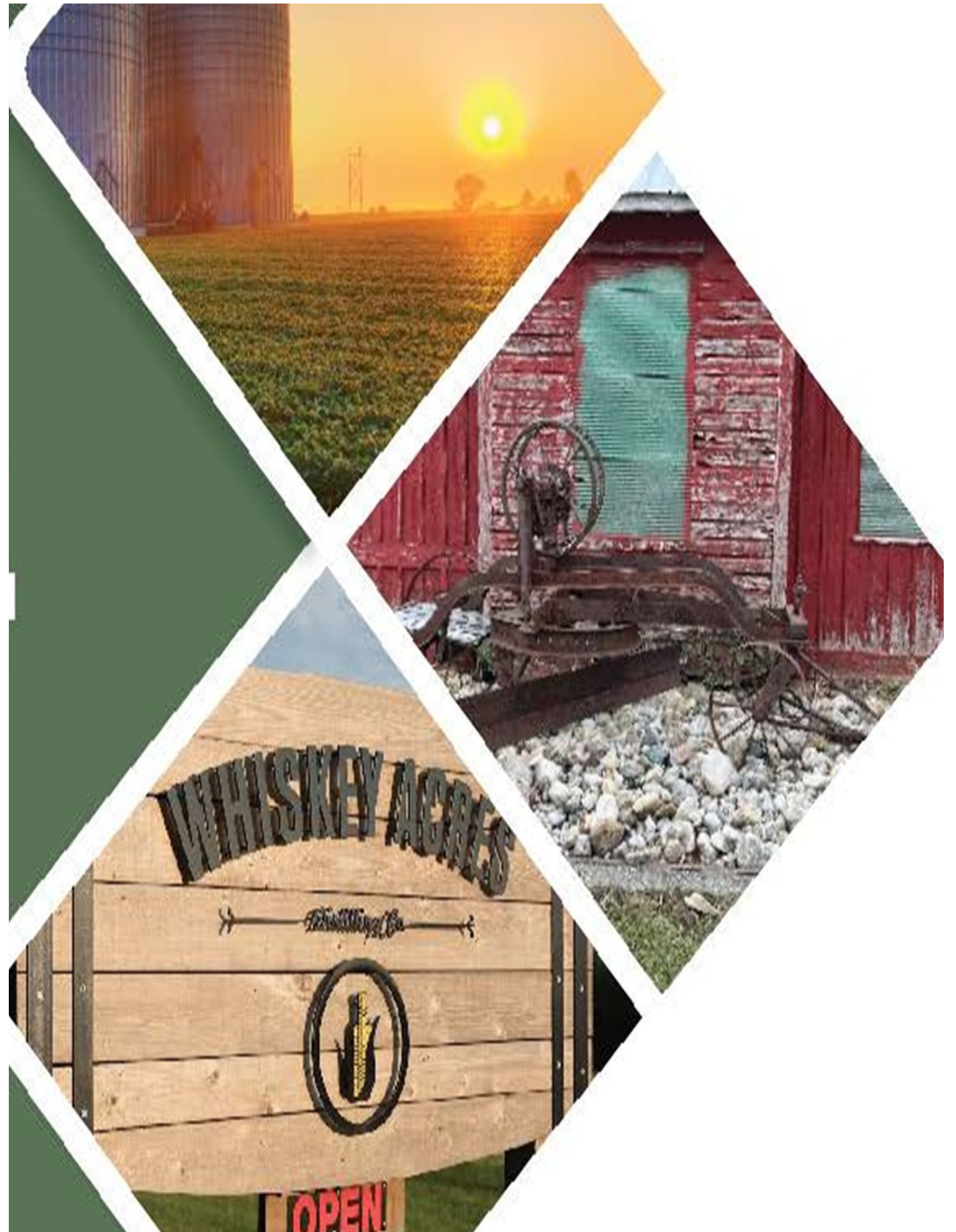


AFTON ROAD DISTRICT CAPITAL IMPROVEMENT PLAN 2025-35



Afton Township Road District

The Afton Township Highway Department is responsible for more than 40 miles of roads and bridges within the township jurisdiction. Roads within Afton Township's boundaries are: Keslinger Road, Afton Road, Crego Road, Willow Run, Country Lane, South First Street, Anderland Road, Elva Road, Minnegan Road, McGirr Road, Leland Road, Miller Road, and Waterman Road.

The Importance of Responsible Stewardship as EAV Increases

As a township's Equalized Assessed Valuation (EAV) increases, it reflects a growing, thriving community with rising property values. With this growth comes the responsibility for elected township officials to be good stewards of public resources. By responsibly adjusting the levy to align with the rising EAV, Afton township can secure the necessary funding to maintain and improve critical services, including road maintenance, infrastructure improvements, and community support programs. Failing to adjust the levy as values increase can leave the township underfunded, leading to deferred maintenance, declining road conditions, and reduced services — ultimately harming the very growth and prosperity the community has achieved. Thoughtful, transparent stewardship ensures that investments keep pace with the community's needs, protecting residents' quality of life and preparing for future challenges.

The Importance of Maintaining Township Roads

Maintaining Afton township roads is critical to ensuring the safety, prosperity, and well-being of the entire community. Well-kept roads provide safer travel conditions, significantly reducing accidents and improving the overall safety of residents and visitors. In times of emergency, good road conditions allow ambulances, fire trucks, and police vehicles to respond quickly and efficiently, potentially saving lives and property.

Additionally, strong infrastructure protects and enhances property values, making the township a more attractive place to live and invest. