVED by the Kane County Board that a contract for the Project described hereinabove shall be awarded to the lowest bidder, D. Construction, Inc. of Coal City, Illinois in the amount as indicated hereinabove and that the County Board Chairman is hereby authorized and directed to execute a contract and contractor's bond therefor.

BE IT FURTHER RESOLVED by the Kane County Board that there is hereby appropriated One Million Sixty-Six Thousand Six Hundred Twelve and 29/100 Dollars ($1,066,612.29) from Transportation Sales Tax Fund #305, Line Item #73010 to pay for the Project.

Line Item: 305.520.527.73010
Line Item Description: Bridge Construction
Was Personnel/Item/Service approved in original budget or a subsequent budget revision? Yes
Are funds currently available for this Personnel/Item/Service in the specific line item? Yes
If funds are not currently available in the specified line item, where are the funds available? N/A

Passed by the Kane County Board on September 8, 2026.

_____	_____
John A. Cunningham, MBA, JD, JD	Corinne M. Pierog MA, MBA
Clerk, County Board	Chairman, County Board
Kane County, Illinois	Kane County, Illinois

Vote:

RESOLUTION / ORDINANCE EXECUTIVE SUMMARY ADDENDUM

Title

Approving a Contract for Construction with D. Construction, Inc., of Coal City, Illinois for the Hughes Road over Blackberry Creek Superstructure Replacement Project, Kane County Section No. 26-00571-01-BR.

Committee Flow:
Transportation Committee, Executive Committee, County Board

Contact:
Jennifer O'Connell, 630.406.7333

Budget Information:

Was this item budgeted? Yes	Appropriation Amount: $1,066,612.29
If not budgeted, explain funding source: N/A	
Was this item passed through the appropriate committee? Yes	

Summary:

On August 4th, three bids were opened at Kane County Division of Transportation for the above-mentioned project which includes temporary beam shoring and superstructure replacement on Hughes Road.

The lowest qualified bid of $ 1,066,612.29 was submitted by D. Construction, Inc., of Coal City, Illinois. D. Construction, Inc. is IDOT prequalified for this work as required in the contract specifications.

Kane County Division of Transportation staff reviewed the low bid submitted to determine compliance with the Kane County Ordinance. After review of the low bid, it was determined that the bid did not meet all the requirements set forth within the Responsible Bidder Ordinance (RBO) of the Kane County Purchasing Ordinance. After completing this review, KDOT is recommending approval of the contract with D. Construction, Inc. of Coal City, Illinois.

This project has an anticipated completion date of June 30, 2027, weather permitting, and is funded entirely with local funds.

Staff recommends approval.

"D" CONSTRUCTION, INC.
GENERAL CONTRACTOR • 1488 S. BROADWAY • COAL CITY, ILLINOIS 60416 • 815.634.2555

August 4, 2026

Kane County Government Center
Purchasing Department, Bld. A
719 South Batavia Avenue
Geneva, IL 60134

Re: Contract Disclosure
Kane County Code, Art. II, Div. 3, Sec. 2-211
D. Construction, Inc.

To Whom It May Concern:

In compliance with the Kane County Code Referenced above this letter will serve as our disclosure of:

A. Campaign contributions for the last 12 months
B. Individuals having more than 5% ownership of shares in the
C. Names and contact information of lobbyists, agents and representatives and;
D. A statement under oath that we have not withheld any disclosures as to the economic interest

- Campaign Contributions: D. Construction has not made campaign contributions in the past 12 months.
- Ownership Interest in D. Construction: There are three owners of D. Construction. Each owns 33.33%
- D. Construction does not have any lobbyist, agents or representatives who are or would be having contact with Kane County Employees or officials in relation to contracts or bids.

- D. Construction has no withheld nor reserved any information regarding economic interest in the firm as required by County Code for this disclosure.

Sincerely,

D. Construction, Inc.

Kenneth Sandeno,
President

Subscribed and Sworn this 4th day of August, 2026.

Notary Public

OFFICIAL SEAL
ROBERT R MALE
Notary Public, State of Illinois
Commission No. 953181
My Commission Expires
May 23, 2030

"D" CONSTRUCTION, INC.
GENERAL CONTRACTOR • 1488 S. BROADWAY • COAL CITY, ILLINOIS 60416 • 815.634.2555

FAMILIAL RELATIONSHIP DISCLOSURE

As of August 4, 2026, D. Construction, Inc., to the best of our knowledge the Owners, Officers or Executives do not have a familial relationship with any County Elected Official or County Department Director within the last 12 month period. "Familial Relationship" is defined in the attached Public Act 101-0544.

The County may deny, suspend or terminate the eligibility of a person, firm, corporation, association, agency, institution, or other legal entity to participate as a vendor for goods or services to the County, if the vendor, for contracts greater than $30,000, fails to disclose to the County a familial relationship between a County Elected Official or County Department Director.

Kenneth Sandeno, President

August 4, 2026
Date

Subscribed and Sworn this 4th day of August, 2026.

Notary Public

OFFICIAL SEAL
ROBERT R MALE
Notary Public, State of Illinois
Commission No. 953181
My Commission Expires
May 23, 2030

Kenneth Sandeno
President

Bid Result Publication Revision

Publication Type Unofficial Results

Alliance Contractors, Inc

Organization Name	Alliance Contractors, Inc
Bid Amount	$1,637,429.88
Line Items	Full
Bid Rank	2
Address	1166 Lake Ave Woodstock Illinois 60098 United States

Lorig Construction Company

Organization Name	Lorig Construction Company
Bid Amount	$2,326,214.00
Line Items	Full
Bid Rank	3
Address	250 East Touhy Avenue Des Plaines Illinois 60018 United States

D Construction

APPARENT LOW BIDDER

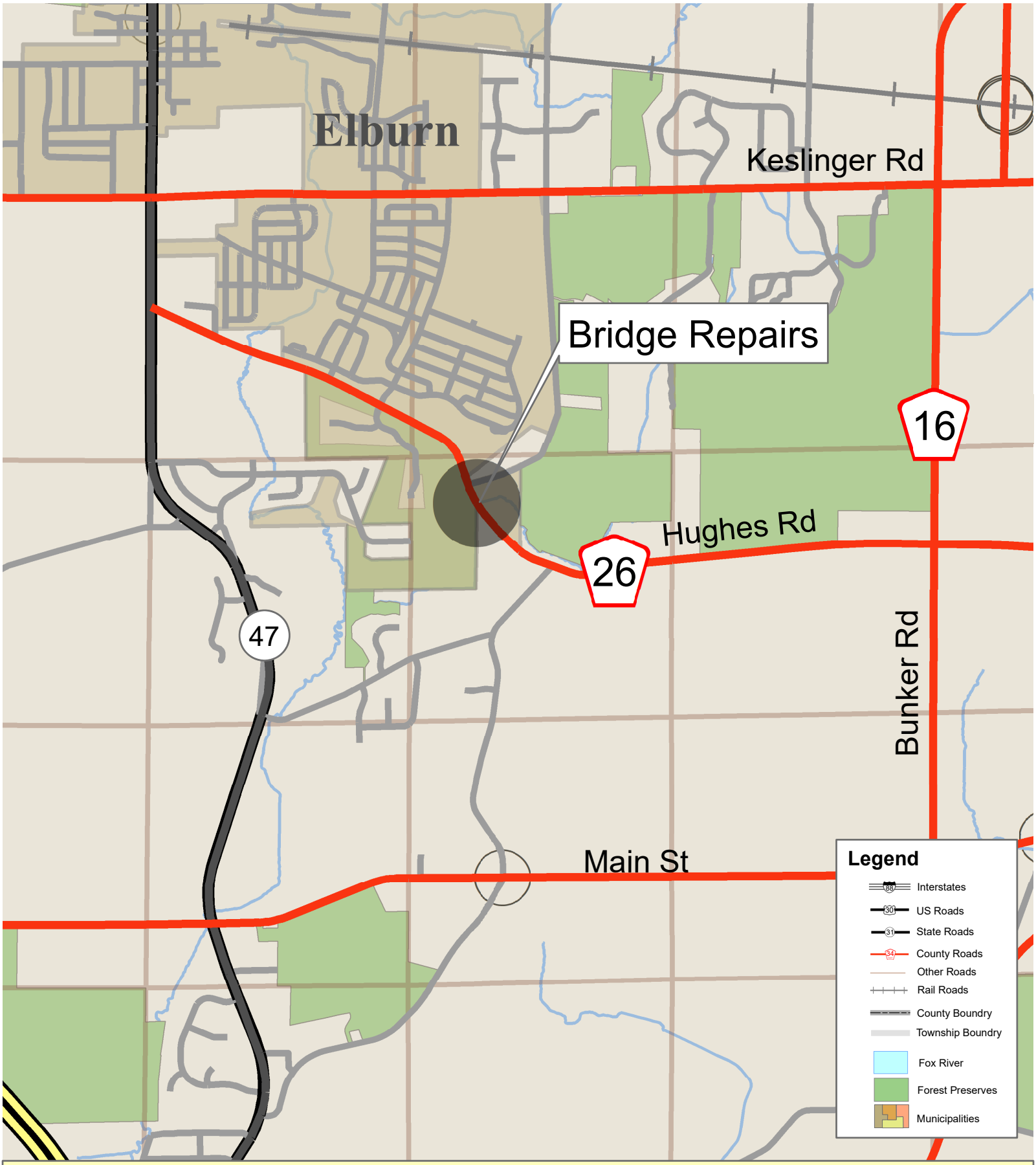
Organization Name	D Construction
Bid Amount	$1,066,612.29
Line Items	Full
Bid Rank	1
Address	1488 S. Broadway Coal City Illinois 60416 United States

Bid Results Email
Email Attachment(s)

File	Size	Uploaded Date	Language
No Files			

Additional Recipients

Include notification issuer as an additional recipient	No



Section Number 26-00571-00-BR Hughes Road over Blackberry Creek Superstructure Reaplacement Project

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0 1 Miles

KDOT KANE COUNTY DIVISION OF TRANS 211

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STATE OF ILLINOIS)
SS.
COUNTY OF KANE)

RESOLUTION NO. TMP-26-1043

APPROVING A CONTRACT FOR CONSTRUCTION WITH DUNNET BAY CONSTRUCTION COMPANY OF GLENDALE HEIGHTS, ILLINOIS FOR KIRK ROAD OVER UPRR BRIDGE REPLACEMENT, KANE COUNTY SECTION NO. 12-00192-04-BR

WHEREAS, bids have been solicited and received by the Illinois Department of Transportation (IDOT) for the work and/or construction described as:

KANE COUNTY SECTION NO. 12-00192-04-BR
KIRK ROAD OVER UPRR BRIDGE REPLACEMENT
(hereinafter the "Project")

WHEREAS, the lowest responsible bidder for the Project is:

DUNNET BAY CONSTRUCTION COMPANY OF
GLENDALE HEIGHTS, ILLINOS
With a low bid of
$36,611,206.15

WHEREAS, pursuant to Kane County Resolution No. 26-282, Kane County previously entered into a Local Agency Agreement for Federal Participation in the Project utilizing Federal, State and County funds to pay for the construction costs thereof; and

WHEREAS, the Project is estimated to be funded in the amount of Twenty-Four Million Six Hundred Eight Thousand Dollars ($24,608,000.00) with Federal and State funds with the County's share of the Project estimated to be Twelve Million Three Thousand Two Hundred Six and 15/100 Dollars ($12,003,206.15); and

WHEREAS, the County deems it prudent to include in its estimated Project cost a Twenty Percent (20%) contingency of the County's share of the Project, amounting to Two Million Four Hundred Thousand Six Hundred Forty-One and 23/100 Dollars ($2,400,641.23).

NOW, THEREFORE, BE IT RESOLVED by the Kane County Board that the award of a contract by IDOT for the construction of the Project is hereby approved and there is hereby appropriated Four Million Dollars ($4,000,000.00) from the Motor Fuel Tax Fund #302, Line Item #73010 (Bridge Construction) and Ten Million Four Hundred Three Thousand Eight Hundred Forty-Seven and 38/100 Dollars ($10,403,847.38) from the Transportation Sales Tax Fund #305, Line Item #73010 (Bridge Construction) for a total of Fourteen Million Four Hundred Three Thousand Eight Hundred Forty-Seven and 38/100 Dollars ($14,403,847.38) to pay for the Project.

Line Item: 302.520.522.73010, 305.520.527.73010
Line Item Description: Bridge Construction
Was Personnel/Item/Service approved in original budget or a subsequent budget revision? Yes
Are funds currently available for this Personnel/Item/Service in the specific line item? Yes
If funds are not currently available in the specified line item, where are the funds available? N/A

Passed by the Kane County Board on September 8, 2026.

_____	_____
John A. Cunningham, MBA, JD, JD	Corinne M. Pierog MA, MBA
Clerk, County Board	Chairman, County Board
Kane County, Illinois	Kane County, Illinois

Vote:

RESOLUTION / ORDINANCE EXECUTIVE SUMMARY ADDENDUM

Title

Approving a Contract for Construction with Dunnet Bay Construction Company of Glendale Heights, Illinois for Kirk Road over UPRR Bridge Replacement, Kane County Section No. 12-00192-04-BR

Committee Flow:
Transportation Committee, Executive Committee, County Board

Contact:
Jennifer O'Connell, 630.406.7333

Budget Information:

Was this item budgeted? N/A	Appropriation Amount: $14,403,847.38
If not budgeted, explain funding source: N/A	
Was this item passed through the appropriate committee? Yes	

Summary:

On July 31st bids were opened at the Illinois Department of Transportation for the above-mentioned project to replace the existing 18-span bridge carrying Kirk Road over the UPRR, Reed Road and White's Creek.

The lowest qualified bid of $36,611,206.15 was submitted by Dunnet Bay Construction Company of Glendale Heights, Illinois. Dunnet Bay Construction Company is prequalified with IDOT for this work as required in the contract specifications.

The project will be funded with federal funding sources estimated at $24,608,000.00 (67%). The total estimated County share is $12,003,206.15. The County would be responsible for any net additions to the contract not offset by reduced quantities or unused pay items. As is standard with federally funded projects, staff recommends adding a contingency of $2,400,641.23 (20% of estimated County share). Staff recommends approval of a total local share appropriation amount of $14,403,847.38

IDOT As-Read Bid Tab

Kirk over UPRR Bridge Replacement

July 31, 2026

- **1552 Dunnet Bay Construction Company**
  115 N. Brandon Drive
  Glendale Heights, IL 60139
  Phone: (630) 539-1200 Fax: (630) 539-4171 Email: estimating@dunnetbay.net
  $36,611,206.15 is within a reasonable approximation of the Estimate

- **0103 Alliance Contractors, Inc.**
  1166 Lake Avenue
  Woodstock, IL 60098
  Phone: (815) 338-5900 Fax: (815) 338-9109 Email: estimating@alliancecontractors.com

- **0204 Areatha Construction Co., Inc.**
  410 E. North Avenue
  Streamwood, IL 60107
  Phone: (630) 830-9853 Fax: (630) 830-9856 Email: areathaconstco@sbcglobal.net

- **0392 Berger Excavating Contractors, Inc. d/b/a Berger Contractors, Inc.**
  1205 Garland Rd.
  Wauconda, IL 60084
  Phone: (847) 526-5457 Fax: (847) 526-4204 Email: kberger@bergercontractors.com

- **1320 D. Construction, Inc.**
  1488 So. Broadway
  Coal City, IL 60416
  Phone: (815) 634-2555 Fax: (815) 634-8748 Email: bids@dconstruction.com

- **2166 Granite Construction Company**
  585 West Beach Street
  Watsonville, CA 95076
  1011 E Touhy Ave
  Suite 500
  Des Plaines, IL 60018
  Phone: (847) 919-8200 Fax: (847) 272-5930 Email: gmcivilestimating@gcinc.com
  $43,967,554.62

- **2520 HERLIHY MID-CONTINENT COMPANY**
  1306 MARQUETTE DRIVE
  ROMEOVILLE, IL 60446
  Phone: (630) 378-1000 Fax: (630) 378-1002 Email: becky@hmcco.net
  $42,975,039.58

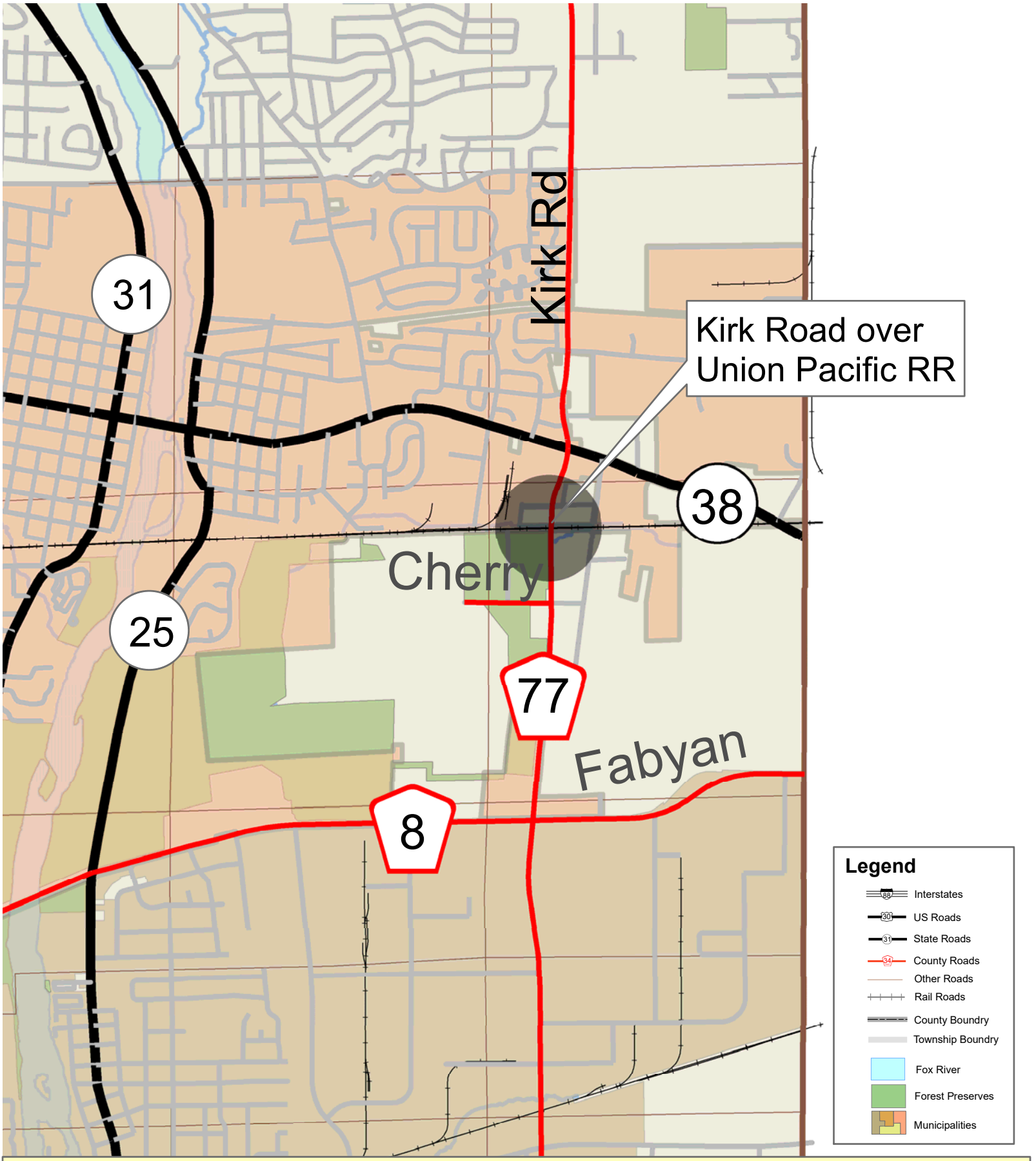
- **2816 IHC Construction Companies, L.L.C.**
  385 Airport Road
  Suite 100
  Elgin, IL 60123
  Phone: (847) 742-1516 Fax: (847) 742-6610 Email: Estimating@IHCConstruction.com

$42,696,573.54

- **3069 K-Five Construction Corporation**
  999 Oakmont Plaza Drive
  Suite 200
  Westmont, IL 60559
  Phone: (630) 257-5600 Fax: (630) 257-6788 Email: estimating@k-five.net

- **3505 Lorig Construction Company**
  250 East Touhy Avenue
  Des Plaines, IL 60018
  Phone: (847) 298-0360 Fax: (847) 298-2689 Email: estimating@lorigconstruction.com
  $41,672,610.40

- **4482 OHLA Central, Inc.**
  1011 Warrenville Rd. Suite 475
  Lisle, IL 60532
  Phone: No Record Fax: No Record Email: CentralEstimating@ohla-usa.com
  $37,919,789.42



Section Number 12-00192-04-BR
Kirk Road over Union Pacific Railroad

N
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0 500 1,000 2,000 3,000 4,000 Feet

KANE COUNTY Division of Transportati

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STATE OF ILLINOIS)
SS.
COUNTY OF KANE)

RESOLUTION NO. TMP-26-1050

APPROVING EXECUTION OF A RIGHT OF WAY ACQUISITION AGREEMENT BETWEEN THE COUNTY OF KANE AND THE FOREST PRESERVE DISTRICT OF KANE COUNTY FOR THE FABYAN PARKWAY AT KINGSLAND DRIVE IMPROVEMENT PROJECT, KANE COUNTY SECTION NO. 21-00373-01-CH

WHEREAS, the County of Kane is undertaking improvements to Fabyan Parkway at Kingsland Drive, Kane County Section No. 21-00373-01-CH (the "Project"); and

WHEREAS, completion of the Project requires the acquisition of permanent highway right of way and temporary construction easements from property owned by the Forest Preserve District of Kane County; and

WHEREAS, the County and the Forest Preserve District of Kane County have negotiated a Right of Way Acquisition Agreement providing for the conveyance of approximately 0.080 acres of permanent right of way together with temporary construction easements necessary for construction of the Project; and

WHEREAS, the Agreement provides for total consideration in the amount of Nineteen Thousand One Hundred Dollars ($19,100.00), consisting of Twelve Thousand Five Hundred Dollars ($12,500.00) for permanent right of way and Six Thousand Six Hundred Dollars ($6,600.00) for temporary construction easements; and

NOW, THEREFORE, BE IT RESOLVED by the Kane County Board that the County approves the acquisition of permanent right of way and temporary construction easements from the Forest Preserve District of Kane County for total consideration in the amount of Nineteen Thousand One Hundred Dollars ($19,100.00).

NOW, THEREFORE, BE IT RESOLVED by the Kane County Board that it hereby appropriates the sum of Nineteen Thousand One Hundred Dollars ($19,100.00) from Transportation Sales Tax Fund #305, Line Item #74010 (Highway Right of Way) for payment of said acquisition of permanent right of way and temporary construction easements from the Forest Preserve District of Kane County.

BE IT FURTHER RESOLVED by the Kane County Board that the County Engineer, Michael Zakosek, is hereby delegated authority to, and is authorized to execute the Right of Way Acquisition Agreement between the County of Kane and the Forest Preserve District of Kane County, together with any deeds, temporary construction easements, closing documents, and other documents necessary to complete the acquisition.

Line Item: 305.520.527.74010
Line Item Description: Highway Right of Way
Was Personnel/Item/Service approved in original budget or a subsequent budget revision? Yes
Are funds currently available for this Personnel/Item/Service in the specific line item? Yes
If funds are not currently available in the specified line item, where are the funds available? N/A

Passed by the Kane County Board on September 8, 2026.

_____	_____
John A. Cunningham, MBA, JD, JD	Corinne M. Pierog MA, MBA
Clerk, County Board	Chairman, County Board
Kane County, Illinois	Kane County, Illinois

Vote:

RESOLUTION / ORDINANCE EXECUTIVE SUMMARY ADDENDUM

Title

Approving Execution of a Right of Way Acquisition Agreement Between the County of Kane and the Forest Preserve District of Kane County for the Fabyan Parkway at Kingsland Drive Improvement Project, Kane County Section No. 21-00373-01-CH

Committee Flow:
Transportation Committee, Executive Committee, County Board

Contact:
Jennifer O'Connell 630.406.7333

Budget Information:

Was this item budgeted? N/A	Appropriation Amount: $19,100.00
If not budgeted, explain funding source: N/A	
Was this item passed through the appropriate committee? Yes	

Summary:

This agreement with the Forest Preserve District of Kane County outlines the right of way acquisition required for the proposed Fabyan Parkway Intersection Improvements at Settlers Hill and Kingsland Drive for a total compensation amount of $19,100.

0001	0.080 acres
0001TEA	0.071 acres
0001TEB	0.169 acres

As part of the intersection improvement project, KDOT will also relocate the Forest Preserve District's existing monument sign as is shown in the Intergovernmental Agreement and also this resolution authorizes the County Engineer to sign the agreement.

Staff recommends approval.

RIGHT OF WAY ACQUISITION AGREEMENT
BETWEEN THE COUNTY OF KANE AND
THE FOREST PRESERVE DISTRICT OF KANE COUNTY

This Agreement, entered into by and between the County of Kane a body corporate and politic of the state of Illinois the ("County") conducting business at 41W011 Burlington Road, St. Charles, Illinois, and the Forest Preserve District of Kane County, an Illinois Downstate Forest Preserve District ("District") of 1996 Kirk Road, Geneva, Illinois 60134. The County and the District are sometimes hereinafter collectively referred to as "Parties and each singularly as a "Party".

WITNESSETH:

WHEREAS, the District warrants that it owns certain real estate generally utilized for forest preserve purposes in the Township of Geneva, County of Kane, State of Illinois and in particular property on the north side of Fabyan Parkway between Kirk Road and Raddant Road at its intersection with the entrance to the Settler's Hills Golf Course, 919 E. Fabyan Parkway, Geneva, Illinois (hereinafter the "Real Estate), which Real Estate is more particularly described in Exhibit "A" which exhibit is attached hereto and incorporated herein; and

WHEREAS, the County desires to acquire as highway right of way in fee simple and in the name of the County of Kane, a part of the Real Estate which proposed fee simple right of way is described in Exhibit "B" attached hereto and incorporated herein, (hereinafter the "Right of Way") for the purpose of improving the intersection of Kane County Highway No. 8 (Fabyan Parkway) and Raddant Road in Geneva, Illinois; the Right of Way is also depicted on the Plat of Highway attached hereto as Exhibit "C": and

WHEREAS, the County also desires to acquire as highway right of way a grant of temporary construction easement ("Temporary Easement") in the name of the County of Kane, the premises of which is a part of the Real Estate which proposed temporary construction easement premises is described in Exhibit "D" attached hereto and incorporated herein, (hereinafter the "Temporary Easement Premises"), also for the purpose of improving Fabyan Parkway in Geneva, Illinois; the Temporary Easement Premises is depicted on the Plat of Highway attached hereto as Exhibit "C": and

WHEREAS, the County desires to buy and the District desires to sell the Right of Way and grant the Temporary Easement to the County of Kane.

NOW, THEREFORE, in consideration of the foregoing preambles, the mutual covenants contained herein and for good and valuable consideration, the sufficiency of which is agreed to by the Parties, both the County and the District covenant, agree and bind themselves as follows, to wit:

1. The Parties hereto acknowledge and agree that the preambles as set forth hereinabove are made a part of and incorporated into this Agreement.

2. The purchase price for the fee simple Right of Way shall be Twelve Thousand Five

Hundred Dollars ($12,500.00), and the purchase price of the Temporary Easement shall be Six Thousand Six Hundred Dollars ($6,600.00), collectively (hereinafter the "purchase price", the total sum of which is $19,100) which shall be tendered by check from the County to the District at closing minus any applicable prorations, (if any).

3. As additional consideration for the conveyance of the Right of Way and the grant of the Temporary Easement upon the Easement Premises the County shall at its own expenses relocate the District's existing monument sign from the Right of Way to the location as depicted on Exhibit "E".

4. Closing and possession for the Right of Way and the Temporary Easement shall be held at 3:00 p.m. on or before the 30th day of June 2026 at the offices of the County or as otherwise may be agreed to by the Parties hereto (hereinafter the "closing"). Both the closing and possession date is legally significant to both the County and the District. The Parties hereto understand that when this Agreement is signed by both the County and the District, the closing and possession may only be changed by mutual agreement of the Parties.

5. At closing the District shall grant and convey to the County of Kane the Right of Way in fee simple by executing duplicate original of the warranty deed as set forth in Exhibit "F" on the terms and conditions and in the same form as contained in said Exhibit "F".

6. At closing the District shall grant to the County of Kane the Temporary Easement upon, over, under and through the Easement Premises by executing duplicate original of the Temporary Construction Easement as set forth in Exhibit "G" on the terms and conditions and in the same form as contained in said Exhibit "G".

7. The County shall prepare a plat of survey for the Right of Way and the Easement Premises and shall also prepare for the signature of the District, which will be executed by the District at closing or as may be required thereafter, the Warranty Deed, the Temporary Easement Agreement, the affidavit of title and any documents as reasonably required by the County, the Illinois Department of Transportation, the Federal Highway Administration and the Internal Revenue Code. The County shall also be responsible for obtaining a commitment for title insurance at the County's cost. The provisions of this paragraph shall survive the closing.

8. The District warrants its good title to the Right of Way and the Easement Premises and shall grant and convey to the County of Kane the Right of Way as described in Exhibit "B" and depicted in Exhibit C subject only to the following described exceptions, covenants conditions and restrictions of record provided they are not violated nor contain a reverter or right of re-entry, zoning laws and ordinances, easement for public utilities, drainage ditches, feeders, laterals, drainpipe tile or other conduit and shall also grant to the County of Kane the Temporary Construction Easement on, over, under and through the Easement Premises described in Exhibit D and as depicted in Exhibit C.

9. In the event that the County cannot obtain title insurance over any Schedule "B" exceptions, any amount sufficient to secure the release of said exceptions shall be deducted

from the proceeds of the sale at closing. In the event that the title commitment shows encroachments or exceptions not acceptable to the County of Kane, the District shall have said exceptions removed prior to closing or alternatively obtain a policy of insurance to insure over said exceptions. If the District is unable to either remove said exceptions or have said exceptions insured over, the County may terminate this contract at no expense to either the County, the State of Illinois or the District. Any contract termination provided under this Agreement by the County shall not be construed as a waiver of the County's rights under the Illinois Eminent Domain Act.

