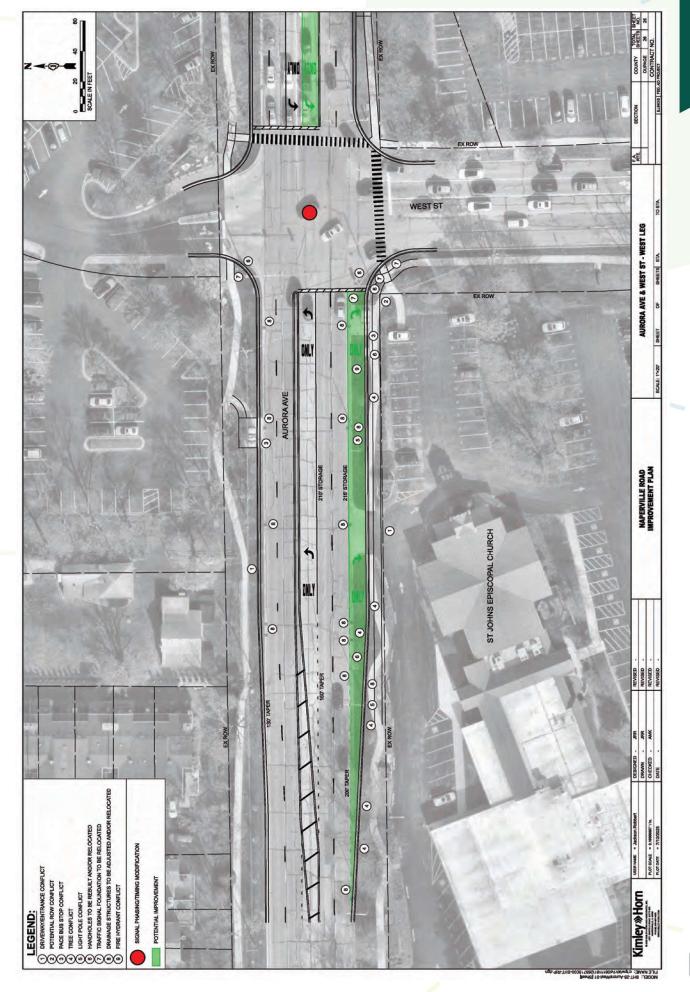
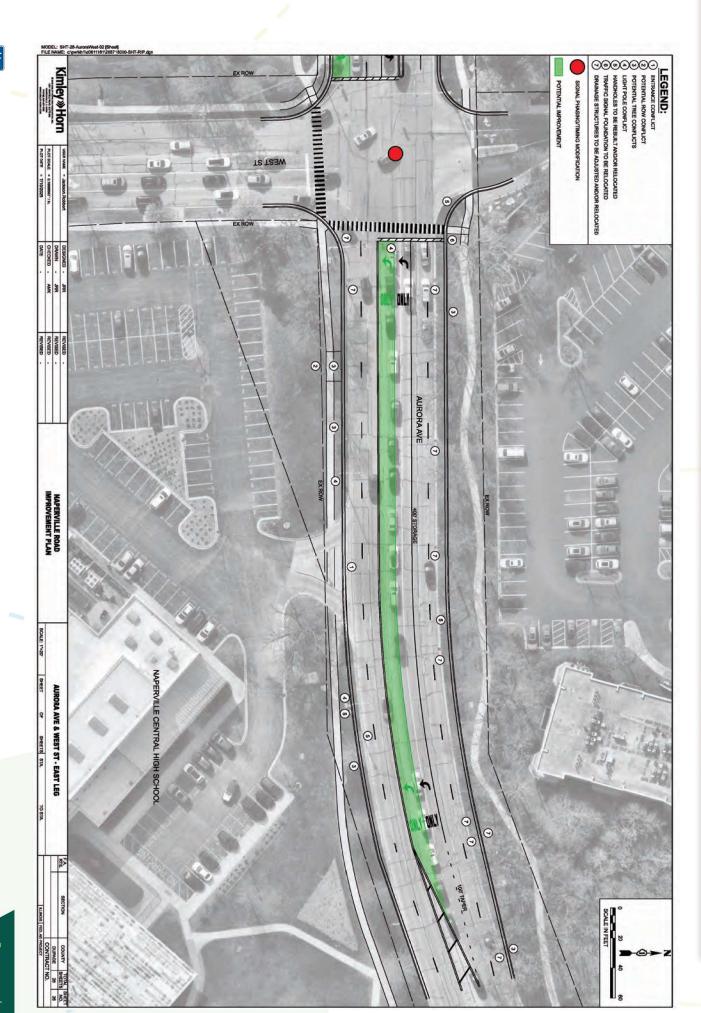
INTERSECTION: AURORA AV / WEST ST-PRIVATE DRIVE













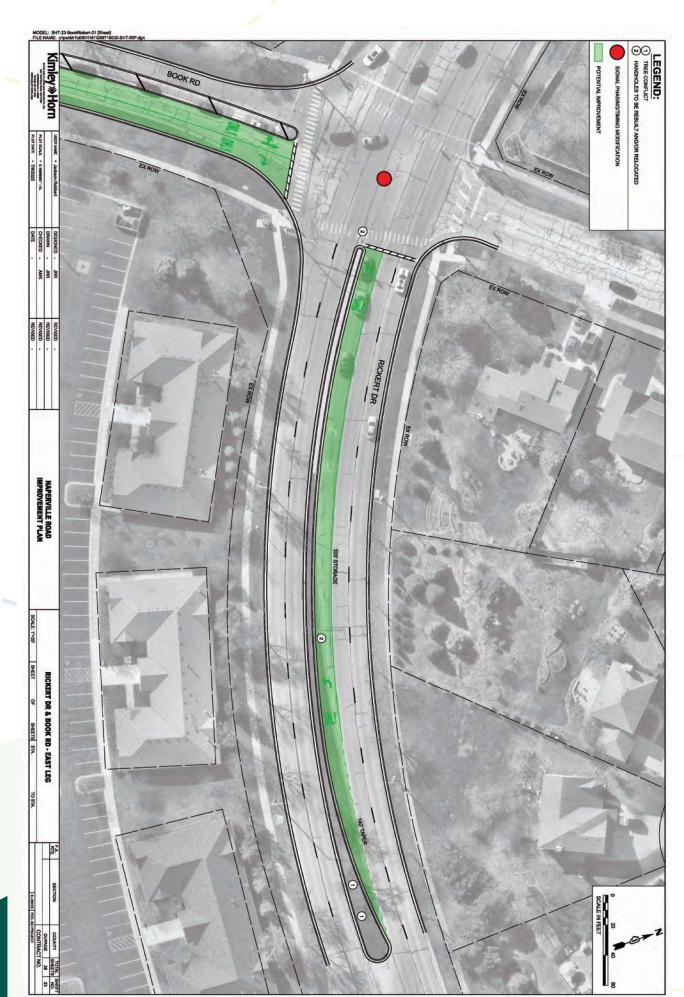
IMPROVEMENTS	BENEFITS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE
 Install eastbound right-turn lane Provide dual westbound left-turn lanes Modify signal Protected phasing for westbound left-turn; and Right-turn overlap phase for eastbound and northbound approaches Relocate Pace Suburban Bus shelter on southwest corner 	Minimize delay and queues Reduce westbound left-turn queue spillback to through lane Improve overall intersection performance (LOS F→LOS D) Provide separation between eastbound right-turn and through traffic (i.e., reduce conflicts)	Pace Suburban Bus (bus stop relocation on southwest quadrant of intersection)	\$549,000

¹ Construction cost estimate does not include engineering or land acquisition costs.





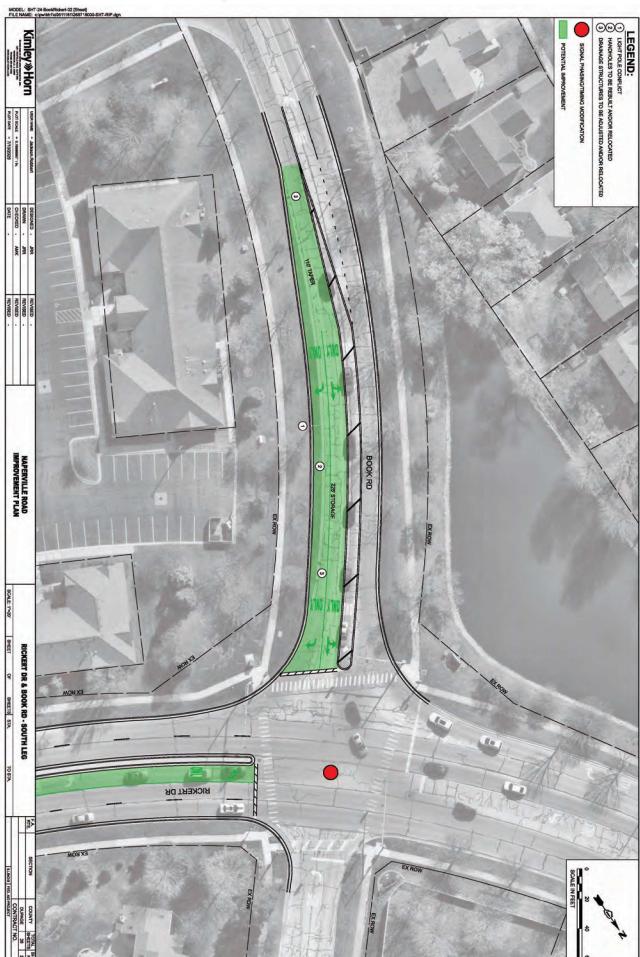








CIT OF MARKWILL ROad Improvement Plan Update





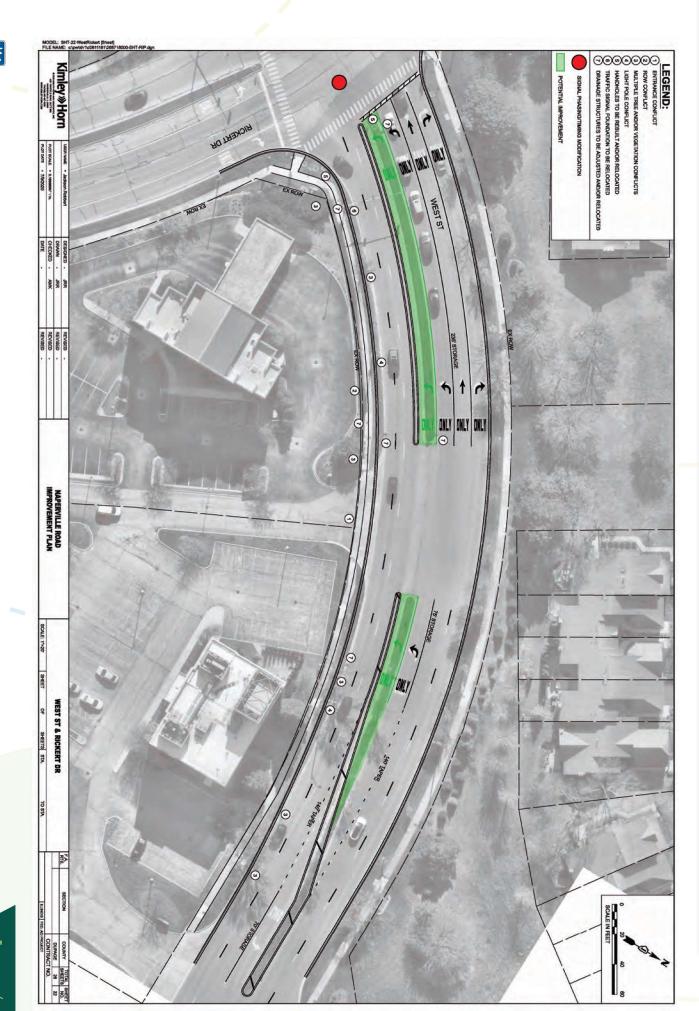
Extend westbound left-turn lane Modify northbound approach to provide shared left-turn/ through lane and right-turn lane Modify signal North-south split phasing Right-turn overlap phases for eastbound and northbound approaches	IMPROVEMENTS
 Minimize delay and queues on northbound approach (LOS E → LOS D) Reduce westbound left-turn queue spillback to through lane 	BENEFITS
N/A	AGENCY COORDINATION
\$208,000	CONSTRUCTION COST ESTIMATE ¹

¹ Construction cost estimate does not include engineering or land acquisition costs.







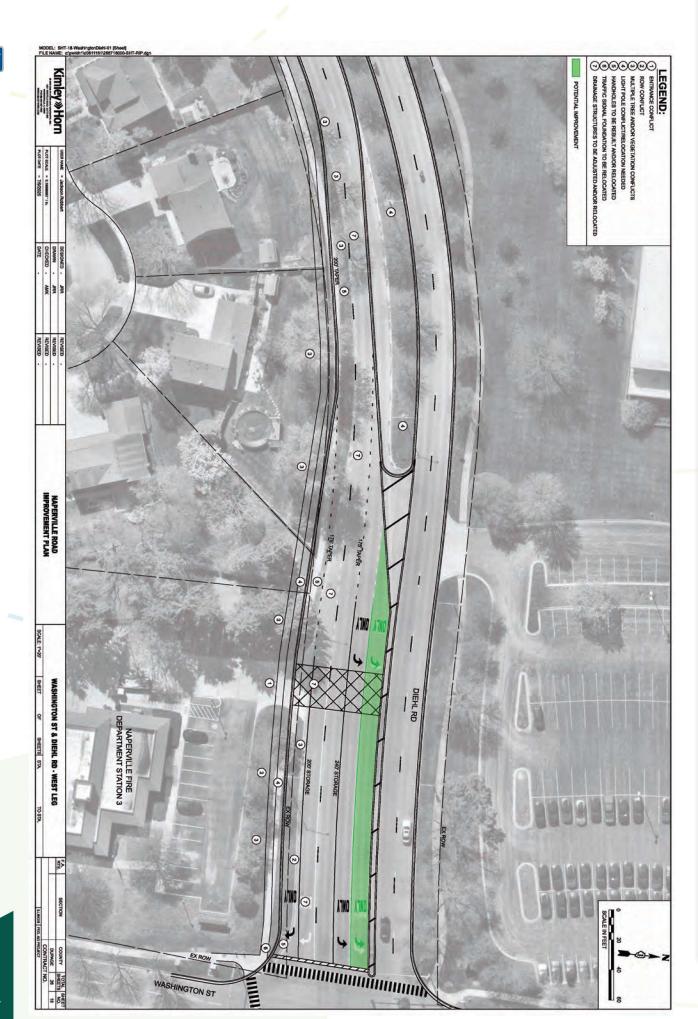




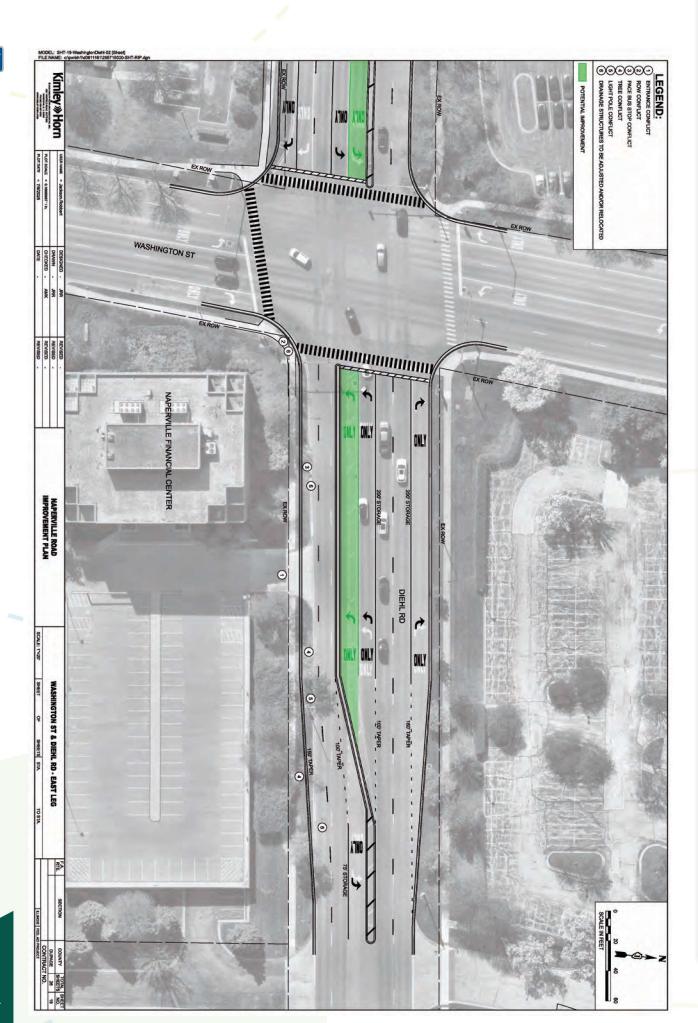
 Provide dual southbound left-turn lanes Modify signal Protected left-turn phase on northbound and southbound approaches Minimize delay and queues for southbound left-turn Reduce southbound left-turn queue spillback to through lane 	IMPROVEMENTS	BENEFITS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE
	 Provide dual southbound left-turn lanes Modify signal Protected left-turn phase on northbound and southbound approaches 	 Minimize delay and queues for southbound left-turn Reduce southbound left-turn queue spillback to through lane 	Z	\$232,000

¹ Construction cost estimate does not include engineering or land acquisition costs.







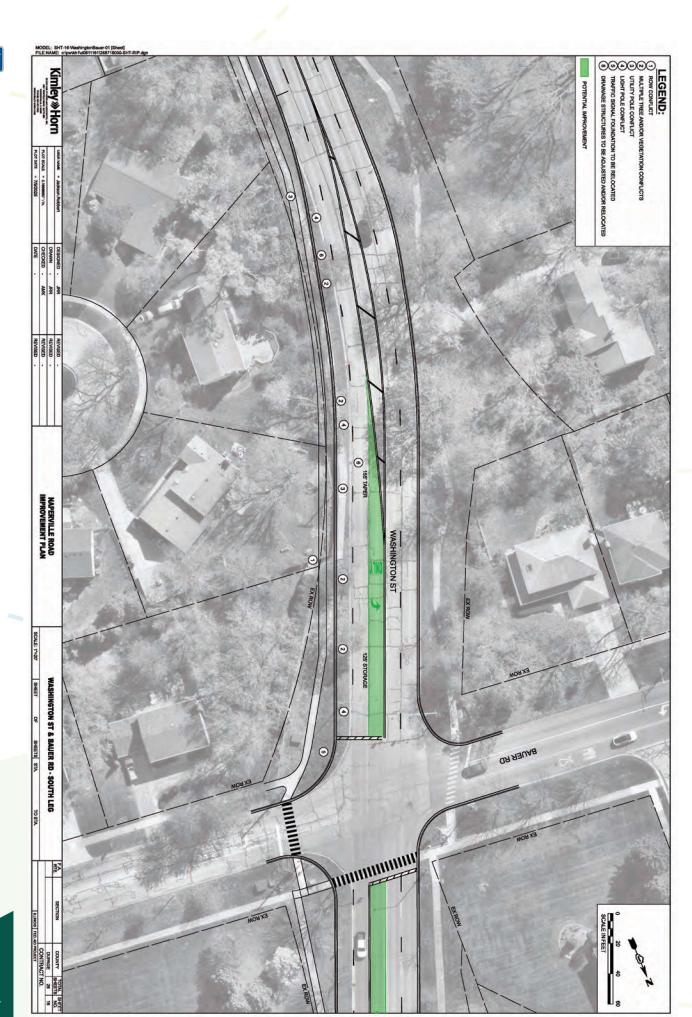


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Install dual westbound left-turn lanes; mirror turn lanes on eastbound approach Modify signal • Protected left-turn phase for westbound and eastbound approaches	IMPROVEMENTS
 Reduce westbound left-turn queue spillback to through lanes 	BENEFITS
DuDOT (west leg jurisdiction)	AGENCY COORDINATION
\$372,000	CONSTRUCTION COST ESTIMATE