10. If prior to the delivery of the deed hereunder, the Right of Way, the Easement Premises or any part thereof is materially damaged by any casualty, the County shall have the option of terminating this Agreement with no liability therefor accruing to the County.

11. The District agrees to leave the Right of Way and the Easement Premises in a clean and orderly condition. All refuse and personal matter on the Right of Way or Easement Premises shall be removed at the District's expense prior to the date of possession. In the event that any personal property is not removed from the Right of Way or the Easement Premises at the time of closing, the County shall be entitled to demolish and/or dispose of the same at the District's expense without reimbursement to the District for the value thereof.

12. The District represents that no notice has been received of any zoning, building, fire or health code violations, environmental regulation or of any pending special assessment proceedings affecting the Right of Way or the Easement Premises.

13. Any and all notices given pursuant to this Agreement shall be in writing and signed by the District or the attorney for the District and the attorney for the County and shall be given by certified mail or in person at the addresses hereinbelow. Notice to any one of a multiple person party shall be notice to all.

14. The date of this Contract shall be the last date of acceptance of this Agreement as provided herein below.

15. The District hereby represents and warrants to the County of Kane as follows, which representations and warranties shall be deemed remade by the District to the County of Kane at the closing, and which shall survive the closing:

(a) To District's knowledge, there is no pending or threatened litigation affecting the Right of Way or the Easement Premises or to the best knowledge and belief of District is any such litigation contemplated by any individual or entity.
(b) The District has received no notice of, and has no actual knowledge of, any change that is contemplated with respect to the zoning of the Right of Way and/or the Easement Premises, violation of any existing law, municipal ordinance or other governmental regulation, contemplated or threatened condemnation, or any other matter which would affect the Right of Way and the Easement Premises;
(c) The District has the authority to execute and perform the terms of this Agreement; and,

(d) The District has not received notice of any violations of local, state or federal laws including environmental laws, rules or regulations concerning the Right of Way and/or the Easement Premises.

12. From and after the date hereof and so long as this Agreement is in effect, the District shall not, without County's prior written consent, execute any lease, license, contract or other agreement affecting the Right of Way or the Easement Premises that will survive the Closing.

13. This Agreement may be amended only in writing upon the signatures of the Parties.

14. This Agreement is executed and submitted by the District as of the date set forth below. A duplicate original of this Agreement, duly executed by the District shall be delivered to the County not later than 5 business days from such date.

15. The Parties acknowledge and agree that in the event that any section, paragraph, subdivision or sentence of this Agreement shall be for any reason held invalid or to be unconstitutional, such decision or holding shall not affect the validity of the remainder of this Agreement.

IN WITNESS WHEREOF, the County of Kane has executed this Agreement as of the ____ day of _____ 2026 at Geneva, Illinois.

COUNTY OF KANE

BY: _____
Michael Zakosek
Director, Kane County Division of Transportation, Kane County Engineer

THE FOREST PRESERVE DISTRICT OF KANE COUNTY

IMPRESS
CORPORATE SEAL
HERE

By:_____
Bill Lenert, President

Attest:

By:_____
Mohammad Iqbal, Secretary

EXHIBIT LIST

EXHIBIT "A" ……..Legal Description of the Real Estate.

EXHIBIT "B"……Legal Description of Proposed Fabyan Parkway Right of Way

EXHIBIT "C"……Plat of Highway – Fabyan Parkway

EXHIBIT "D"……Legal Description of Easement Premises

EXHIBIT "E"……Sign Relocation Warranty Deed

EXHIBIT "F"…… Warranty Deed

EXHIBIT "G"…….. Temporary Easement Agreement

Exhibit "A"

THAT PART OF THE NORTH HALF OF SECTION 14 AND THE SOUTH HALF OF SECTION 11, TOWNSHIP 39, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN CONVEYED BY DEED DOCUMENT 1855150 TO FOREST PRESERVE DISTRICT OF KANE COUNTY ILLINOIS, LYING IN THE TRACT OF LAND ANNEXED TO CITY OF GENEVA AND DESCRIBED IN ORDINANCE AND PLAT RECORDED APRIL 4, 1974 DOCUMENT 1294230 IN CITY OF GENEVA, KANE COUNTY, ILLINOIS, EXCEPT THEREFROM PARTS CONVEYED TO COUNTY OF KANE BY DEEDS RECORDED MAY 3, 1994 DOCUMENT 94K037239 AND RECORDED JANUARY 7, 2010 DOCUMENT 2010K001659

Exhibit "B"

Route: Fabyan Parkway
Section: 21-00373-01-CH
County: Kane
Job No.: N/A
Parcel No.: 0001
Station: 50+03.99 to 51+44.30
Index No.: 12-11-400-023

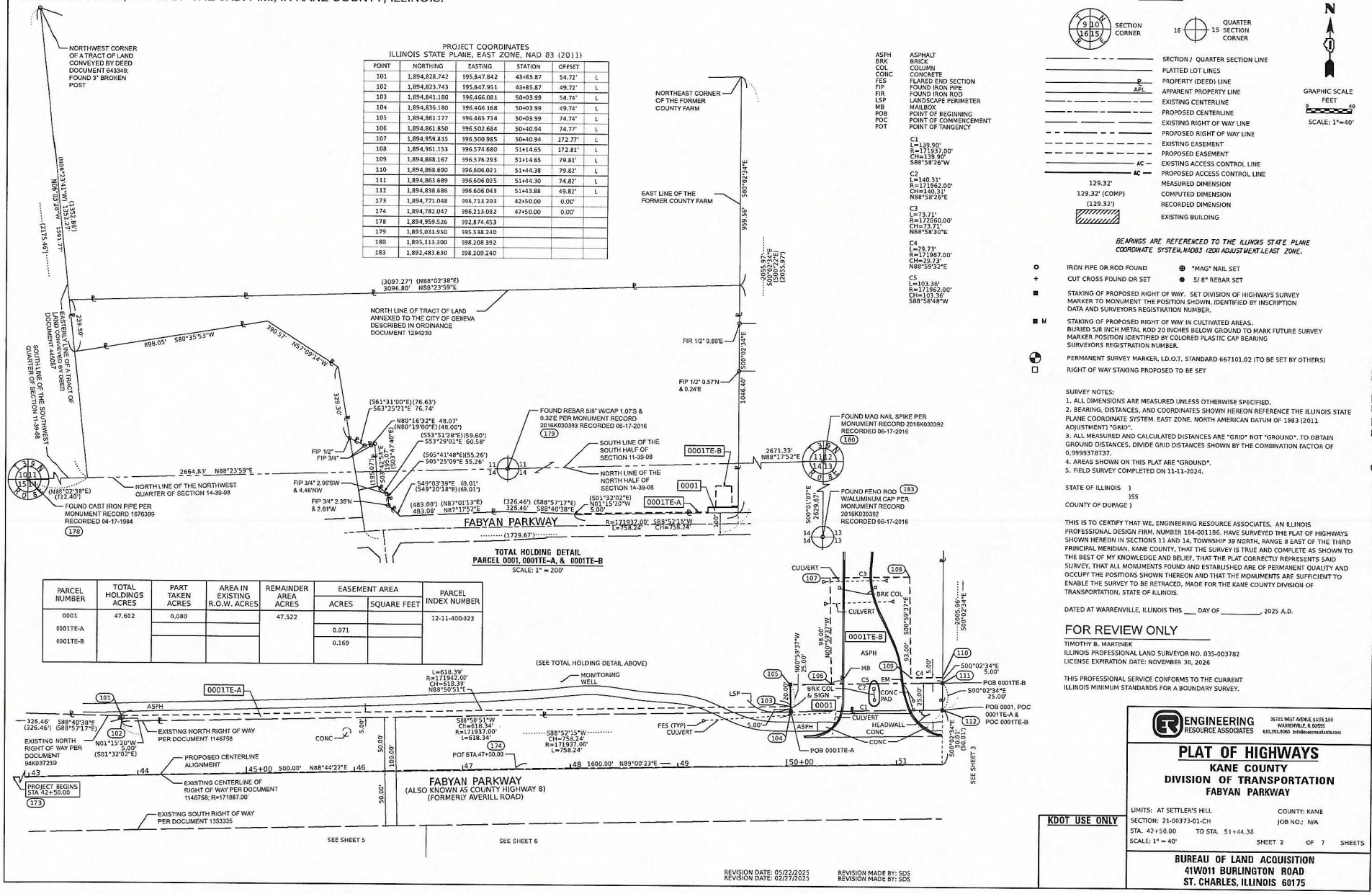
LEGAL DESCRIPTION

That part of the North half of Section 14, Township 39 North, Range 8, East of the Third Principal Meridian, in Kane County, Illinois, bearings and distances are based on the Illinois State Plane Coordinate System, East Zone, NAD83 (2011 Adjustment), with a combined factor of 0.9999378737, described as follows:

Beginning at the intersection of the East line of the former County Farm and the North right of way line of Fabyan Parkway also known as County Highway 8 per Dedication of Right of Way recorded August 12, 1969, in Book 2541, Page 235 as Document Number 1146758; thence Westerly 139.90 feet along said North right of way line, being a curve to the left having a radius of 171,937.00 feet and chord bearing South 88 degrees 58 minutes 26 seconds West, 139.90 feet; thence North 00 degrees 59 minutes 37 seconds West, 25.00 feet to a line 25.00 feet North of and parallel with said North right of way line also being a point of curvature; thence Easterly 140.31 feet along said parallel line being a curve to the right having a radius of 171,962.00 feet and chord bearing North 88 degrees 58 minutes 26 seconds East, 140.31 feet to said East line; thence South 00 degrees 02 minutes 34 seconds East along said East line 25.00 feet to said North right of way line also being the point of beginning.

Said parcel containing 0.080 Acres, more or less.

PART OF THE SOUTHWEST AND SOUTHEAST QUARTER OF SECTION 11 AND PART OF THE NORTHWEST AND NORTHEAST QUARTER OF SECTION 14, ALL IN TWP. 39 N., R. 8 E. OF THE 3RD. P.M., IN KANE COUNTY, ILLINOIS.



PROJECT COORDINATES
ILLINOIS STATE PLANE, EAST ZONE, NAD 83 (2011)

POINT	NORTHING	EASTING	STATION	OFFSET	
101	1,894,828.742	395,847.842	43+85.87	54.72'	L
102	1,894,823.743	395,847.951	43+85.87	49.72'	L
103	1,894,841.180	396,466.081	50+03.99	54.74'	L
104	1,894,836.180	396,466.168	50+03.99	49.74'	L
105	1,894,861.177	396,465.734	50+03.99	74.74'	L
106	1,894,861.850	396,502.684	50+40.94	74.77'	L
107	1,894,959.835	396,500.985	50+40.94	172.77'	L
108	1,894,961.153	396,574.680	51+14.65	172.81'	L
109	1,894,868.167	396,576.293	51+14.65	79.81'	L
110	1,894,868.690	396,606.021	51+44.38	79.82'	L
111	1,894,863.689	396,606.025	51+44.30	74.82'	L
112	1,894,838.686	396,606.043	51+43.88	49.82'	L
173	1,894,771.048	395,713.203	42+50.00	0.00'	
174	1,894,782.047	396,213.082	47+50.00	0.00'	
178	1,894,959.526	392,874.453			
179	1,895,033.950	395,538.240			
180	1,895,113.300	398,208.392			
183	1,892,483.630	398,209.240			

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES	AREA IN EXISTING R.O.W. ACRES	REMAINDER AREA ACRES	EASEMENT AREA		PARCEL INDEX NUMBER
					ACRES	SQUARE FEET	
0001	47.602	0.080		47.522			12-11-400-023
0001TE-A					0.071		
0001TE-B					0.169		

ASPH ASPHALT
BRK BRICK
COL COLUMN
CONC CONCRETE
FES FLARED END SECTION
FIP FOUND IRON PIPE
FIR FOUND IRON ROD
LSP LANDSCAPE PERIMETER
MB MAILBOX
POB POINT OF BEGINNING
POC POINT OF COMMENCEMENT
POT POINT OF TANGENCY

C1
L=139.90'
R=171937.00'
CH=139.90'
S88°58'26"W

C2
L=140.31'
R=171962.00'
CH=140.31'
N88°58'26"E

C3
L=73.71'
R=172060.00'
CH=73.71'
N88°58'30"E

C4
L=29.73'
R=171967.00'
CH=29.73'
N88°59'32"E

C5
L=103.36'
R=171962.00'
CH=103.36'
S88°58'48"W

LEGEND

SECTION CORNER
QUARTER SECTION CORNER
SECTION / QUARTER SECTION LINE
PLATTED LOT LINES
PROPERTY (DEED) LINE
APPARENT PROPERTY LINE
EXISTING CENTERLINE
PROPOSED CENTERLINE
EXISTING RIGHT OF WAY LINE
PROPOSED RIGHT OF WAY LINE
EXISTING EASEMENT
PROPOSED EASEMENT
EXISTING ACCESS CONTROL LINE
PROPOSED ACCESS CONTROL LINE
129.32' MEASURED DIMENSION
129.32' (COMP) COMPUTED DIMENSION
(129.32') RECORDED DIMENSION
EXISTING BUILDING

N
GRAPHIC SCALE FEET
0 40
SCALE: 1"=40'

BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, NAD83 (2011) ADJUSTMENT, EAST ZONE.

IRON PIPE OR ROD FOUND
CUT CROSS FOUND OR SET
"MAG" NAIL SET
5/ 8" REBAR SET
STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. BURIED 5/8 INCH METAL ROD 20 INCHES BELOW GROUND TO MARK FUTURE SURVEY MARKER POSITION IDENTIFIED BY COLORED PLASTIC CAP BEARING SURVEYORS REGISTRATION NUMBER.
PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 667101.02 (TO BE SET BY OTHERS)
RIGHT OF WAY STAKING PROPOSED TO BE SET

SURVEY NOTES:
1. ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
2. BEARING, DISTANCES, AND COORDINATES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM. EAST ZONE, NORTH AMERICAN DATUM OF 1983 (2011 ADJUSTMENT) "GRID".
3. ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES, DIVIDE GRID DISTANCES SHOWN BY THE COMBINATION FACTOR OF 0.9999378737.
4. AREAS SHOWN ON THIS PLAT ARE "GROUND".
5. FIELD SURVEY COMPLETED ON 11-11-2024.

STATE OF ILLINOIS)
)SS
COUNTY OF DUPAGE)

THIS IS TO CERTIFY THAT WE, ENGINEERING RESOURCE ASSOCIATES, AN ILLINOIS PROFESSIONAL DESIGN FIRM, NUMBER 184-001186, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTIONS 11 AND 14, TOWNSHIP 39 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, KANE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE KANE COUNTY DIVISION OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT WARRENVILLE, ILLINOIS THIS ___ DAY OF _____, 2025 A.D.

FOR REVIEW ONLY

TIMOTHY B. MARTINEK
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003782
LICENSE EXPIRATION DATE: NOVEMBER 30, 2026

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

REVISION DATE: 05/22/2025 REVISION MADE BY: SDS
REVISION DATE: 02/27/2025 REVISION MADE BY: SDS

KDOT USE ONLY

ENGINEERING RESOURCE ASSOCIATES
35101 WEST AVENUE SUITE 150 WARRENVILLE, IL 60555
630.393.3060 info@eaconsultants.com

PLAT OF HIGHWAYS
KANE COUNTY
DIVISION OF TRANSPORTATION
FABYAN PARKWAY

LIMITS: AT SETTLER'S HILL COUNTY: KANE
SECTION: 21-00373-01-CH JOB NO.: N/A
STA. 42+50.00 TO STA. 51+44.30
SCALE: 1" = 40' SHEET 2 OF 7 SHEETS

BUREAU OF LAND ACQUISITION
41W011 BURLINGTON ROAD
ST. CHARLES, ILLINOIS 60175

EXHIBIT "C"

Exhibit "D"

Route: Fabyan Parkway
Section 21-00373-01-CH
County: Kane
Parcel No.: 0001TE-A
Station: 43+85.87 to 50+03.99
Index No.: 12-11-400-023

LEGAL DESCRIPTION

That part of the North half of Section 14, Township 39 North, Range 8, East of the Third Principal Meridian, in Kane County, Illinois, bearings and distances are based on the Illinois State Plane Coordinate System, East Zone, NAD83 (2011 Adjustment), with a combined factor of 0.9999378737, described as follows: Commencing at the intersection of the East line of the former County Farm and the North right of way line of Fabyan Parkway also known as County Highway 8 per Dedication of Right of Way recorded August 12, 1969, in Book 2541, Page 235 as Document Number 1146758; thence Westerly 139.90 feet along said North right of way line, being a curve to the left having a radius of 171,937.00 feet and chord bearing South 88 degrees 58 minutes 26 seconds West, 139.90 feet to the point of beginning; thence continuing Westerly 618.34 feet along said North right of way line being a curve to the left having a radius of 171,937.00 feet and chord bearing South 88 degrees 50 minutes 51 seconds West, 618.34 feet; thence North 01 degrees 15 minutes 20 seconds West, 5.00 feet to a line 5.00 feet north of and parallel with said North right of way line also being a point of curvature; thence Easterly 618.39 feet along said parallel line being a curve to the right having a radius of 171,942.00 feet and chord bearing North 88 degrees 50 minutes 51 seconds East, 618.39 feet; thence South 00 degrees 59 minutes 37 seconds East, 5.00 feet to said North right of way line also being the point of beginning.

Said parcel containing 0.071 acres, more or less.

and

Route: Fabyan Parkway
Section 21-00373-01-CH
County: Kane
Parcel No.: 0001TE-B
Station: 50+40.94 to 51+44.38
Index No.: 12-11-400-023

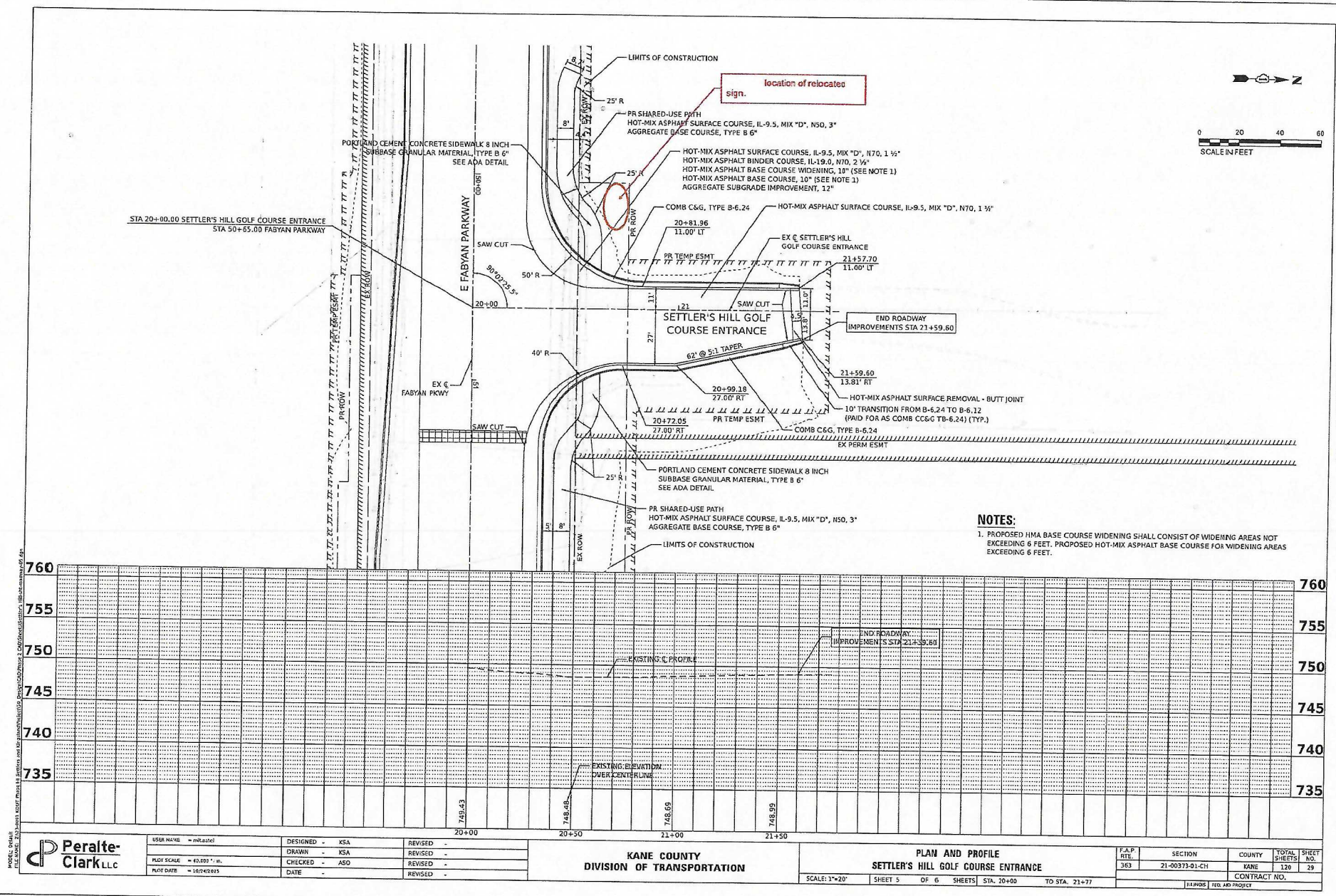
LEGAL DESCRIPTION

That part of the North half of Section 14, Township 39 North, Range 9, East of the Third Principal Meridian, in Kane County, Illinois, bearings and distances are based on the Illinois State Plane Coordinate System, East Zone, NAD83 (2011 Adjustment), with a combined factor of 0.9999378737, described as follows:

Commencing at the intersection of the East line of the former County Farm and the North right of

way line of Fabyan Parkway also known as County Highway 8 per Dedication of Right of Way recorded August 12, 1969, in Book 2541, Page 235 as Document Number 1146758; thence North 00 degrees 02 minutes 34 seconds East, 25.00 feet along said Easterly line to a point 25.00 feet North of said North right of way line and being the point of beginning; thence Westerly 103.36 feet along a curve to the left having a radius of 171,962.00 feet and chord bearing South 88 degrees 58 minutes 48 seconds West, 103.36 feet; thence North 00 degrees 59 minutes 37 seconds West, 98.00 feet to a line parallel with said North right of way line also being a point of curvature; thence Easterly 73.71 feet along a curve to the right having a radius of 172,060.00 feet and chord bearing North 88 degrees 58 minutes 30 seconds East, 73.71 feet; thence South 00 degrees 59 minutes 37 seconds East, 93.00 feet to a line parallel with said North right of way line also being a point of curvature; thence Easterly 29.73 feet along a curve to the right having a radius of 171,967.00 feet and chord bearing North 88 degrees 59 minutes 32 seconds East, 29.73 feet to said East line; thence South 00 degrees 02 minutes 34 seconds East along said East line 5.00 feet to the point of beginning.

Said parcel containing 0.169 acres, more or less.



NOTES:

1. PROPOSED HMA BASE COURSE WIDENING SHALL CONSIST OF WIDENING AREAS NOT EXCEEDING 6 FEET. PROPOSED HOT-MIX ASPHALT BASE COURSE FOR WIDENING AREAS EXCEEDING 6 FEET.

Peralte-Clark LLC

USER NAME = mit.astel	DESIGNED - KSA	REVISED -	
	DRAWN - KSA	REVISED -	
PLOT SCALE = 40.000 ' / in.	CHECKED - ASO	REVISED -	
PLOT DATE = 10/24/2025	DATE -	REVISED -	

KANE COUNTY
DIVISION OF TRANSPORTATION

PLAN AND PROFILE
SETTLER'S HILL GOLF COURSE ENTRANCE

SCALE: 1"=20' | SHEET 5 OF 6 SHEETS | STA. 20+00 | TO STA. 21+77

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
363	21-00373-01-CH	KANE	120	29
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

EXHIBIT "E"

Exhibit "F"

Name: The Forest Preserve District of Kane County
Project: Fabyan Parkway at Kingsland Dr.
Section No.: 21-00373-01-CH
Parcel No.: 0001

RECORDER'S USE

WARRANTY DEED

THE GRANTOR, the FOREST PRESERVE DISTRICT OF KANE COUNTY of 1996 Kirk Road, Geneva, Illinois 60134, a downstate forest preserve district created and existing under and by virtue of the laws of the state of Illinois and duly authorized to transact business in the state of Illinois, for and in consideration of Ten Dollars ($10.00) and other good and valuable consideration in hand paid, receipt of which is hereby acknowledged, and pursuant to the authority given by the board of commissioners of said Forest Preserve District grants, conveys, and warrants to the County of Kane, a body corporate and politic of the state of Illinois of 719 South Batavia Avenue, Geneva, Illinois, as GRANTEE, the following described real estate, to wit:

SEE EXHIBIT "I" ATTACHED HERETO;

hereinafter the "Premises":
Said parcel containing 0.071 acres, more or less,
Permanent Index Number: 12-11-400-023 (part of),
Location: Intersection of Fabyan Parkway at Kingsland Drive, Geneva and Batavia, situated in the County of Kane, State of Illinois.

The GRANTOR, without limiting the interest above granted and conveyed, acknowledges that upon payment of the agreed consideration, all claims arising out of the above acquisition have been settled, including without limitation, any diminution in the value to any of the remaining property of the Grantor caused by the opening, improving and using the premises for highway purposes. This acknowledgement does not waive any claim of trespass or negligence against the Grantee or the Grantee's agents which cause damage to the Grantor's remaining property.

Return to:	**Mail Subsequent Tax Bill to:**	**Prepared By :**
Right of Way Coordinator	Right of Way Coordinator	J. Patrick Jaeger
Kane County Div. of Transportation.	Kane County Div. of Transportation.	Attorney at Law
41W011 Burlington Road	41W011 Burlington Road	P.O. Box 485
St. Charles, IL 60175	St. Charles, IL 60175	Geneva, Illinois 60134

IN WITNESS WHEREOF, said Grantor has caused its corporate seal to be hereto affixed, and has caused its name to be affixed to these presents by its President and its Secretary this ___ day of _____ 2026.

THE FOREST PRESERVE DISTRICT OF KANE COUNTY

IMPRESS
CORPORATE SEAL
HERE

By:_____
Bill Lenert, President

Attest:

By:_____
Mohammad Iqbal, Secretary

STATE OF ILLINOIS)
) SS
COUNTY OF KANE)

I the undersigned, a Notary Public in, and for said County and State aforesaid, DO HEREBY CERTIFY that BILL LENERT, personally known to me to be the President of the Forest Preserve District of Kane County, and personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that as such President, he signed and delivered the said instrument and caused the official seal of said corporation to be affixed thereto, pursuant to authority given by the Kane County Forest Preserve Commission, as his free and voluntary act, and as the free and voluntary act and deed of said District, for the uses and purposes therein set forth.

Given under my hand and notarial seal, this _____ day of _____2026.

_____
Notary Public

Seal

STATE OF ILLINOIS)
) SS
COUNTY OF KANE)

I the undersigned, a Notary Public in, and for said County and State aforesaid, DO HEREBY CERTIFY that MOHAMMAD IQBAL, personally known to me to be the Secretary of the Forest Preserve District of Kane County, and personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that as such Secretary, he signed and delivered the said instrument and caused the official seal of said corporation to be affixed thereto, pursuant to authority given by the Kane County Forest Preserve Commission, as his free and voluntary act, and as the free and voluntary act and deed of said District, for the uses and purposes therein set forth.

Given under my hand and notarial seal, this _____ day of _____ 2026.

_____
Notary Public

seal

This transaction is exempt under paragraph (b) of Section 4 of the Real Estate Transfer Tax Act.

Dated: ___ _____, 2026

_____
Grantee or Grantee's Representative

EXHIBIT "I"

Route: Fabyan Parkway
Section: 21-00373-01-CH
County: Kane
Job No.: N/A
Parcel No.: 0001
Station: 50+03.99 to 51+44.30
Index No.: 12-11-400-023

LEGAL DESCRIPTION

That part of the North half of Section 14, Township 39 North, Range 8, East of the Third Principal Meridian, in Kane County, Illinois, bearings and distances are based on the Illinois State Plane Coordinate System, East Zone, NAD83 (2011 Adjustment), with a combined factor of 0.9999378737, described as follows:

Beginning at the intersection of the East line of the former County Farm and the North right of way line of Fabyan Parkway also known as County Highway 8 per Dedication of Right of Way recorded August 12, 1969, in Book 2541, Page 235 as Document Number 1146758; thence Westerly 139.90 feet along said North right of way line, being a curve to the left having a radius of 171,937.00 feet and chord bearing South 88 degrees 58 minutes 26 seconds West, 139.90 feet; thence North 00 degrees 59 minutes 37 seconds West, 25.00 feet to a line 25.00 feet North of and parallel with said North right of way line also being a point of curvature; thence Easterly 140.31 feet along said parallel line being a curve to the right having a radius of 171,962.00 feet and chord bearing North 88 degrees 58 minutes 26 seconds East, 140.31 feet to said East line; thence South 00 degrees 02 minutes 34 seconds East along said East line 25.00 feet to said North right of way line also being the point of beginning.

Said parcel containing 0.080 Acres, more or less.

Exhibit "G"

TEMPORARY CONSTRUCTION EASEMENT AGREEMENT

This Grant of Temporary Construction Easement is made this _____ day of ____ 2026, between the FOREST PRESERVE DISTRICT OF KANE COUNTY, an Illinois downstate forest preserve district, located at 1996 South Kirk Road, Geneva, Illinois (hereinafter the "GRANTOR") and the COUNTY OF KANE, a body corporate and politic of the State of Illinois of 719 South Batavia Avenue, Geneva, Illinois acting by and through its Division of Transportation (hereinafter the "GRANTEE").

WHEREAS, GRANTEE has requested from GRANTOR a temporary construction easement for the purpose of designing, laying out, and constructing a public highway, namely Fabyan Parkway including any and everything appurtenant thereto (hereinafter referred to as the "Improvement"); and,

WHEREAS, the Improvement is more particularly described in the highway construction plans entitled: F.A.P. 363 (FABYAN PARKWAY) AT KINGSLAND DRIVE, KANE COUNTY SECTION NO.21-00373-01-CH INTERSECTION IMPROVEMENT KANE COUNTY C-91-362-12 (hereinafter the "Plans") which Plans are incorporated herein by reference.

WHEREAS, the GRANTOR has agreed to grant to the GRANTEE a temporary construction easement for the purpose of the construction of the Improvement pursuant to the Plans upon the real property of the GRANTOR, which property is described in Exhibit I attached hereto, which property is hereinafter referred to as the "Easement Premises".