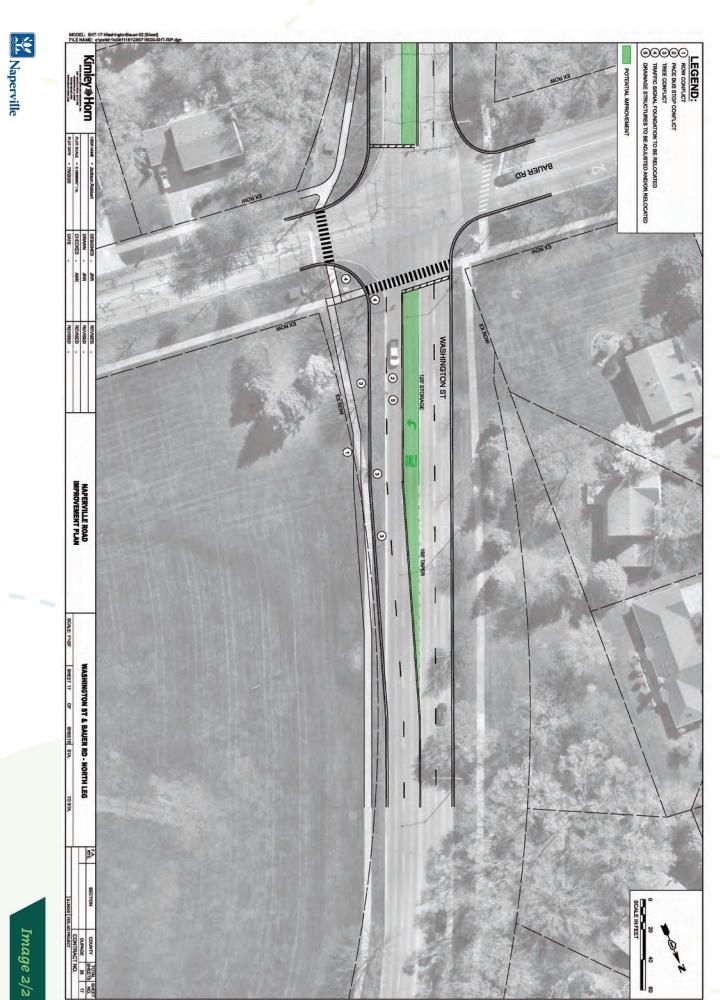
¹ Construction cost estimate does not include engineering or land acquisition costs.











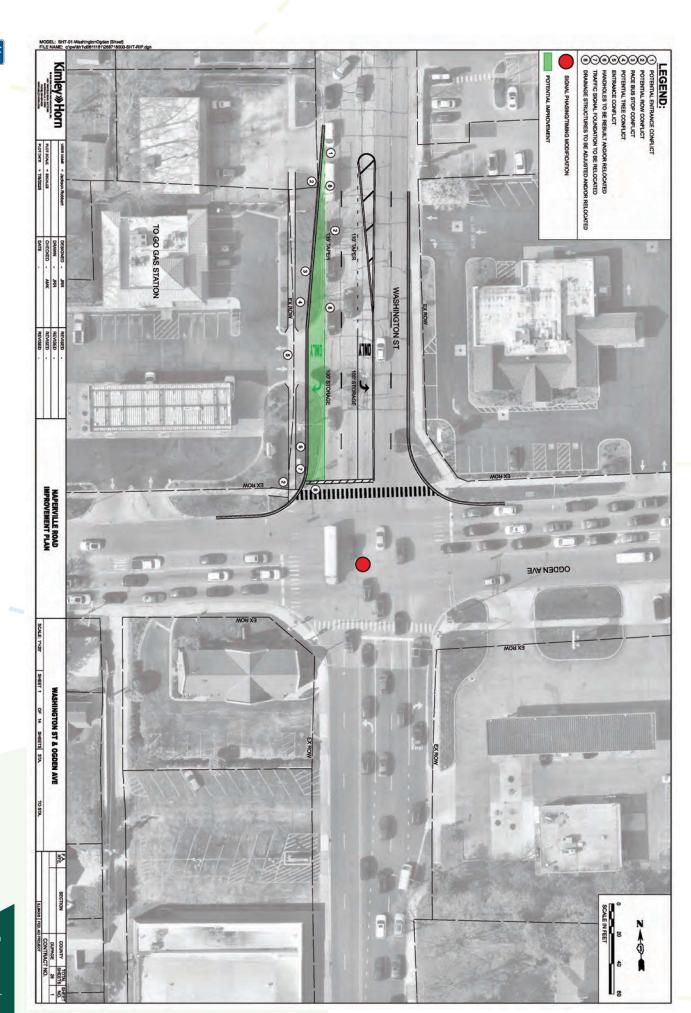


 Install left-turn lanes on northbound approaches Modify signal Protected-permitted phase for northbound and southbound approaches Protected left-turn to reduce conflict with through vehicles 	IMPROVEMENTS	BENEFITS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE
	 Install left-turn lanes on northbound and southbound approaches Modify signal Protected-permitted phase for northbound and southbound approaches 	 Minimize delay projected for southbound left-turn Provide left-turn phasing for northbound and southbound approaches Protected left-turn to reduce conflict with through vehicles 	N/A	\$351,000

¹ Construction cost estimate does not include engineering or land acquisition costs.



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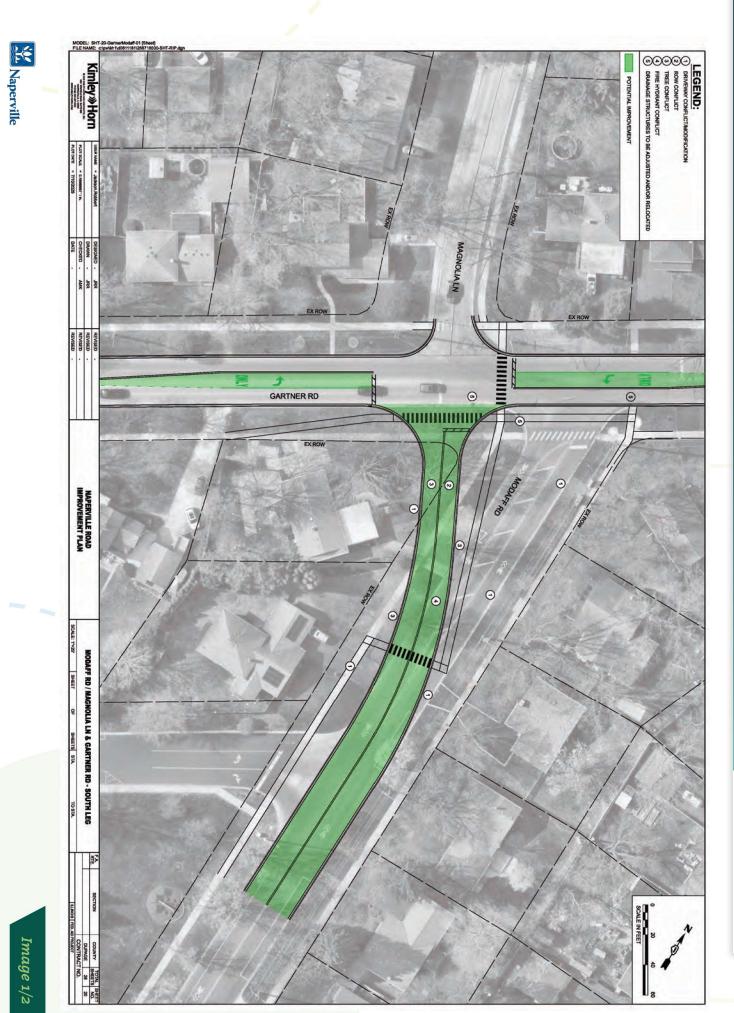


ОТНЕЯ	 Install southbound right-turn lane Modify signal Right-turn overlap phase on southbound and eastbound approaches 	IMPROVEMENTS
 Projected traffic volumes and intersection performance satisfy criteria for dual left-turn lanes on the westbound and northbound approaches, and a dedicated eastbound right-turn lane. However, based on right-of-way and building setback limitations these improvements were not included in the RIP Update. 	 Reduce delay and queues Provide separation between northbound right-turn and through traffic (i.e., reduce conflicts) Improvement within existing right-of-way 	BENEFITS
rmance satisfy criteria aches, and a dedicate and building setback I late.	IDOT coordination required (signal modification; Ogden Av jurisdiction)	AGENCY COORDINATION
for dual left-turn d eastbound imitations these	\$103,000	CONSTRUCTION COST ESTIMATE ¹

¹ Construction cost estimate does not include engineering or land acquisition costs.









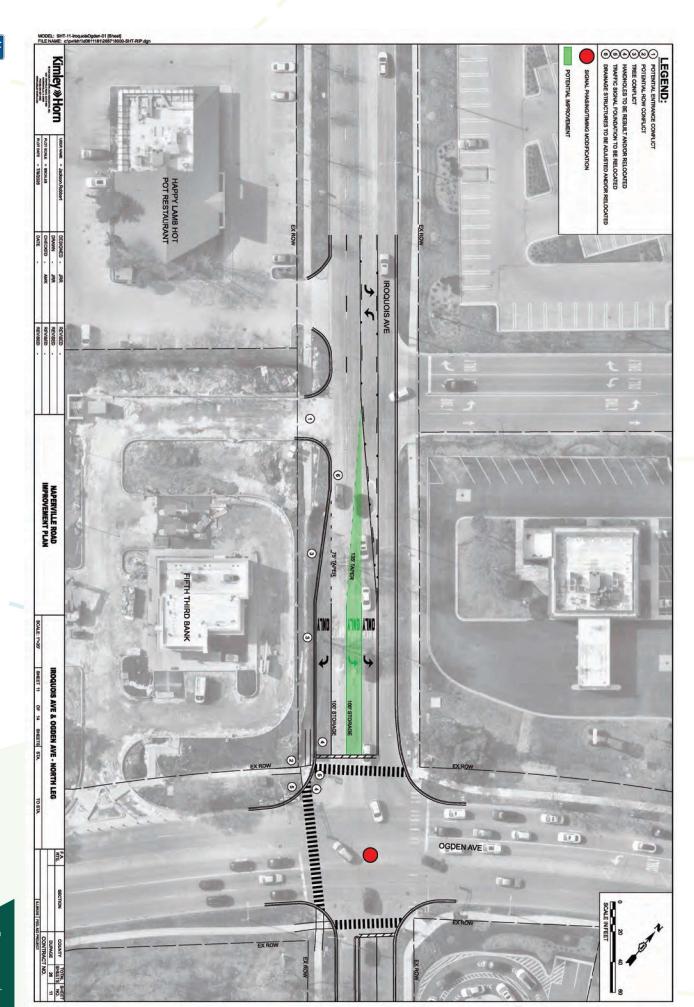


IMPROVEMENTS	BENEFITS	DESIGN CONSIDERATIONS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE ¹
Realign south legInstall left-turn lanes on Gartner Rd	 Improve motorist visibility Minimize delay and queues Enhance the safety and comfort of the pedestrian crossings 	 Property acquisition on the southwest quadrant would be required for the realignment 	Z À	\$397,000

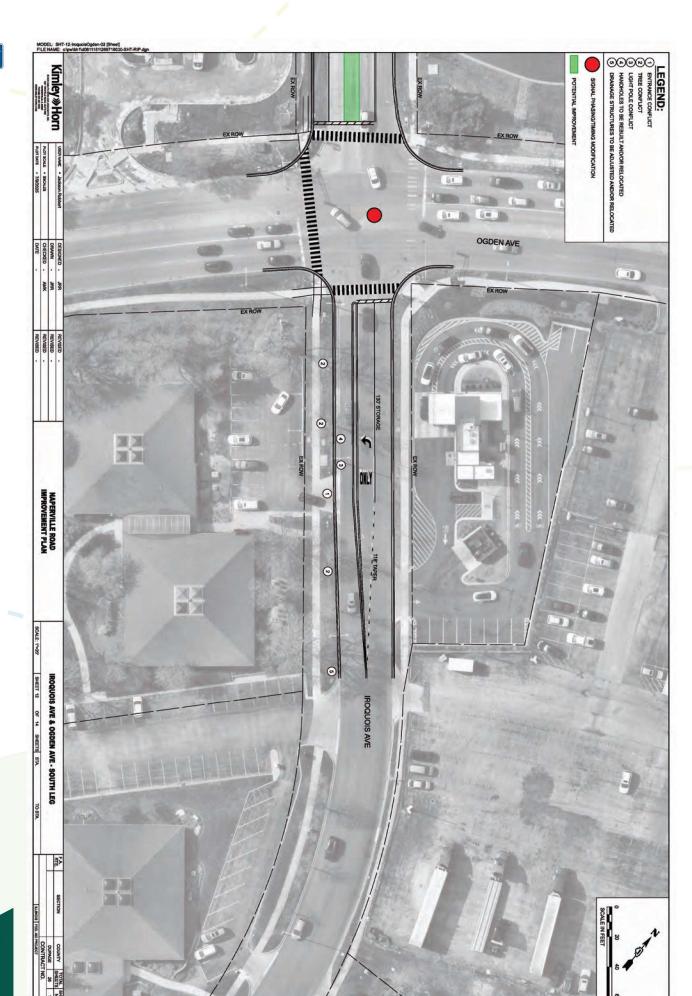
¹ Construction cost estimate does not include engineering or land acquisition costs.







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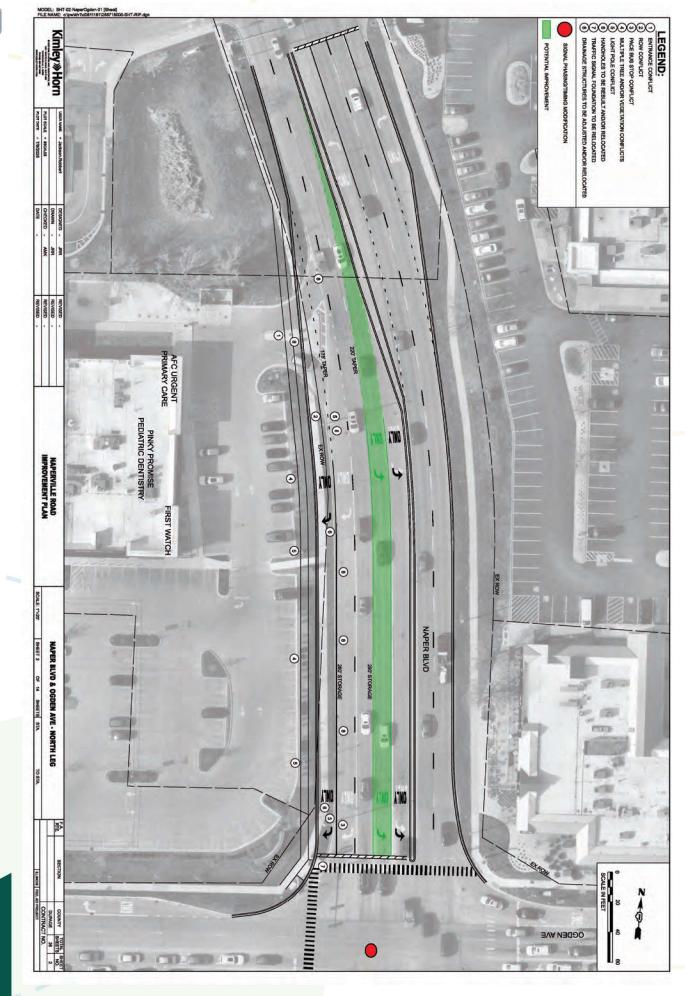


IMPROVEMENTS	BENEFITS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE ¹
 Install dual left-turn lanes on southbound approach (Iroquois Av) Modify signal Protected left-turn phase for northbound and southbound approaches Right-turn overlap phase on southbound approach 	 Reduce delay and queues for southbound left- turn Improve overall intersection performance (LOS E → LOS D) 	IDOT coordination required (signal modification; Ogden Av jurisdiction)	\$110,000

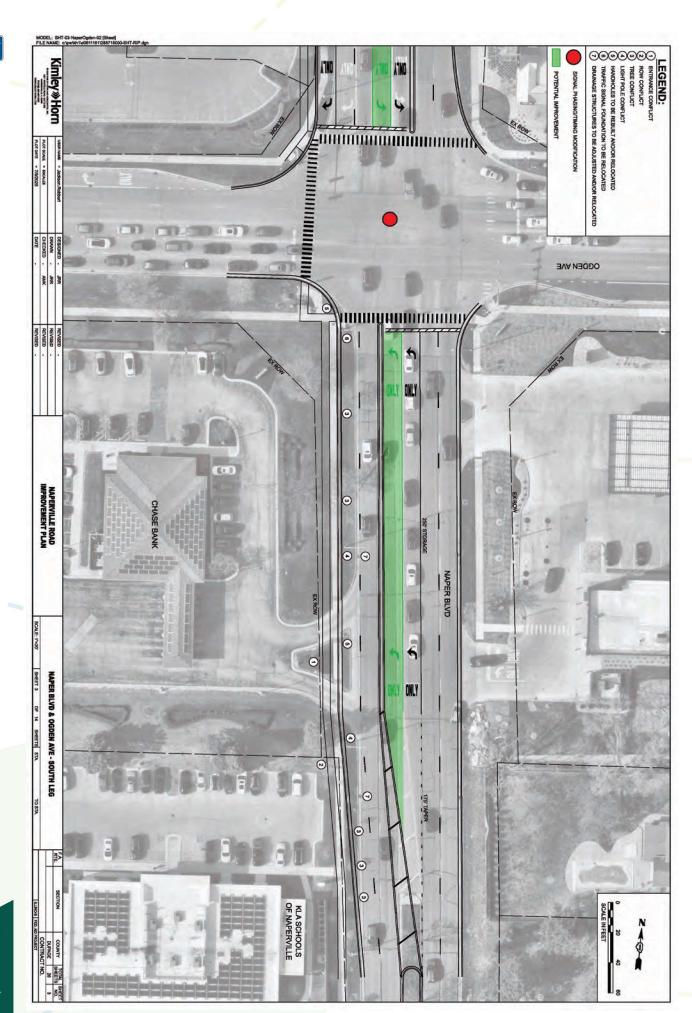
¹ Construction cost estimate does not include engineering or land acquisition costs.