NOW, THEREFORE, in consideration of the sum of One Dollar ($1.00) and other good and valuable consideration, receipt and sufficiency of which are hereby acknowledged by the GRANTOR and the GRANTEE, it is mutually agreed as follows:

1. The GRANTOR hereby grants and conveys to GRANTEE, its successors and assigns, a temporary construction easement over, on, upon under and through the Easement Premises for the purpose of the construction of the Improvement as set forth and depicted in the Plans.

2. The GRANTOR, for itself and its successors and assigns, covenants and agrees that it shall not interfere with the lawful use of the Easement Premises described in Exhibit A above by the GRANTEE, its successors and assigns, pursuant to the terms of this Temporary Construction Easement Agreement, (hereinafter the "Agreement").

3. The GRANTEE, for itself and its successors and assigns, covenants and agrees that the

Improvement shall include the following obligations of the GRANTEE:

a) During construction, the GRANTEE shall fence and/or cover any excavation opening with protective cover at all times when construction personnel are not present at the site of the Improvement.

b) GRANTEE and its contractor(s) will be responsible for safety measures during the constructions of the Improvement to protect the public and the GRANTOR.

c) GRANTEE shall construct the Improvement in accordance with the approved Plans therefor.

d) GRANTEE represents to the GRANTOR that prior to construction, all permits, licenses, authorizations and approvals required by all federal, state and local governmental agencies having jurisdiction over the work will be obtained.

e) GRANTEE shall restore any sod, plant material, trees, bicycle trails, paths, signs or other improvements (if any) of the GRANTOR damaged by the GRANTEE or its agents during the construction of the Improvement.

f) GRANTEE shall also restore the GRANTOR's property in accordance with the approved Plans.

g) GRANTEE will be fully responsible for the actions of its employees during the construction of the Improvement.

4. GRANTEE hereby agrees to indemnify and save harmless the GRANTOR from and against any loss, damage or expense which the GRANTOR may suffer, incur or sustain or for which the GRANTOR may become legally liable arising or growing out of GRANTEE's gross negligence and the negligence of its contractors and agents in design, construction or maintenance of the Improvement.

5. GRANTOR makes no covenant, representation or warranty as to the suitability of its Easement Premises for any purpose whatsoever or as to the physical condition of the Easement Premises. GRANTEE acknowledges that portions of the Easement Premises could have been used for operations and for storage of products and by-products from those operations, some of which may be toxic or hazardous substances. As a result of such uses and activities, physical and other changes may have occurred in the Easement Premises, including without limitation the disposition of solid and hazardous wastes and hazardous substances. GRANTEE acknowledges having inspected the Easement Premises, having observed its physical characteristics and existing conditions, and having had the opportunity to conduct such investigation and study on and of said Easement Premises as it deems necessary, and hereby waives any and all objections to or complaints about physical characteristics and existing conditions, including without limitation subsurface conditions and solid and hazardous wastes and hazardous substances on, under or related to the Easement Premises. GRANTEE further acknowledges and agrees that the easements over the Easement Premises are granted to and accepted by GRANTEE in its present condition "as

is", and GRANTEE hereby assumes the risk that adverse physical characteristics and existing conditions that may not have been revealed by its investigation.

6. The term of this temporary construction easement shall be for a period of five (5) years or upon completion of the construction of the Improvement, whichever occurs first. This terms of Agreement shall run with the land.

7. The covenants and agreements herein contained shall inure to the benefit of and be binding upon the parties hereto, their heirs, successors and assigns.

GRANTOR:
FOREST PRESERVE DISTRICT OF KANE COUNTY

By:

_____
Bill Lenert, President
Forest Preserve District of Kane County

Attest:

_____
Mohammad Iqbal, Secretary

GRANTEE:
COUNTY OF KANE

By:

_____
Corinne Pierog
Chairman, Kane County Board

Attest:

_____
Andrew J. Cunningham
County Clerk

STATE OF ILLINOIS)
) SS
COUNTY OF KANE)

I the undersigned, a Notary Public in, and for said County and State aforesaid, DO HEREBY CERTIFY that BILL LENERT, personally known to me to be the President of the FOREST PRESERVE DISTRICT OF KANE COUNTY, and personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that as such President, he signed and delivered the said instrument and caused the official seal of said corporation to be affixed thereto, pursuant to authority given by the Kane County Forest Preserve Commission, as his free and voluntary act, and as the free and voluntary act and deed of said District, for the uses and purposes therein set forth.

Given under my hand and notarial seal, this _____ day of _____ 2026.

Seal

_____
Notary Public

STATE OF ILLINOIS)
) SS
COUNTY OF KANE)

I the undersigned, a Notary Public in, and for said County and State aforesaid, DO HEREBY CERTIFY that MOHAMMAD

IQBAL, personally known to me to be the Secretary of the forest preserve district of Kane County, and personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that as such Secretary, he signed and delivered the said instrument and caused the official seal of said corporation to be affixed thereto, pursuant to authority given by the Kane County Forest Preserve Commission, as his free and voluntary act, and as the free and voluntary act and deed of said District, for the uses and purposes therein set forth.

Given under my hand and notarial seal, this _____ day of _____ 2026

Seal

_____
Notary Public

STATE OF ILLINOIS)
) SS
COUNTY OF KANE)

I the undersigned, a Notary Public in, and for said County and State aforesaid, DO HEREBY CERTIFY that CORINNE PIEROG personally known to me to be the Chairman of the Kane County Board, and personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that as such Chairman, she signed and delivered the said instrument and caused the official seal of the County of to be affixed thereto, pursuant to authority given by the Kane County Board, and as her free and voluntary act, and as the free and voluntary act and deed of said County, for the uses and purposes therein set forth.

Given under my hand and notarial seal, this __—__ day of _____ 2026.

Seal

_____
Notary Public

STATE OF ILLINOIS)
) SS
COUNTY OF KANE)

I the undersigned, a Notary Public in, and for said County and State aforesaid, DO HEREBY CERTIFY that ANDREW J. CUNNINGHAM, personally known to me to be the Clerk of the County of Kane, and personally known to me to be the same person whose name is subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that as such Clerk, he signed and delivered the said instrument and caused the official seal of said County to be affixed thereto, pursuant to authority given by the Kane County Board , as his free and voluntary act, and as the free and voluntary act and deed of said County, for the uses and purposes therein set forth.

Given under my hand and notarial seal, this _____ day of _____2026.

Seal

_____
Notary Public

EXHIBIT "I"

Route: Fabyan Parkway
Section 21-00373-01-CH
County: Kane
Parcel No.: 0001TE-A
Station: 43+85.87 to 50+03.99
Index No.: 12-11-400-023

LEGAL DESCRIPTION

That part of the North half of Section 14, Township 39 North, Range 8, East of the Third Principal Meridian, in Kane County, Illinois, bearings and distances are based on the Illinois State Plane Coordinate System, East Zone, NAD83 (2011 Adjustment), with a combined factor of 0.9999378737, described as follows: Commencing at the intersection of the East line of the former County Farm and the North right of way line of Fabyan Parkway also known as County Highway 8 per Dedication of Right of Way recorded August 12, 1969, in Book 2541, Page 235 as Document Number 1146758; thence Westerly 139.90 feet along said North right of way line, being a curve to the left having a radius of 171,937.00 feet and chord bearing South 88 degrees 58 minutes 26 seconds West, 139.90 feet to the point of beginning; thence continuing Westerly 618.34 feet along said North right of way line being a curve to the left having a radius of 171,937.00 feet and chord bearing South 88 degrees 50 minutes 51 seconds West, 618.34 feet; thence North 01 degrees 15 minutes 20 seconds West, 5.00 feet to a line 5.00 feet north of and parallel with said North right of way line also being a point of curvature; thence Easterly 618.39 feet along said parallel line being a curve to the right having a radius of 171,942.00 feet and chord bearing North 88 degrees 50 minutes 51 seconds East, 618.39 feet; thence South 00 degrees 59 minutes 37 seconds East, 5.00 feet to said North right of way line also being the point of beginning.

Said parcel containing 0.071 acres, more or less.

and

Route: Fabyan Parkway
Section 21-00373-01-CH
County: Kane
Parcel No.: 0001TE-B
Station: 50+40.94 to 51+44.38
Index No.: 12-11-400-023

LEGAL DESCRIPTION

That part of the North half of Section 14, Township 39 North, Range 9, East of the Third Principal Meridian, in Kane County, Illinois, bearings and distances are based on the Illinois State Plane Coordinate System, East Zone, NAD83 (2011 Adjustment), with a combined factor of 0.9999378737, described as follows:

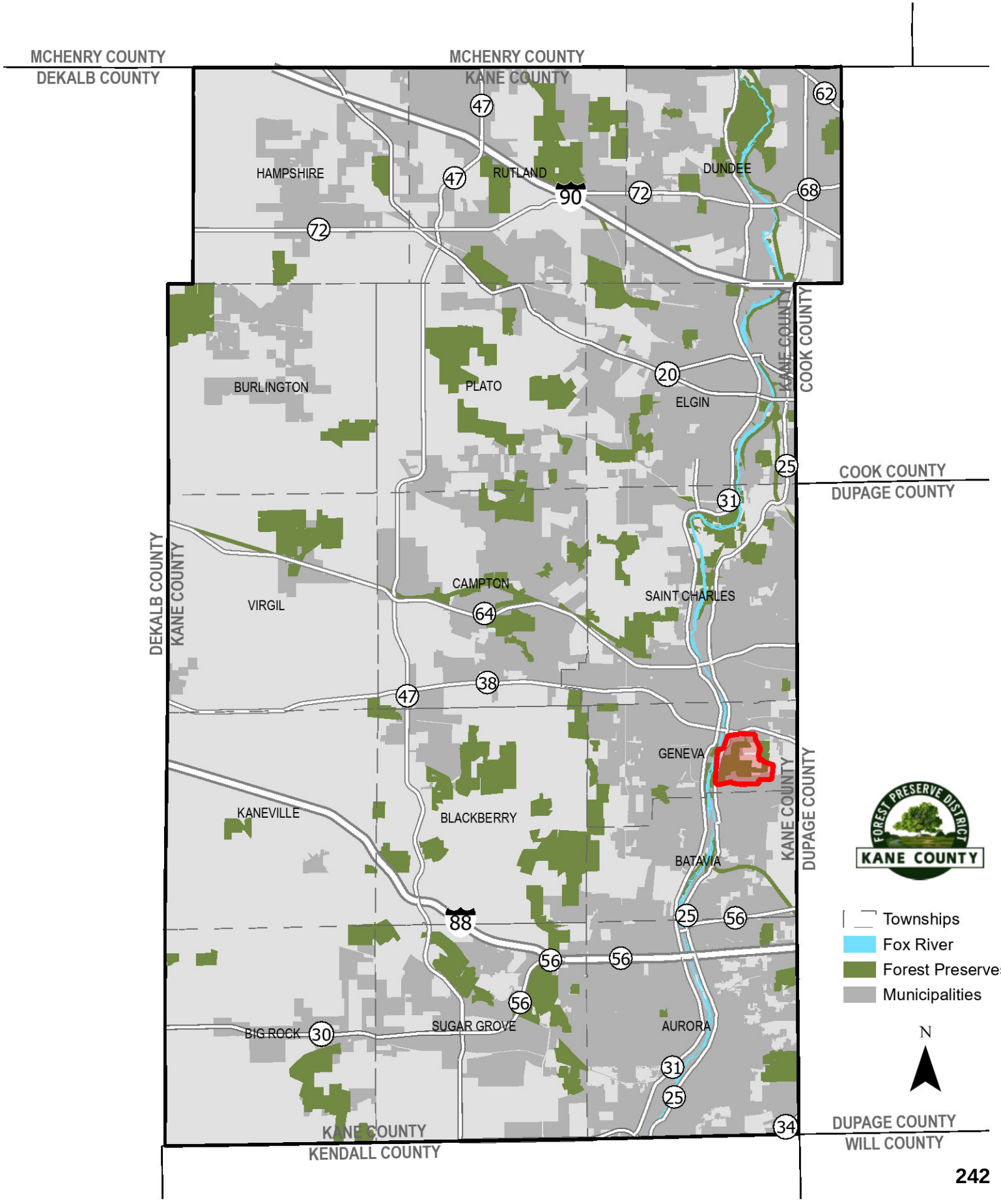
Commencing at the intersection of the East line of the former County Farm and the North right of way line of Fabyan Parkway also known as County Highway 8 per Dedication of Right of Way recorded August 12, 1969, in Book 2541, Page 235 as Document Number 1146758; thence North 00 degrees 02 minutes 34 seconds East, 25.00 feet along said Easterly line to a point 25.00 feet North of said North right of way line and being the point of beginning; thence Westerly 103.36 feet along a curve to the left having a radius of 171,962.00 feet and chord bearing South 88 degrees 58 minutes 48 seconds West, 103.36 feet; thence North 00 degrees 59 minutes 37 seconds West, 98.00 feet to a line parallel with said North right of way line also being a point of curvature; thence Easterly 73.71 feet along a curve to the right having a radius of 172,060.00 feet and chord bearing North 88 degrees 58 minutes 30 seconds East, 73.71 feet; thence South 00 degrees 59 minutes 37 seconds East, 93.00 feet to a line parallel with said North right of way line also being a point of curvature; thence Easterly 29.73 feet along a curve to the right having a radius of 171,967.00 feet and chord bearing North 88 degrees 59 minutes 32 seconds East, 29.73 feet to said East line; thence South 00 degrees 02 minutes 34 seconds East along said East line 5.00 feet to the point of beginning.

Said parcel containing 0.169 acres, more or less.

Settler's Hill Golf Course

County Location Map

Geneva, IL



STATE OF ILLINOIS)
SS.
COUNTY OF KANE)

RESOLUTION NO. TMP-26-1067

APPROVING AN AGREEMENT WITH CHICAGO, CENTRAL AND PACIFIC RAILROAD AND ACQUISITION OF REAL PROPERTY FOR THE RANDALL ROAD AT HOPPS ROAD INTERSECTION AND CNRR GRADE SEPARATION IMPROVEMENT, KANE COUNTY SECTION NO. 19-00511-00-CH, PARCEL NO. 0004PE-A&B

WHEREAS, the County of Kane (County) is authorized pursuant to the Illinois Compiled Statutes, 605 ILCS 5/5-801 (2020), to acquire real property for highway purposes by negotiated purchase; and

WHEREAS, the County has developed right-of-way plans for Kane County Highway No. 34 ("Randall Road") at Hopps Road for a proposed improvement, more particularly described as Kane County Sec. No. 19-00511-00-CH (hereinafter the "Project"); and

WHEREAS, the Project right-of-way plans require the acquisition of Project Parcel No. 0004PE-A&B from the Chicago, Central and Pacific Railroad Company (the "Railroad"); and

WHEREAS, the County filed a petition with the Illinois Commerce Commission ("ICC") for the purposes of obtaining approval to construct the necessary improvements relative to the Project that required access to property owned by the Railroad"); and

WHEREAS, the County and the Railroad have negotiated an Agreement For Local Agency Highway-Railway Grade Separation Improvements ("Agreement") attached hereto and designated as Exhibit "A" (a copy of which is on file in the office of the Kane County Clerk) whereby the County will be able to access the acquired project parcel No. 0004PE-A&B as part of the construction of the proposed improvements relative to the Project; and

WHEREAS, the County and the Railroad are parties to an Order entered by the ICC which grants the County access to the Project parcels, and sets an agreed upon compensation amount for project parcel No. 0004PE- A&B; and

WHEREAS, the Railroad, the property owner of Parcel No. 0004PE-A&B, which is legally described in the Permanent Easement attached hereto and designated as Exhibit "B" (a copy of which is on file in the office of the Kane County Clerk), has agreed to sell the parcel and temporary easement rights for the sum of Fifty-Nine Thousand Five Hundred Dollars ($59,500.00) consistent with the ICC order entered on August 6, 2026.