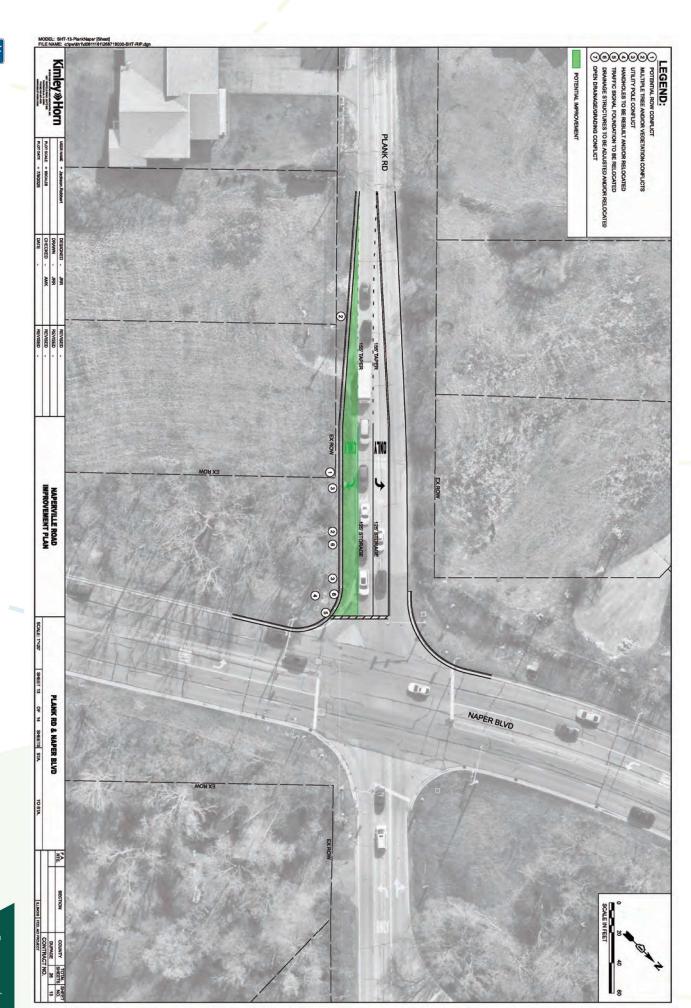




 Install dual left-turn lanes on northbound and southbound approaches Modify signal Protected left-turn phase for northbound and southbound approaches Right-turn overlap phase on southbound approach 	IMPROVEMENTS
Reduce northbound and southbound left-turn queue spillback to through lanes Improve overall intersection performance (LOS F → LOS E)	BENEFITS
DuDOT coordination required (north leg jurisdiction); IDOT coordination required (Ogden Av and signal)	AGENCY COORDINATION
\$541,000	CONSTRUCTION COST ESTIMATE ¹

¹ Construction cost estimate does not include engineering or land acquisition costs.







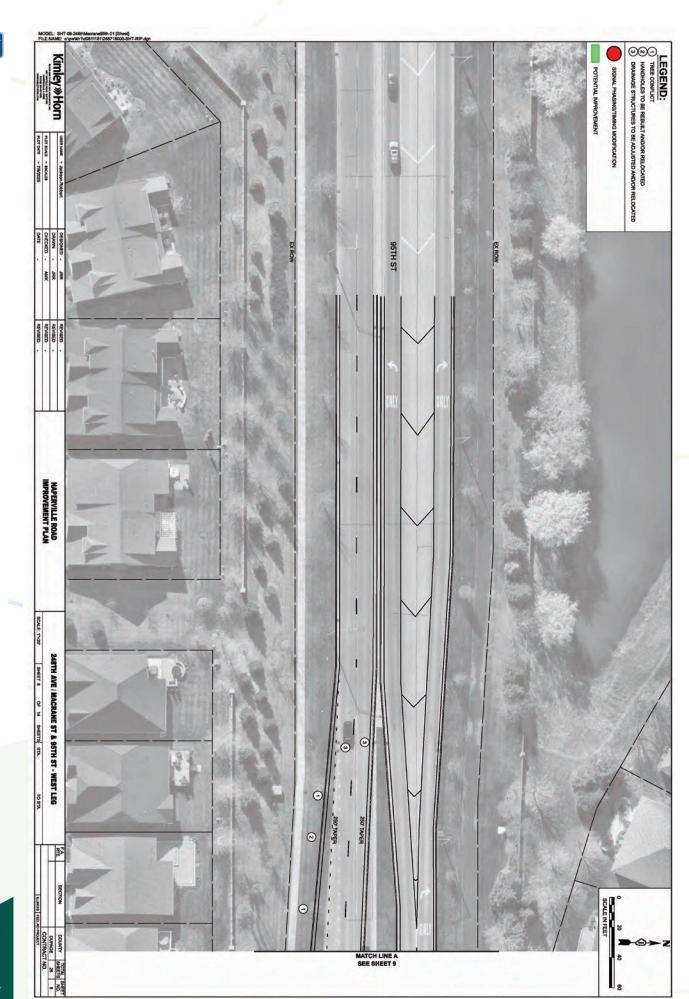


 Install eastbound right-turn lane 	IMPROVEMENTS
 Reduce delay and queues Provide separation between eastbound right-turn and through traffic (i.e., reduce conflicts) 	BENEFITS
N/A	AGENCY COORDINATION
\$123,000	CONSTRUCTION COST ESTIMATE

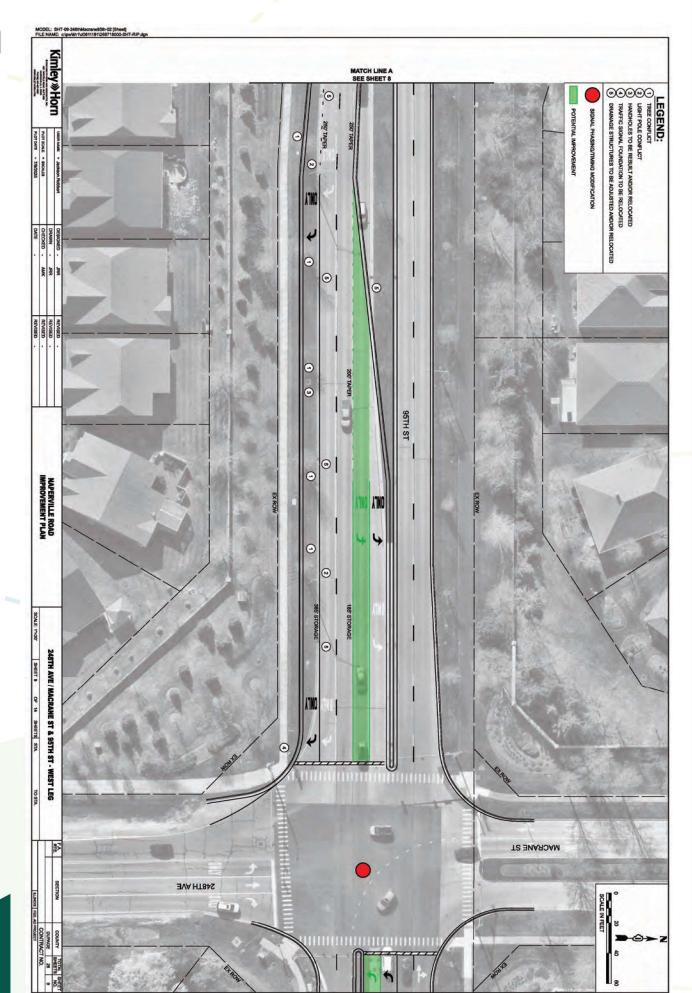
¹ Construction cost estimate does not include engineering or land acquisition costs.



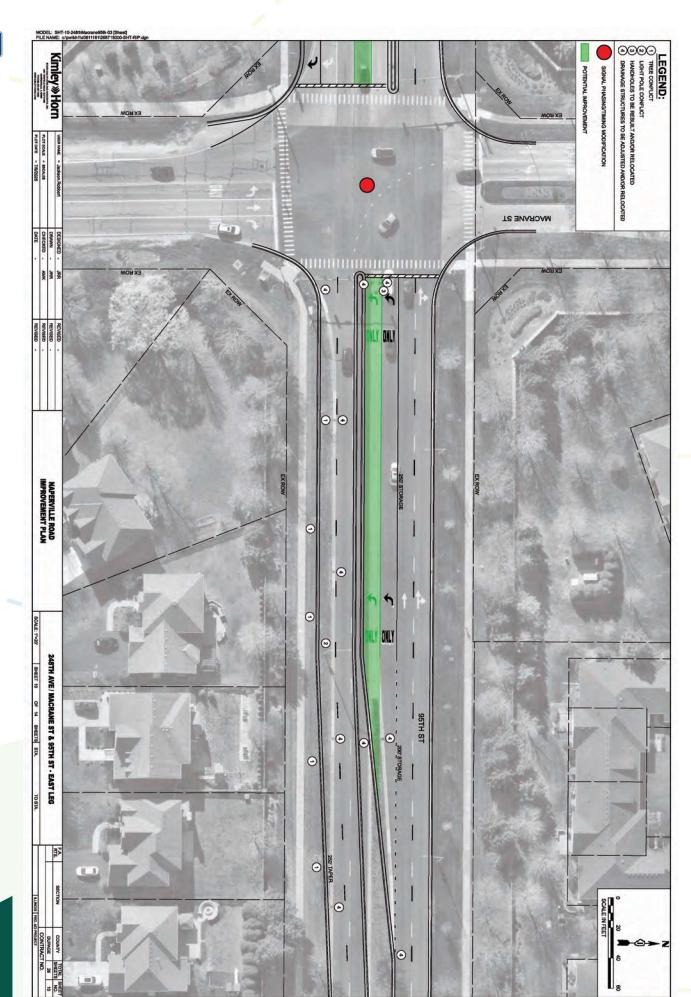










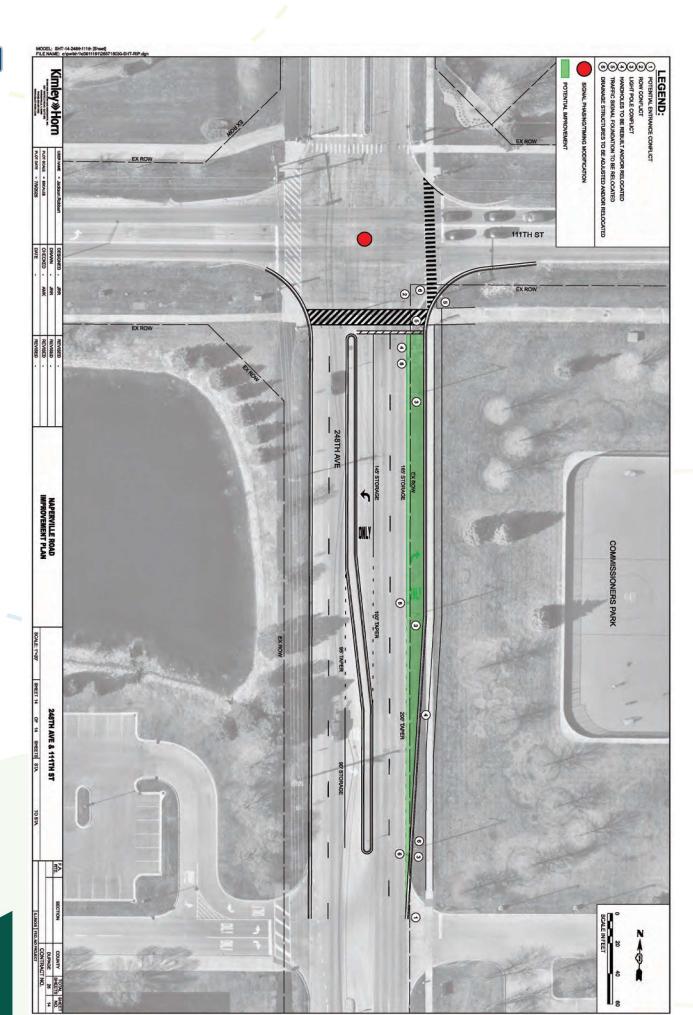




IMPROVEMENTS	NTS	BENEFITS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE
 Install dual westbound left-turn lanes; mirror turn lanes on eastbound approach Modify signal Protected left-turn phase for westbound and eastbound approaches Right-turn overlap phases for eastbound and northbound approaches 	nes; mirror turn lanes on stbound and eastbound astbound and northbound	 Reduce delay and queues for high-volume turn movements Improve overall intersection performance (LOS F → LOS D) 	Z	\$641,000

¹ Construction cost estimate does not include engineering or land acquisition costs.







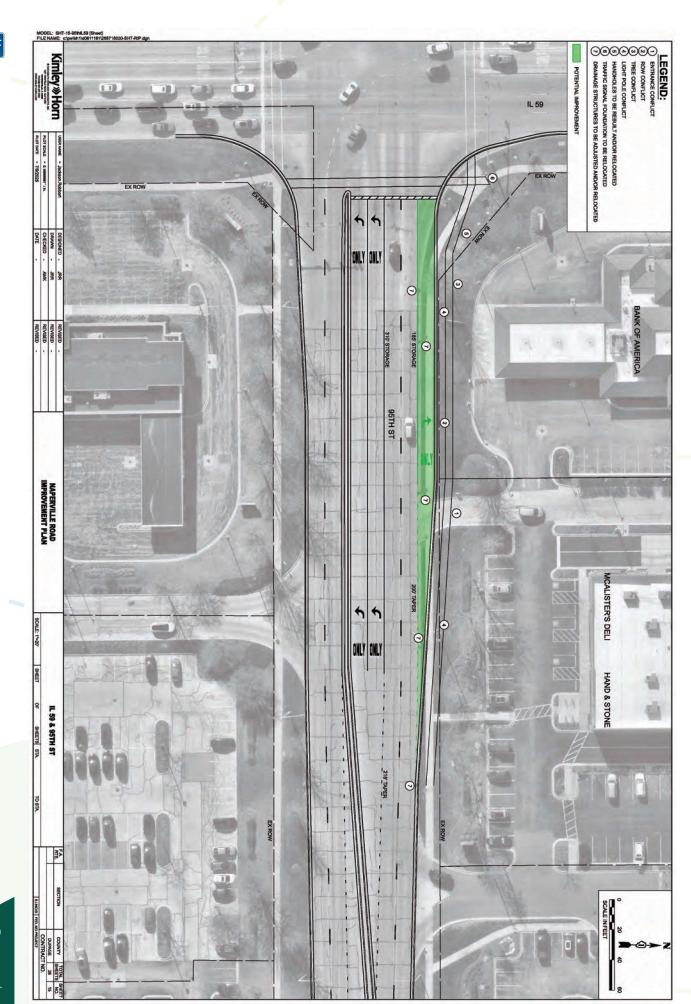


Install northbound right-turn laneModify signalRight-turn overlap phase on northbound approach	IMPROVEMENTS
 Reduce delay and queues on northbound approach Improve overall intersection performance (LOS E -> LOS D) Provide separation between northbound right-turn and through traffic (i.e., reduce conflicts) 	BENEFITS
Z/A	AGENCY COORDINATION
\$233,000	CONSTRUCTION COST ESTIMATE

¹ Construction cost estimate does not include engineering or land acquisition costs.







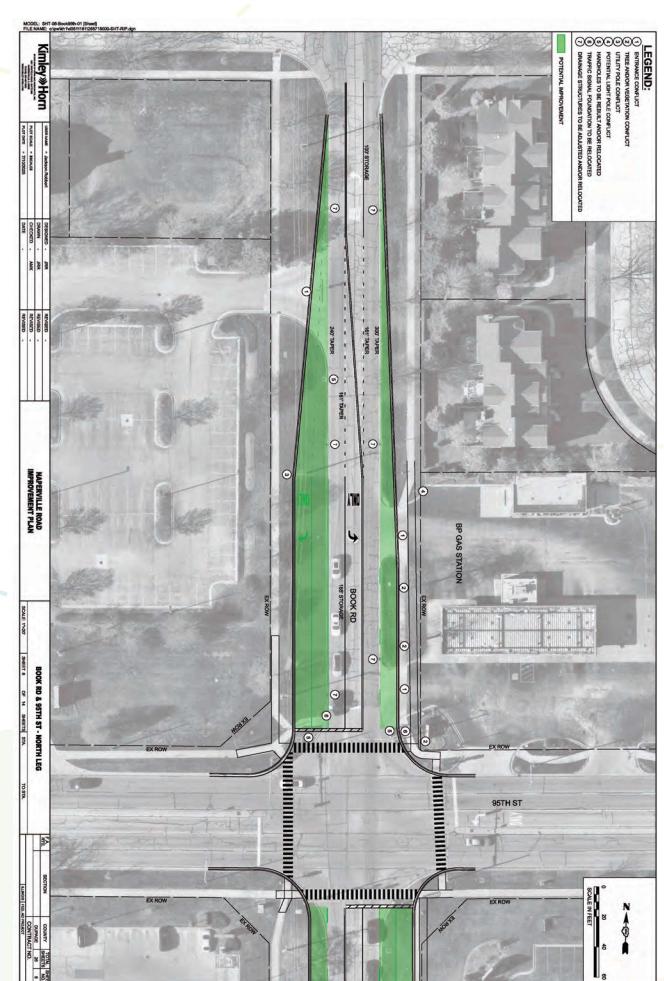


 Install westbound right-turn lane 	IMPRO
ane	IMPROVEMENTS
 Reduce delay and queues Provide separation between westbound right-turn and through traffic (i.e., reduce conflicts) 	BENEFITS
IDOT coordination required for signal modifications at Route 59/95th St (if any) and work within Route 59 right-of-way	AGENCY COORDINATION
\$252,000	CONSTRUCTION COST ESTIMATE

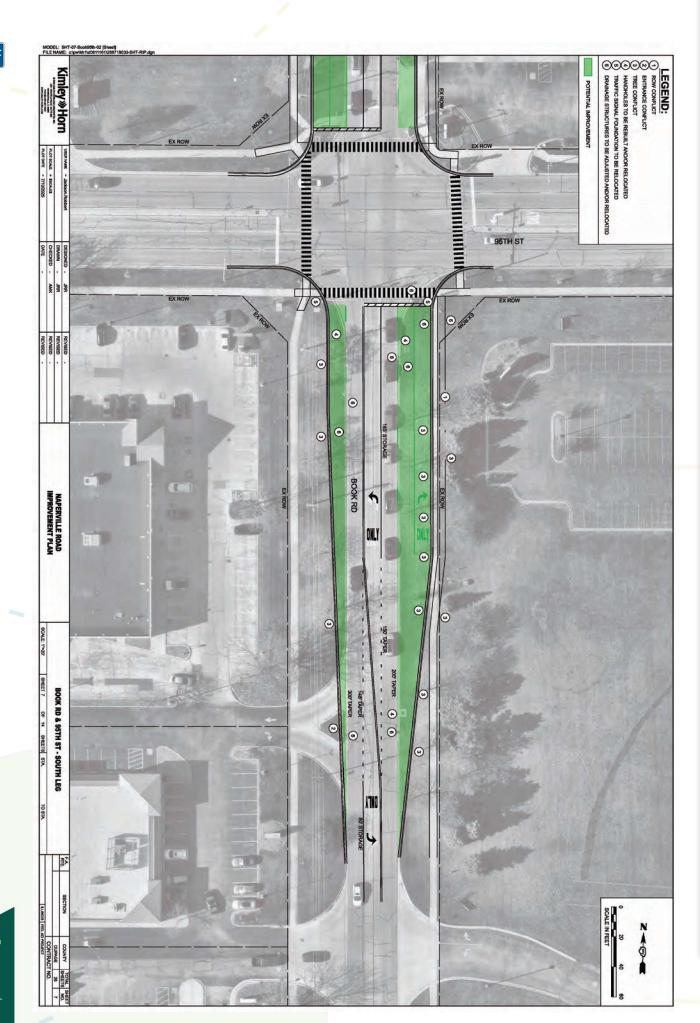
¹ Construction cost estimate does not include engineering or land acquisition costs.