NOW, THEREFORE, BE IT RESOLVED by the Kane County Board that the County of Kane accept the offer of Chicago Central & Pacific Railroad Company, the Property Owner of Parcel No. 0004PE-A&B, and hereby appropriates the amount of Fifty-Nine Thousand Five Hundred Dollars ($59,500.00) to be paid from the Transportation Sales Tax Fund #305, Line

Item #74010 (Highway Right of Way) and the Chairman of the Kane County Board is hereby authorized and directed to execute the proposed agreement with the Railroad and any associated documents consistent with the aforementioned acquisition.

Line Item: 305.520.527.74010
Line Item Description: Highway Right of Way
Was Personnel/Item/Service approved in original budget or a subsequent budget revision? Yes
Are funds currently available for this Personnel/Item/Service in the specific line item? Yes
If funds are not currently available in the specified line item, where are the funds available? N/A

Passed by the Kane County Board on September 8, 2026.

_____	_____
John A. Cunningham, MBA, JD, JD	Corinne M. Pierog MA, MBA
Clerk, County Board	Chairman, County Board
Kane County, Illinois	Kane County, Illinois

Vote:

RESOLUTION / ORDINANCE EXECUTIVE SUMMARY ADDENDUM

Title

Approving an Agreement with Chicago, Central and Pacific Railroad and Acquisition of Real Property for the Randall Road at Hopps Road Intersection and CNRR Grade Separation Improvement, Kane County Section No. 19-00511-00-CH, Parcel 0004PE-A & B

Committee Flow:
Transportation Committee, Executive Committee, County Board

Contact:
Jennifer O'Connell, 630.406.7333

Budget Information:

Was this item budgeted? Yes	Appropriation Amount: $59,500.00
If not budgeted, explain funding source: N/A	
Was this item passed through the appropriate committee? Yes	

Summary:

This resolution recommends approval of an Agreement for Local Agency Highway-Railway Grade Separation Improvements as well as the right of way acquisition of permanent easements associated with the proposed Randall Road at Hopps Road Intersection and Grade Separation Project required from Chicago, Central & Pacific Railroad Company.

0004 PE A 0.226 acres
0004 PE B 0.076 acres

Staff recommends approval.

Petitioner's Exhibit "A"

AGREEMENT FOR
LOCAL AGENCY HIGHWAY-RAILWAY
GRADE SEPARATION IMPROVEMENTS

THIS AGREEMENT, made and entered into this _____ day of _____, 2026 by and between the COUNTY OF KANE, State of Illinois, hereinafter referred to as the "Local Agency" and the Chicago, Central &Pacific Railroad Company, hereinafter referred to as "Railroad";

WITNESSETH

Whereas, at Randall Road a Bridge will be constructed to cross over the Railroad roadway and create a structure hereinafter referred to as the "Project"; and

Whereas, in the interest of public safety and convenience, the parties hereto propose to construct, and maintain a Highway-Railway Grade Separation at planned location; and

Whereas, the parties hereto agree to accomplish the proposed improvements, all or in part, through the use of Federal, State and/or Local Agency funds which are provided under applicable Federal, State and/or Local Agency Act, Law and/or appropriation.

NOW, THEREFORE, in consideration of the premises and of the mutual covenants and agreements of the parties hereto, to be by them respectfully kept and performed as hereinafter set forth, it is hereby agreed as follows:

ARTICLE I. For the purpose of identifying the plans, specifications, estimates and other documents, this project will be designed as a "Randall Road Grade Separation", at Railroad milepost 41.55 on the Freeport Subdivision, at Randall Road, in South Elgin, Illinois, and attached hereto and incorporated by reference as Exhibit "A".

ARTICLE II. The Project covered under this agreement shall be subject to the "SPECIAL PROVISIONS" attached hereto as Exhibit "B", by reference made a part hereof, and to all applicable Federal and State laws, rules, regulations, orders and approvals pertaining to agreements, specifications, award of contracts, acceptance of work and procedures in general. With respect to reimbursement for work performed by the Railroad on behalf of the Project, Local Agency and Railroad shall be governed by the applicable provisions of the Federal-Aid Policy Guide (FAPG), as currently amended, which is also made part of this agreement by reference.

ARTICLE III. The terms and conditions covering the permanent easement acquisition of real property, and the expenses resulting therefrom shall be covered by a separate agreement between the Railroad and the Local Agency. All work set forth therein shall be performed at no expense to the Railroad, other than its five percent (5%) financial contribution as articulated in Article XVIII below, consistent with Section 646.210(b)(3) of the Code of Federal Regulations.

ARTICLE IV. The Railroad shall prepare the detailed drawings, plans (including surveys and other engineering services), estimates of cost and any required specifications for the improvements proposed listed under "WORK TO BE PERFORMED BY RAILROAD" on Exhibit "C". These detailed plans, estimates and specifications shall be submitted to Local Agency for its approval. No approved plan or specification shall be changed by the Railroad without written permission from the Local Agency, excepting for minor changes necessitated by actual field conditions encountered at the time of construction or substitutions of equivalent materials as may be agreed upon by Railroad's and Local Agency's respective representatives.

ARTICLE V. All items of work listed under "WORK TO BE PERFORMED BY RAILROAD" on Exhibit "C" shall be performed by the Railroad with its own forces or as otherwise provided herein on a force account basis. In the event the Railroad intends to use forces other than its own under a continuing contract or contracts, the Railroad shall indicate in its estimate(s) the item(s) of work to be performed under such contract or contract(s) and list in its estimate(s) the names of each contractor whose services will be used to perform the work. If the estimate of the cost for such work (including labor, materials and/or equipment) to be performed under any one contract or with any one contractor exceeds $200,000, said contract or contracts shall be secured by competitive bids. Such contracts will be in compliance with the Civil Rights Act of 1964 and implementing regulations applicable to Federal-Aid projects as well as any applicable State statutes and implementing rules and regulations prohibiting discrimination in the solicitation or selection of contractors or subcontractors on the basis of race, color national origin or sex.

ARTICLE VI. The Local Agency shall prepare the detailed drawings, plans and specifications as may be required for any proposed improvements of the Project of the plans attached hereto as Exhibit "A" and shall perform or arrange for the performance of said items of work at its sole cost, risk and expense, except as may otherwise be specifically provided for in this agreement.

ARTICLE VII. In the event the work to be performed by Local Agency is to be let by contract, Local Agency shall require its contractor(s) before entering upon the tracks or premises of Railroad, or performing any work on or in close proximity thereof, to secure permission from the authorized representative of the Railroad for the occupancy and use of its premises and/or to confer with the Railroad relative to its requirements for clearances, operations and general safety regulations. The Railroad reserves the right to furnish Local Agency's contractor(s), at the sole cost and expense of said contractor(s), protective services such as, but not limited to, flag person(s), watchperson(s) or other as the Railroad may deem desirable to promote safety and continuity of rail traffic during

the progress of the work, for which said contractor(s) shall be required to prepay to the Railroad and/or promptly upon receipt of the bills, and the Local Agency shall withhold final payment to the said contractor(s) until the Railroad has notified Local Agency that all such bills have been settled. For any such work which is performed by the Railroad for the Local Agency's own forces, Local Agency hereby agrees to reimburse the Railroad upon the receipt of invoices within 15 days. Cost and expense for work performed by Railroad, as referred to in this Article, shall consist of the actual cost of labor, materials and related items, plus Railroad's standard additives in effect at the time the work is performed.

ARTICLE VIII. In the event the work to be performed by Local Agency on or in close proximity to the Railroad's property, track(s) or other facilities is let by contract, Local Agency shall require its contractor(s) to furnish evidence of Workmen's Compensation coverage and to maintain at all times during the performance of any construction or reconstruction work the following types of insurance: (A) Contractor's Public Liability and Property Damage Insurance, including automobile coverage, with a combined single limit of $5,000,000 per occurrence with an aggregate limit of $10,000,000 for the term of the policy; (B) Contractor's Protective Public Liability and Property Damage Liability Insurance with the same limits as (A) if subcontractors are involved; and (C) Railroad Protective Public Liability and Property Damage Liability Insurance with the same limits as prescribed in (A) naming Chicago Central & Pacific Railroad Company as the insured and a form of acceptable to the Railroad, and said insurance shall be primary as it relates to this contract. The Railroad shall be furnished with an original of the Railroad Protective Policy, and, in addition, certificate(s) of insurance evidencing the other insurance coverages specified herein. The Railroad Protective Policy and the certificate(s) of insurance must meet with the approval of the Railroad before any work shall be commenced on Railroad's property or in close proximity to Railroad's tracks or other facilities by the said contractor(s).

ARTICLE IX. Each party will provide the necessary construction engineering and inspection for carrying out its work and the costs for such services shall be borne by the project. Any costs which may be incurred by the Railroad for inspecting the work performed by or on behalf of the Local Agency, as said work may affect the properties and facilities of the Railroad, or the safety or continuity of train operations, shall likewise be deemed a project expense.

ARTICLE X. Subsequent to the award of any contract or contracts by Local Agency, and before any work is started on this project, a conference shall be held between the representatives of the Local Agency, the Railroad and the interested contractor(s), at a time and place as designated by the Local Agency's representative, for the purpose of coordinating the work to be performed by the several parties, and at which time a schedule of operations will be adopted. Such schedule of operations will provide sufficient lead-time for the parties to order and assemble their respective materials.

ARTICLE XI. The Railroad will not assemble its materials nor begin its work without written authorization from the Local Agency to proceed. Upon receipt of

authorization, the Railroad shall promptly commence to assemble the necessary materials and, as soon as possible thereafter, arrange to perform its work consistent with the schedule of operations adopted and in accordance with the approved plans and specifications, and shall notify, in writing, the agencies listed on Exhibit C before commencing work.

ARTICLE XII. The Local Agency agrees, to the extent it lawfully may, to indemnify the Railroad against and save it harmless from loss and damage to any property, and injury to or death of any persons, and from court cost and attorney's fees, and expenses incident thereto, arising out of any work to be performed hereunder by the Local Agency and caused by the negligence of Local Agency.

Local Agency shall require any contractor retained by Local Agency to perform work on Local Agency's behalf to enter into an agreement with Railroad prior to entering upon Railroad's right-of-way indemnifying Railroad and saving it harmless from and against loss and damage to any property, and injury to or death of any persons, and from court costs and attorney's fees, and expenses incident thereto, arising out of the work the contractor will be performing on Local Agency's behalf.

ARTICLE XIII. The Railroad agrees to indemnify the Local agency against and save it harmless from loss and damage to any property, and injury to or death of any persons, and from court cost and attorney's fees, and expenses incident thereto, arising out of any work to be performed hereunder by Railroad and caused by the negligence of Railroad or it's officers, agents or employees.

ARTICLE XIV. The Railroad shall keep an accurate and detailed account of the actual cost and expense as incurred by it, or for its account, in the performance of the work it herein agrees to perform. The Railroad, for the performance of its work as herein contemplated, may bill the Local Agency monthly for the Local Agency's share of the costs and expenses incurred, including the cost of materials (including applicable sales, excise or value-added taxes) purchased, delivered and stored on the Railroad's property but not yet installed, provided said materials are designated for exclusive use on this project. The progress invoices may be rendered on the basis of an estimated percentage of the work completed, plus allowable additives. The Local Agency, after verifying that the bills are reasonable and proper, shall promptly reimburse the Railroad for 100% of the amount billed within thirty (30) days. It is the intention of this Agreement that the Local Agency shall be solely responsible for all costs and expenses incurred under this Agreement for all work performed by Railroad and its subcontractors.

The Railroad, upon completion of its work, shall promptly render to the Local Agency a detailed final statement of its actual expense as incurred. After the Local Agency has checked the final statement and verified that it is reasonable and proper, insofar as they are able to ascertain, the Local Agency shall then reimburse the Railroad an amount, less previous payments, if any, equal to 100% of the amount of the Local Agency's share as billed within thirty (30) days. After the final inspection of the installation has been made, and the Local Agency, or at Local agency's request, the State, has audited the expenses as incurred by the Railroad, the Local Agency shall bill the

Railroad for, and the Railroad shall promptly refund, any item or items of expense found as not being eligible for reimbursement.

For the purpose of this Article, the Local Agency's share of any costs and expenses shall be deemed to include all funds advanced to, or to be reimbursed to, Local Agency, regardless of source, for the purpose of defraying the cost and expense of this improvement project.

ARTICLE XV. The improvements contemplated herein shall be placed in service immediately after the same are complete, pending final inspection by representatives of the parties hereto and representatives of any participating State and/or Federal Agencies if State and/or Federal funds are utilized. The Local agency shall notify Railroad of the date on which the completed improvements will be ready for final inspection.

ARTICLE XVI. After completion of the work contemplated under this agreement, the Local Agency, at its sole cost and expenses, shall operate, own and perpetually maintain the grade separation structure and appurtenances constructed pursuant to this agreement. For the purpose of this Article, it is agreed maintenance shall include, but not limited to, routine inspections and repairs and any future rehabilitation, renewal and/or replacement of the grade separation structure, in whole or part as may be needed.

ARTICLE XVIII The parties acknowledge that, as part of the Project being constructed by the Local Agency, that the public, at-grade crossing at mile post 41.55 is being removed due to the construction of a new Randall Road Overpass. Due to the elimination of this at-grade crossing, the Railroad acknowledges and agrees to provide funds to the County in the amount of five percent (5%) of the final cost of the Randall Road Overpass, consistent with Section 646.210(b)(3) of the Code of Federal Regulations. The parties further represent that they will cooperate with the Illinois Commerce Commission ("ICC") and execute any and all documentation necessary to acquire Grade Crossing Protection Funds from the ICC as part of this Project.

ARTICLE XIX. In the event that delays or difficulties arise in securing necessary State or Federal approvals, or in acquiring rights of ways, or in settling damage claims, or for any other cause which in the opinion of the Local Agency renders it impracticable to proceed with the construction of the project, then at any time before the construction is started, Local Agency may serve formal notice of cancellation upon the Railroad and this agreement shall thereupon terminate. In the event of cancellation, Local Agency shall reimburse the Railroad for all eligible cost and expense incurred by the Railroad prior to receipt of notice of cancellation and payment by Local Agency.

ARTICLE XX. This agreement shall be binding on the parties hereto, their successors and assigns.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed in three counterparts, each of which shall be considered and original, by their fully authorized officials as of the day and date first written above.

Chicago Central & Pacific Railroad Company

By:_____
(name)

Title:_____

ATTEST:

ACCEPTED

County of Kane

By:_____

Title:_____

EXHIBIT A

Project Plans

EXHIBIT B

Special Provisions

RELATIVE TO FLAGGING AND OTHER PROTECTION OF RAILROAD COMPANY TRAFFIC AND FACILITIES DURING CONSTRUCTION ADJACENT AND ABOVE, ON OR ACROSS, THE PROPERTY OF, OR ON, ABOVE AND BENEATH THE TRACKS OF
CHICAGO, CENTRAL & PACIFIC RAILROAD

The Licensee shall, before entering upon the property of Railroad Company for performance of any work, secure a fully executed right of entry license from Railroad Company's Engineering Manager or their authorized representative for the occupancy and use of Railroad Company's property. Licensee shall confer with Railroad Company relative to requirements for railroad clearances, operation and general safety regulations.

To obtain a Right-of-Entry permit in the state of Illinois contact Manager of Public Works at least three (3) weeks prior to project start:

Diane Lewis
CN-Manager Public Works
17641 S Ashland Ave.
Homewood IL, 60430
Office: 708-332-3557
Email: Diane.lewis@cn.ca

There is a $1000 fee for the permit

All employees and/or contractor(s) of Licensee NOT hired by Railroad Company, who are not employed by CN or doing work for CN, are required to register with www.contractororientation.com and complete the basic safety and security tests. Contractor Orientation provides the basic safety, security and PPE requirements for CN. You may find more information on registering with contractor orientation on the contractor orientation website. Once you register, follow the CN links and you will be required to take the course labeled CN Contractor Security / Safety Course/US Contractors.

All employees and/or subcontractors of Grantee, Licensee, Permittee and/or its Contractor NOT hired by Railroad Company, whose duties include and who are engaged in the inspection, construction, maintenance, or repair of railroad track, bridges, roadway, signal and communication systems, roadway facilities, or roadway machinery that will work foul of or have the potential to foul a live track are considered Roadway Workers

under FRA regulations and CN Policy. They must complete the On-Track Safety Training course approved by Railroad Company and provided by Anna Rivera, R.R. Safety – AMR, P.O. Box 489, Mercer, WI 54547, telephone (920) 517-1677, email rrsafetytraining@yahoo.com. This training must be repeated at least once each calendar year.

a. EXCEPTION: Railroad Company has exempted those it classifies as "Delivery Persons" from this training. This will include contractors such as UPS, FedEx, trucking companies, etc. who merely access the property to supply materials or equipment.

b. All the employees and/or subcontractors of Grantee, Licensee, Permittee and/or its Contractor who will operate on-track machinery or those who will provide protection for other employees and/or subcontractors of Grantee, Licensee, Permittee and/or its Contractor must also be trained on CN US Operating Rules pertaining to their duties. They must take and pass the required examination. This training is good for a period of two years.

c. "Potential to foul a live track" is considered, at a minimum, to be working within twenty-five feet of the track; or as otherwise to be determined by CN Design & Construction Department.

Licensee and/or any contractor engaged on their behalf, shall at all times conduct work in a manner satisfactory to the Engineering Manager of Railroad Company, or their authorized representative, and shall exercise care so as to not damage the property of Railroad Company, or that belonging to any other grantees, licensees, permittees or tenants of Railroad Company, or to interfere with railroad operations.

Engineering Manager of Railroad Company, or their authorized representative, will at all times have jurisdiction over the safety of railroad operations., The decision of the Engineering Manager or their authorized representative as to procedures which may affect the safety of railroad operations shall be final, and Licensee and/or their contractor shall be governed by such decision.

All work shall be conducted in such a manner as will assure the safety of Railroad Company. Railroad Company's authorized representative shall have the right, but not the duty, to require certain procedures to be used or to supervise the work on Railroad Company's property. Any accidents / incidents occurring on Railroad Company property, that result in or had the potential of causing serious injury, lost work days, vehicle or property damage must be reported to the Railroad Company representative within 24 hours. All such incidents will be fully investigated by the Licensee and/or their contractor. The Licensee shall subsequently provide a written report to Engineering Manager of Railroad Company, or their authorized representative, within seven (7) days detailing the nature of the incident, the cause(s), regulatory authorities notified, and a specific action plan to prevent recurrence.

Should any damage occur to Railroad Company property as a result of the authorized or unauthorized operations of Licensee and/or their contractor and Railroad Company deems it necessary to repair such damage or perform any work for the protection of its property or operations, the Licensee and/or their contractor, as the case may be, shall promptly reimburse Railroad Company for the actual cost of such repairs or work. For the purpose of these Special Provisions, actual cost shall be deemed to include the direct cost of any labor, materials, equipment, or contract expense plus Railroad Company's current standard additives in each instance.

Licensee shall promptly notify Railroad Company of any releases of fuel or other equipment fluids from Licensee's activities hereunder that exceed five (5) gallons in volume. Releases of fuel or fluids amounting to five (5) gallons or less shall be documented by Licensee and reported to Railroad Company on a monthly basis. Licensee shall be solely responsible for reporting a) releases of hazardous substances, materials and wastes from Licensee's activities hereunder in excess of the reportable quantity, and b) releases of petroleum products from Licensee's activities hereunder causing a sheen on any water of the United States, to the appropriate governmental authorities and the Railroad Company.

If the work requires the construction of a temporary grade crossing across the track(s) of Railroad Company, Licensee and/or their contractor shall make the necessary arrangements and execute Railroad Company's temporary grade crossing agreement for the construction, protection, maintenance, and later removal of such temporary grade crossing. The cost of such temporary grade crossing construction and later removal shall be prepaid to Railroad Company. Additional costs for repairs, maintenance or protection will be paid within thirty (30) days upon receipt of bill(s) therefor.

Licensee and/or their contractor shall at no time cross Railroad Company's property or tracks with vehicles or equipment of any kind or character, except at such temporary grade crossing as may be constructed as outlined herein, or at any existing and open public grade crossing. Operation over such crossing shall be at the direction and method of Railroad Company's Engineering Manager or their authorized representative.

Railroad Company may, at Licensee's and/or their contractor's sole cost, risk and expense, furnish whatever protective services it considers necessary, including, but not limited to, flagger(s), inspector(s), and stand-by personnel. Flagging protection, inspection services, or standby personnel required by Railroad Company for the safety of railroad operations because of work being conducted by Licensee and/or their contractor, or in connection therewith, will be provided by Railroad Company and the cost of Licensee and shall be prepaid to Railroad Company by Licensee and/or their contractor. Flagging protection, inspection services, or standby personnel, necessary or provided in excess of prepayment amounts will be billed at the proper rates and will be promptly paid by overnight delivery.

In the event Railroad Company is unable to furnish flagging protection, inspection services, or standby personnel at the desired time or on the desired date(s), or if

Licensee's prepayment for such services is exhausted and not replenished by Licensee and/or their contractor, Licensee and/or their contractor shall not perform any work on Railroad Company's property until such time and date(s) that appropriate Railroad Company services can be made available and/or appropriate prepayment is received. It is understood that Railroad Company shall not be liable for any delay or increased costs incurred by Licensee and/or their contractor owing to Railroad Company's inability or failure to have appropriate flagging protection, inspection services, or standby personnel available at the time or on the date requested.

Licensee and/or their contractor shall request and secure flagging protection by written notice to Railroad Company using CN's "Request for Flagging Services" form. This form must be submitted at least ten (10) working days in advance of proposed performance of any work or access to Railroad Company's property.

Flagging protection will be required during any operation involving direct and potential interference with Railroad Company's tracks or traffic. This may include but is not limited to fouling of railroad operating clearances, reasonable proximity of accidental hazard to railroad traffic, work within twenty-five (25) feet horizontally of the nearest centerline of any railroad track, any work over any railroad track, or in any other condition that Railroad Company deems protective services necessary, which may include work on or off Railroad Company's property more than twenty-five (25) feet from the nearest centerline of any railroad track, such as any equipment extension (including but not limited to a crane boom) that will reach or has the potential to reach within twenty-five (25) feet of any track.

Licensee and/or their contractor shall request, prepay, and secure Railroad Company signal facility locates by written notice to Railroad Company along with submission of CN's "Request for Flagging Services" form at least ten (10) working days in advance of proposed performance of any work or access to Railroad Company property. Notice to Railroad Company does not fulfill or satisfy any other notification requirements for utility locates for non-railroad facilities.

Flagging-US
17641 South Ashland Ave.
Homewood, IL 60430
Email: Flagging_US@CN.CA

Railroad Company may require that prior to digging, trenching, or boring activities on or near Railroad Company property, or beneath any railroad track, an on-site meeting be conducted with Railroad Company's Signal Department representative. No digging, trenching or boring activities shall be conducted in the proximity of any known buried Railroad Company signal cables without Railroad Company's Signal Department representative being present. Railroad Company utilities are not part of Digger's Hotline. Please request a cable locate by using the Flagging - Cable Locate Form. There is a fee for the cable locate that must be prepaid to Railroad Company.

Before commencing work and until any License shall be terminated, Licensee shall provide and maintain the following insurance in form and amount with companies satisfactory to and as approved by Railroad Company.

a. Statutory Workers Compensation and Employer's Liability insurance.

b. Automobile Liability in an amount not less than $1,000,000 dollars combined single limit.

c. Commercial General Liability (occurrence form) in an amount not less than $5,000,000 dollars per occurrence, with an aggregate limit of not less than $10,000,000 dollars. The Policy must name Railroad Company and its Parents as additional insureds in the following form:

Chicago, Central & Pacific Railroad Company
17641 S Ashland Ave.
Homewood IL, 60430
708-332-3557 (office)
Diane.lewis@cn.ca

If the commercial general liability policy required herein contains any exclusions related to doing business or undertaking construction or demolition on, near, or adjacent to railroad facilities; such exclusion must be removed through issuance of endorsement CG 24 17, or a similar endorsement approved by Railroad Company in its sole discretion prior to the commencement of work hereunder.

d. Pollution Liability Insurance shall be provided on a project/site specific basis when Railroad Company determines such is necessary for the purposes granted by this License.

Whenever required, pollution liability coverage shall be written on ISO form Pollution Liability Coverage Form Designated Sites CG 00 39 12 04 (or a substitute form providing equivalent liability coverage), with limits of at least $1,000,000 per occurrence and an aggregate limit of $2,000,000.

If the scope of work as defined in this contract includes the disposal of any hazardous or non-hazardous materials from the job site, Licensee shall furnish to Railroad Company evidence of pollution legal liability insurance maintained by the disposal site operator for losses arising from the insured facility accepting the materials, with coverage in minimum amounts of $1,000,000 per loss, and an annual aggregate of $2,000,000.

If a SUBCONTRACTOR is to be employed by CONTRACTOR for the installation of the work, before commencing work, the SUBCONTRACTOR shall provide and thereafter maintain all of the insurance described in parts A through D,

above, in the same forms and amounts as provided for above and subject to the other terms and conditions provided for in paragraphs A through D above.

In the alternative, at the Railroad's option, if a SUBCONTRACTOR is to be employed by CONTRACTOR for the installation of the WORK, before the SUBCONTRACTOR commences work, CONTRACTOR may provide and thereafter maintain all of the insurance described in parts A through D, above, in the same forms and amounts as provided for above and subject to the other terms and conditions provided for above, provided that all such insurance names SUBCONTRACTOR as an additional insured and all such insurance provides coverage to all additional insureds, including the Railroad, for any liability arising out of WORK performed by all other additional insureds, including SUBCONTRACTOR.

Before commencing work, Licensee shall deliver to Railroad Company a certificate of insurance evidencing the foregoing coverage, and upon request, Licensee shall deliver a certified, true and complete copy of the policy or policies at its sole cost and expense. The policies shall provide for not less than thirty (30) days prior written notice to Railroad Company of cancellation of or any material change in, the policies, and shall contain the waiver of right of subrogation.

All persons on Railroad Company's property shall be suitably dressed to perform his/her duties safely and in a manner that will not interfere with his/her vision, hearing or free use of his/her hands or feet. Only waist-length shirts with sleeves and trousers that cover the entire leg are to be worn. If flare-legged trousers are worn, the trouser bottoms must be tied to prevent catching. All persons shall wear sturdy and protective steel toed, puncture resistant footwear. All persons shall not wear boots (other than work boots), sandals, canvas-type shoes or other shoes that have thin soles or heels that are higher than normal. All persons shall wear personal protective equipment as specified by Federal and/or State rules, regulations or Railroad Company's requirements. Specifically, the following protective equipment to be worn shall be:

1. Protective head gear (hardhats) that meets ANSI Z89.1, latest revision. It is suggested that all hard hats be affixed with Contractor's company name or logo.

2. Eye protection (safety glasses with side shields) that meet ANSI Z87.1, latest revision. Additional eye protection must be provided to meet specific job situations such as welding, grinding, etc.

3. Hearing protection appropriate for noise levels that will be occurring on the job site.

4. Safety/reflective vests.

The rate of pay for Railroad Company employees will be the prevailing hourly rate for not less than eight (8) hours for the class of labor at regular rates during regularly

assigned work hours, and at overtime rates outside of regular hours and in accordance with Labor Agreements or Schedules plus Railroad Company's current standard additives in each instance.

Wage rates are subject to change, at any time, by law or agreement between Railroad Company and employees, and may be retroactive because of negotiations or a ruling by an authorized Governmental Agent. If the wage rates are changed, Licensee and/or their contractor shall pay on the basis of the new rates and/or additives.

No digging, trenching, or boring on Railroad Company property shall be conducted without Railroad Company's written approval of the plans that were furnished to Railroad Company's Engineering Manager at least thirty (30) in advance of the excavation.

The following temporary clearances are the minimum that must be maintained at all times during any operation on or adjacent to Railroad Company property:

Vertical: 22'-0" (7.00 m) above top of highest rail within 12'-0" (3.81 m) of the centerline of any track

Horizontal: 12'-0" (3.81 m) from centerline of the nearest track, measured at right angles thereto

If lesser clearances than the above are required for any part of the work, Licensee and/or their contractor shall secure written authorization from Railroad Company's Engineering Manager for such lesser clearances in advance of the start of that portion of the work.

No materials, supplies, or equipment will be stored within twenty-five (25) feet from the centerline of any railroad track, measured at right angles thereto.

Licensee and/or their contractor will be required upon the completion of the work to remove from within the limits of Railroad Company's property all machinery, equipment, surplus materials, false work, rubbish or temporary buildings, and to leave said property in a condition satisfactory to the Engineering Manager of Railroad Company or their authorized representative.

Nothing in these Special Provisions shall be construed to place any responsibility on Railroad Company for the quality or conduct of the work performed by Licensee and/or their contractor hereunder. Any approval given or supervision exercised by Railroad Company hereunder, or failure of Railroad Company to object to any work done, material used, or method of operation shall not be construed to relieve Licensee and/or their contractor of any obligations pursuant hereto or under the License these Special Provisions are appended to

EXHIBIT C

FEDERAL/STATE AID BRIDGE REPLACEMENT
PROJECT NO. (local agency's project number as identified on the plans)

CROSSING IDENTIFICATION:

RAILROAD: Chicago, Central &Pacific Railroad Company
RR MILEPOST: 41.55
ROAD NAME: Randall Road
LOCATION: South Elgin, Illinois

EXISTING CONDITIONS:

Existing at grade crossing Structure or Crossing

DESCRIPTION OF WORK TO BE PERFORMED BY RAILROAD:

1. Furnish flagperson(s) as required (at contractor's expense).
2. Facility relocation as required for the structure (at project's expense).
3. Incidental work necessary for completion of above.

DESCRIPTION OF WORK TO BE PERFORMED BY LOCAL AGENCY:

1. Construction of overpass and approach work, in accordance with the plans and specifications prepared by Kane County and approved by Railroad.
2. Incidental work necessary for completion of above referenced project.