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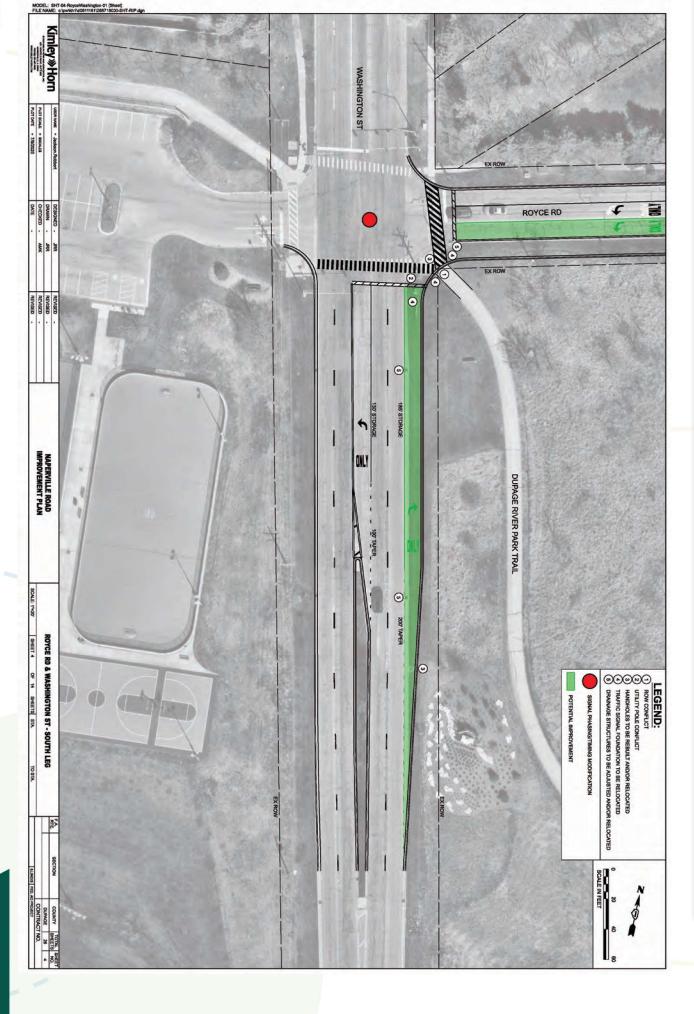


Widen Book Rd to provide two lanes in each direction (note: extent of widening to be defined thru future design process) Install northbound and southbound right-turn lanes New signal	IMPROVEMENTS
Reduce delay on Book Rd Improve overall intersection performance (LOS F → LOS D) Provide separation between right-turn and through traffic on northbound and southbound approaches (i.e., reduce conflicts)	BENEFITS
 Extent of widening on Book Rd to be defined through future design process New traffic signal at Book Rd/95th St 	DESIGN CONSIDERATIONS
Z	AGENCY COORDINATION
\$1,170,000	CONSTRUCTION COST ESTIMATE ¹

¹ Construction cost estimate does not include engineering or land acquisition costs.

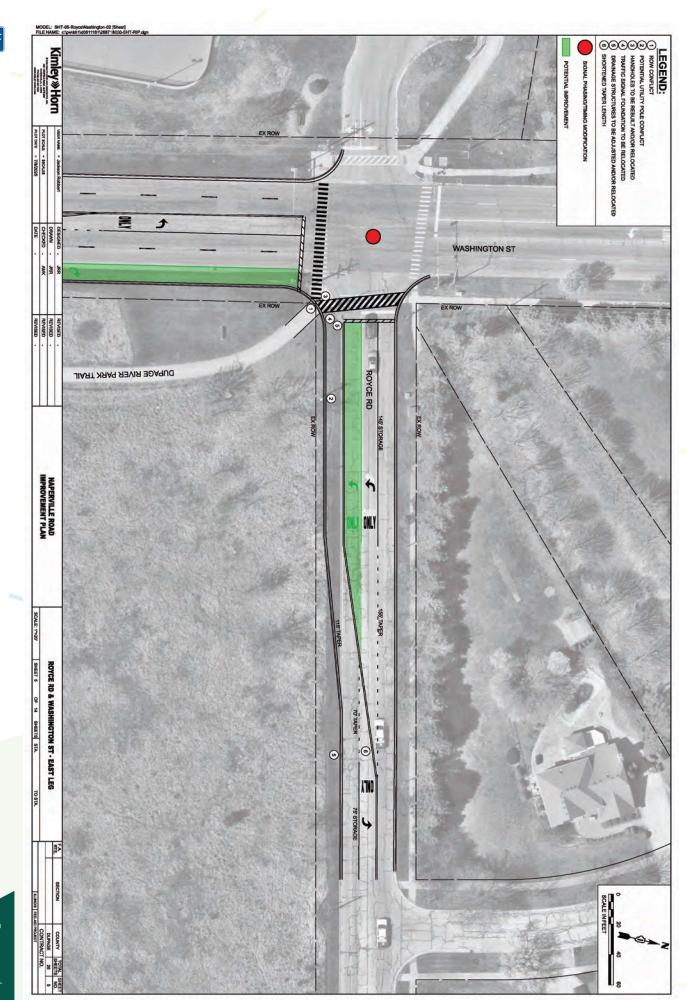












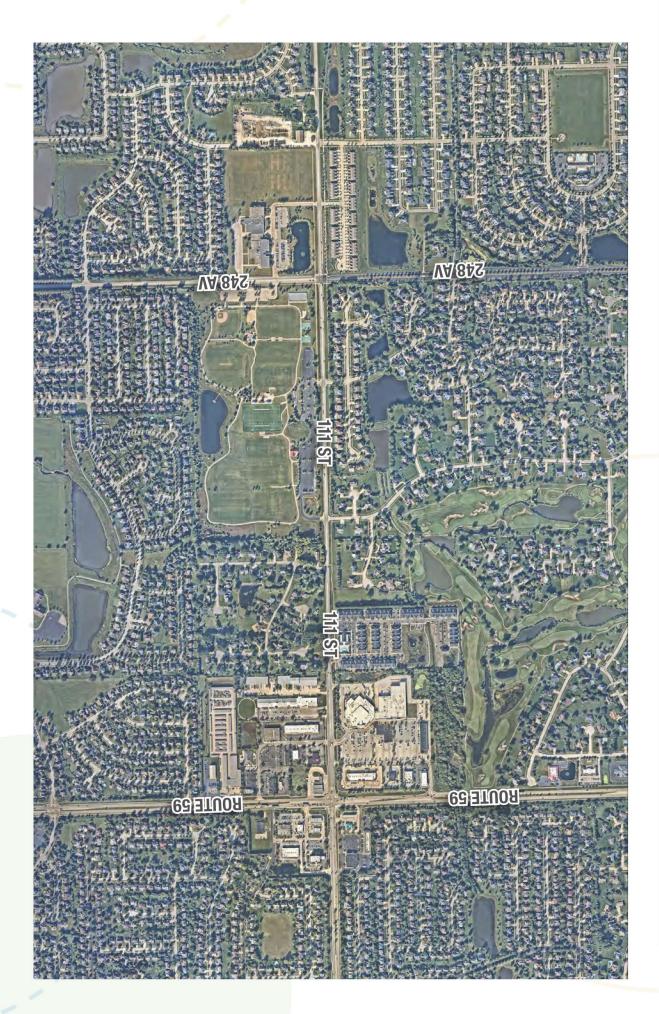


 Install dual westbound left-turn lanes Provide northbound right-turn lane Modify traffic signal Protected left-turn phase for westbound and eastbound approaches Right-turn overlap phase on northbound approach Impropries 	Provide separation between northbound right-turn and through traffic (i.e., reduce conflicts) Reduce delay for westbound left-turn Improve overall LOS (LOS F→LOS D)	Naperville Park District (DuPage River Sports Complex); Forest Preserve District of Will County (DuPage River Trail)	\$234,000

¹ Construction cost estimate does not include engineering or land acquisition costs.