ESTIMATED COST: $

RAILROAD's SHARE OF COST: $

LOCAL AGENCY'S SHARE OF COST: %

NOTIFY BEFORE COMMENCING WORK & SUBMIT PLANS TO:

Diane Lewis
CN-Manager Public Works
17641 S Ashland Ave.
Homewood IL, 60430
Office: 708-332-3557
Email: Diane.lewis@cn.ca

Project No:
Land Acquisition Parcel Number: 0004PE-A; 0004PE-B
IDOT Control Section: 19-00511-00-CH
Subdivision: Freeport
WC Milepost: 41.55
City of: South Elgin
State of: Illinois

Petitioner's Exhibit "B"

PERMANENT EASEMENT

KNOW ALL MEN BY THESE PRESENTS, that Chicago Central and Pacific Railroad Company, a Delaware Corporation, duly authorized to do business in the State of Illinois, hereinafter referred to as Grantor, for Fifty-Nine Thousand Five Hundred Dollars($59,500.00) and other good and valuable consideration, the receipt of which is hereby acknowledged, does hereby grant, so far as it lawfully may, unto the County of Kane, a body politic and corporate, hereinafter referred to as Grantee, a permanent easement for purpose of construction and maintenance of the Grade Separation structure located within the easement description hereinafter referred to as "Structure", over, across and upon the right of way and property of Grantor, in the vicinity of Grantor's Freeport Subdivision, Milepost 41.55 , DOT # 19-00511-00-CH in the City of South Elgin, Kane County, in the State of Illinois as shown on the plat labeled Exhibit "A" attached hereto and made a part hereof, and legally described on Exhibit "B", attached hereto and made a part hereof.

The grant aforesaid is made solely upon the conditions and limitations hereinafter contained, and the Grantee, by its acceptance of the said grant, accepts such conditions and limitations and agrees to the full, strict and prompt observance and performance thereof.

1. The easement granted in this indenture is limited to the uses and purposes hereinbefore expressed and for no other purpose whatever.

2. Terms and conditions covering the construction and maintenance of said Structure across and upon and/or over said easement(s) and the expenses resulting there from are covered by a separate Construction, Maintenance, and Ownership Agreement between the Grantee and Grantor and, except as may be specifically provided in said separate Construction, Maintenance, and Ownership Agreement, all work set forth therein shall be performed at no expense to Grantor.

3. The Grantor reserves to itself, its grantees (other than the Grantee named in this indenture), licensees, lessees, successors and assigns, the right not only to continue to keep and use or operate all tracks and other facilities or structures now upon or beneath the surface of, or above, the said described premises, but also the right to install and use or operate additional tracks, facilities and structures upon and beneath the surface of, or above, the said described premises and the Grantor reserves also the right to grant to others permission to install and use or operate other facilities and structures, including, but not limited to, underground pipes and conduits, upon and beneath the surface of the said premises, and overhead wires, cables, and poles or other structures for the support of such facilities and structures which may now or hereafter be on the said premises, provided that said installations can be made without interference with the use of the said premises as provided in this easement, impair the highway or interfere with the free and safe flow of traffic thereon. No attachments of any kind will be permitted to be installed on any structures or facility of the Grantee without the prior written consent of the Grantee, which consent will not be unreasonably withheld.

4. Except as may be set forth in the previously referred to Construction, Maintenance, and Ownership Agreement, the Grantee shall, without charge or assessment therefore against the Grantor or the Grantor's property, construct the Structure in accordance with the plans and specifications titled which have been approved by Grantor's Chief Engineer or his/her/their duly

authorized representative, perform all work and furnish any material necessary for the construction and maintenance of the Structure. The Grantee shall also assume and pay all expense incurred by the Grantor incident to, or as a result of, the exercise of this grant.

5. Neither the Grantor, nor its property, shall be subjected to any charge, assessment or expense, arising from, growing out of, or in any way attributable to, the maintenance of the Structure. If the Grantor or its property is legally subjected to any such charge, assessment or expense, the Grantee shall pay Grantor, as additional compensation for the rights granted in this indenture, an amount of money equal to any such charge, assessment or expense paid by Grantor.

6. The Grantor does not warrant title to the said described premises in which the foregoing easement is granted and does not undertake to defend the Grantee in the peaceable enjoyment thereof, but the grant of easement aforesaid shall be subject to the continuing lien of all lawful outstanding existing liens and superior rights, if any, in and to said premises.

7. If any work to be performed by or for the Grantee is let by contract, the Grantee shall require each contractor before coming upon the Grantor's tracks or waylands, to obtain from the Grantor's authorized representative permission for occupancy and use of the premises and to ascertain and comply with the Grantor's requirements for clearances, operation, and its general safety regulations. The Grantor may furnish each contractor or the Grantee, at such contractor or Grantee's sole cost and expense, protective services and devices, including, but not limited to, switch tenders, flagmen, or watchmen, as the Grantor may deem desirable for the safety and continuity of railroad traffic during the work. Each contractor shall be required by the Grantee to prepay the Grantor for such protective services and devices furnished to the contractor. The Grantee shall withhold final payment to its contractor or contractors until the Grantor has notified the Grantee that all such bills have been settled.

The Grantee shall reimburse the Grantor upon Fifteen (15) days of invoice date for any work performed for the Grantee by the Grantor.

Cost and expense for work performed by Grantor, as referred to in this indenture, shall consist of the actual cost of labor and materials plus Grantor's standard additives in effect at the time the work is performed.

8. For any work let by contract, the Grantee shall require each of its contractors to furnish evidence of Workmen's Compensation coverage and to maintain at all times during any work: (A) Contractors' Public Liability and Property Damage Liability Insurance, including automobile coverage, with a combined single limit of $5,000,000 per occurrence with an aggregate limit of $10,000,000 for the term of the policy. The Railroad may raise the insurance limits required if it determines this as necessary; (B) if subcontractors are involved, Contractors' Protective Public Liability and Property Damage Liability Insurance with the limits prescribed in (A) above; and (C) Railroad Protective Public Liability and Property Damage Liability Insurance with the limits prescribed in (A) above. The Railroad Protective policy shall name the CHICAGO CENTRAL AND PACIFIC RAILROAD COMPANY and its Parents as the insured and shall include a waiver of subrogation. The policy shall be in a form acceptable to the Grantor and said insurance shall be primary as it relates to this contract. The Grantee shall require each contractor to furnish to the Grantor the original Railroad Protective policy and certificates evidencing the other insurance coverage required in this Section. The Railroad Protective policy and all other insurance

certificates shall be subject to the Grantor's approval before any work may be started on the Grantor's property by any contractor.

9. If the public use of the permanent easement on the premises described in this indenture for the purposes expressed in it shall be abandoned or discontinued, the said easement shall thereupon cease and determine and the Grantee shall surrender or cause to be surrendered to the Grantor, or Grantor's successors or assigns, the peaceable possession of the said described premises, and title to the said premises shall remain in the Grantor, or its successors or assigns, free and clear of all rights and claims of the Grantee and of the public for use and occupancy of the said premises. Full and complete title, ownership and use of the Grantor's premises and of the portions thereof herein involved are reserved to Grantor, and its successors or assigns, subject to the right, permission and authority expressly granted in this indenture.

10. Subject to exceptions herein, this indenture and the conditions contained in it shall run with the land and be binding upon the respective grantees, licensees, lessees, successors and assigns of the parties.

11. Grantor hereby acknowledges the aforesaid consideration for the easement rights granted in this indenture represents payment in full for the realty interests herein conveyed, including any decrease in value to Grantor's remaining properties resulting therefrom, but Grantor does not waive or release any claim for trespass or negligence against the Grantee, or any agent or contractor of the Grantee, for any physical damage which may be caused to the Grantor's remaining properties or facilities.

IN WITNESS WHEREOF, the Grantor has caused this indenture to be signed and its corporate seal affixed by its proper duly authorized officers as of the _____ day of _____, 2026.

Chicago Central and Pacific Railroad Company

By _____
Quentin Moore
Director Real Estate

Subscribed and sworn to before me this
____ day of _____

_____
Notary Public

ACCEPTED:

County of Kane

By _____

Print _____

Title Kane County Board Chairman

Subscribed and sworn to before me this
____ day of _____

_____
Notary Public

EXHIBIT A

PLAT OF SUBDIVISION

EXHIBIT B

LEGAL DESCRIPTION

Parcel: 0004PE-A

That part of the Southeast Quarter of Section 32, Township 41 North, Range 8 East of the Third Principal Meridian in Kane County, Illinois, bearings and distances based on the Illinois State Plane Coordinate System, East Zone, NAD 83 (2011 Adjustment), with a combined scale factor of 0.9999369004, being described as follows:

Commencing at the northeast corner of said Southeast Quarter of Section 32; thence South 00 degrees 00 minutes 17 seconds East, 766.95 feet along the east line of said Southeast Quarter of Section 32 to a point on the southerly line of the 200.00 foot right-of-way of the Canadian National Railroad (A.K.A. The Illinois Central Gulf Railroad and The Chicago Central and Pacific Railroad), said point being the point of beginning; thence North 56 degrees 57 minutes 22 seconds West, 109.47 feet along said southerly line to a point on a line 63.00 feet west of and parallel with the centerline of right-of-way as platted and described by document no. 780936, recorded May 27, 1955; thence North 00 degrees 05 minutes 18 seconds West, 107.47 feet along said parallel line to a point on a line 90.00 feet north of and parallel with said southerly line of the 200.00 foot right-of-way of the Canadian National Railroad; thence South 56 degrees 57 minutes 22 seconds East, 109.66 feet along said parallel line to a point on said east line of said Southeast Quarter of Section 32; thence South 00 degrees 00 minutes 17 seconds East, 107.37 feet along said east line to the point of beginning.

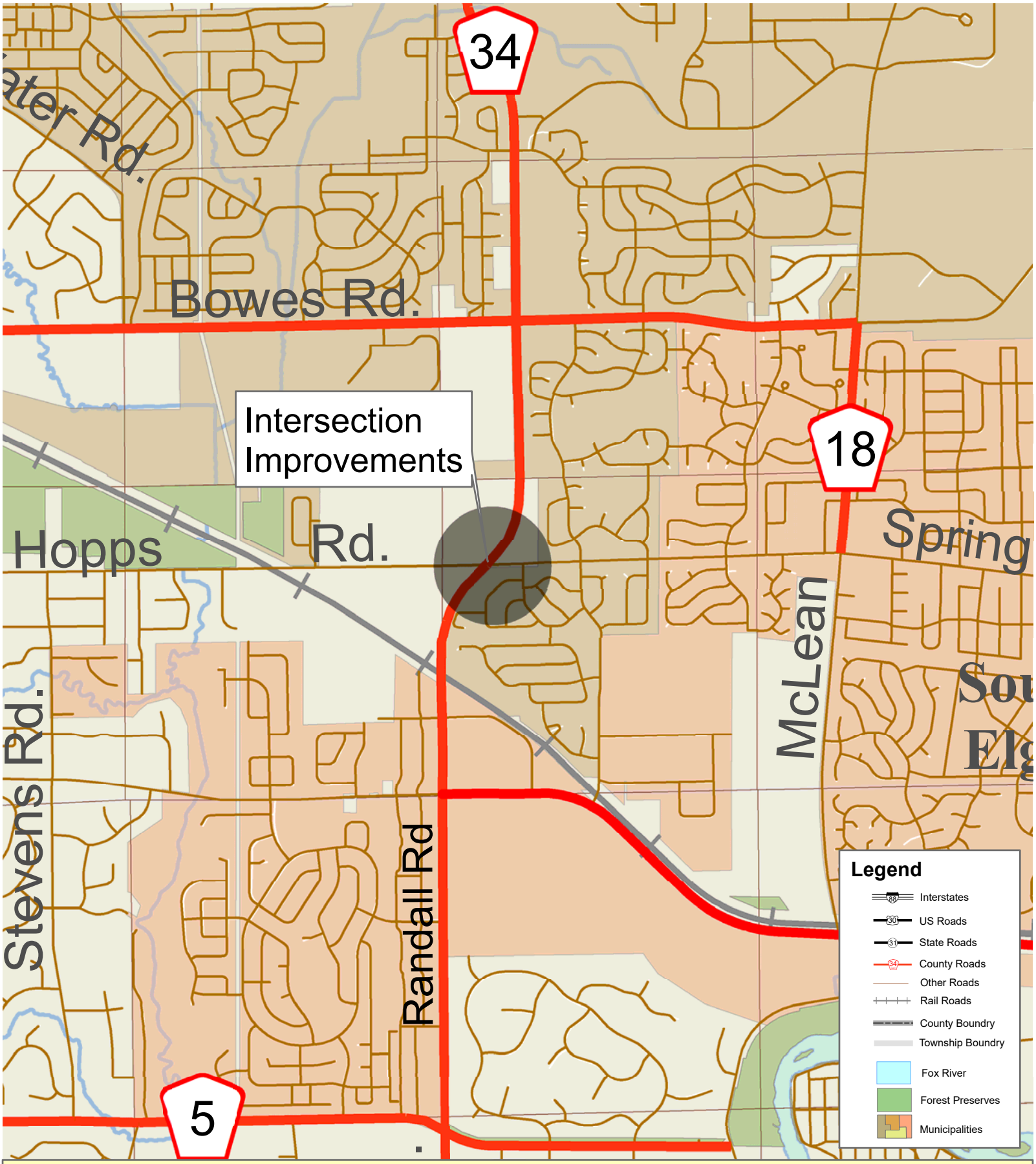
Said permanent easement containing 0.226 acres, more or less.

Parcel: 0004PE-B

That part of the Southeast Quarter of Section 32, Township 41 North, Range 8 East of the Third Principal Meridian in Kane County, Illinois, bearings and distances based on the Illinois State Plane Coordinate System, East Zone, NAD 83 (2011 Adjustment), with a combined scale factor of 0.9999369004, being described as follows:

Commencing at the northeast corner of said Southeast Quarter of Section 32; thence South 00 degrees 00 minutes 17 seconds East, 528.35 feet along the east line of said Southeast Quarter of Section 32 to a point on the northerly line of the 200.00 foot right-of-way of the Canadian National Railroad (A.K.A. The Illinois Central Gulf Railroad and The Chicago Central and Pacific Railroad), said point being the point of beginning; thence continuing South 00 degrees 00 minutes 17 seconds East, 35.79 feet along said east line to a point on a line 30.00 feet south of and parallel with said northerly line of the 200.00 foot right-of-way of the Canadian National Railroad; thence North 56 degrees 57 minutes 22 seconds West, 109.83 feet along said parallel line to a point on a line 63.00 feet west of and parallel with the centerline of right-of-way as platted and described by document no. 780936, recorded May 27, 1955; thence North 00 degrees 05 minutes 18 seconds West, 35.82 feet along said parallel line to a point on said northerly line of the 200.00 foot right-of-way of the Canadian National Railroad; thence South 56 degrees 57 minutes 22 seconds East, 109.89 feet along said northerly line to the point of beginning.

Said permanent easement containing 0.076 acres, more or less.



Section Number 19-00511-00-CH
Randall Road at Hopps Road
Intersection Improvements

0 500 1,000 2,000 3,000 4,000 Feet

0 1 Miles

N W E S

KANE COUNTY Division of Transportation

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