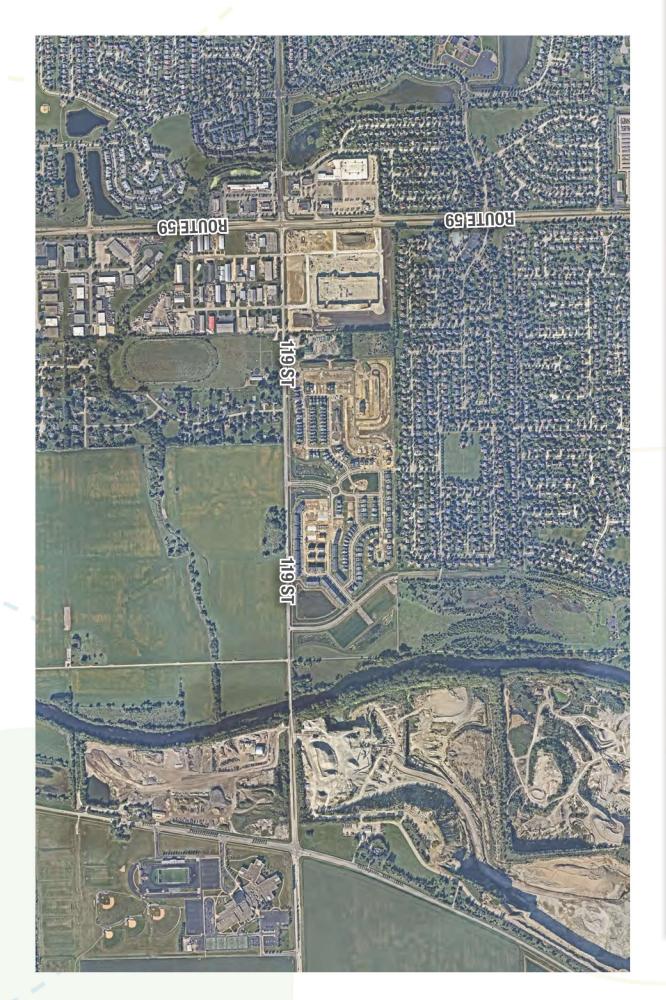
 Widen to 4-lane cross-section with turn lanes at key intersections (currently 2 lanes) Provide westbound right-turn lane drop at 248th Av 	IMPROVEMENTS
 Provide additional capacity to accommodate projected traffic volumes Install dedicated turn lanes at key intersections to reduce conflicts Minimize delay and queues at the intersection of 111th St/248th Av 	BENEFITS
 Roadway lighting along 111th St extension Closed drainage system Pedestrian accommodations not provided along 11th Street; assumed multiuse path New curb along the project length 	DESIGN CONSIDERATIONS
Signal timing modifications at 111th St/Route 59 (if any) would require IDOT coordination	AGENCY COORDINATION
\$9,630,000	CONSTRUCTION COST ESTIMATE ¹

¹ Construction cost estimate does not include engineering or land acquisition costs.











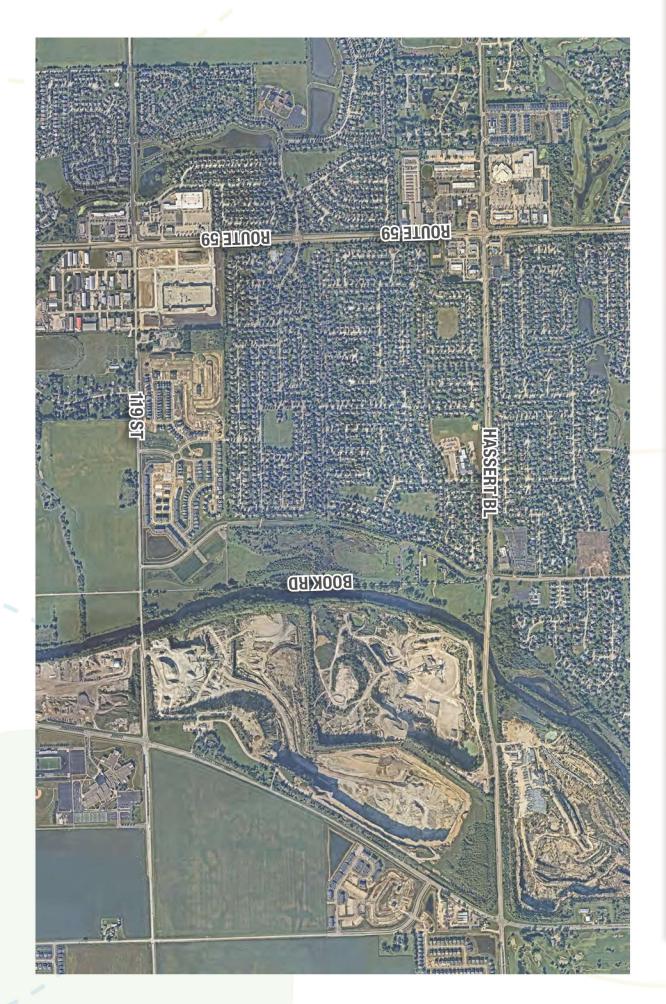
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Widen to 4-lane cross-section with turn lanes at key intersections (currently 2 lanes)	IMPROVEMENTS
 Provide additional capacity to accommodate projected traffic volumes Install dedicated turn lanes at key intersections to reduce conflicts 	BENEFITS
 Relocation of overhead utilities Roadway lighting along 119th St New curb along the project length 	DESIGN CONSIDERATIONS
N A	AGENCY COORDINATION
\$10,300,000	CONSTRUCTION COST ESTIMATE

¹ Construction cost estimate does not include engineering or land acquisition costs.







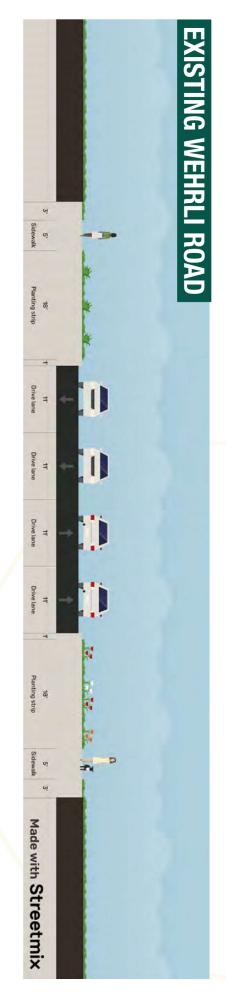


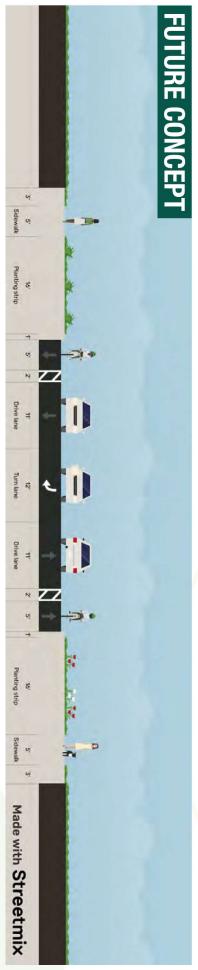


¹ Construction cost estimate does not include engineering or land acquisition costs.





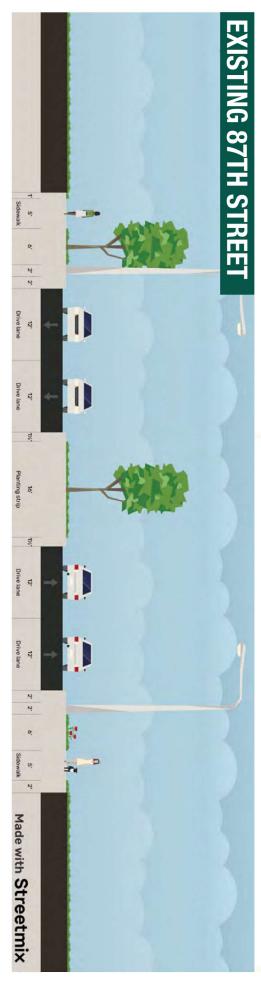


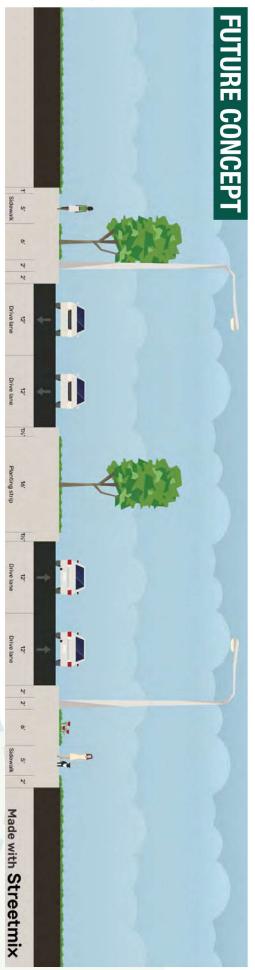


 Convert roadway to 2-lane cross-section (currently 4- lane, undivided roadway). 	IMPROVEMENTS
 Traffic calming / reduce vehicle speeds Enhance safety for pedestrians and bicyclists Reduced vehicle conflicts with turn lanes 	BENEFITS
N/A	AGENCY COORDINATION
To be determined based on final design configuration.	CONSTRUCTION COST ESTIMATE

¹ Construction cost estimate does not include engineering or land acquisition costs.







IMPROVEMENTS	BENEFITS	AGENCY COORDINATION	CONSTRUCTION COST ESTIMATE ¹
 Convert roadway to 2-lane cross-section (currently 4- lane, undivided roadway). F 	Traffic calming / reduce vehicle speeds Enhance safety for pedestrians and bicyclists Reduced vehicle conflicts with turn lanes	N/A	To be determined based on final design configuration.

¹ Construction cost estimate does not include engineering or land acquisition costs.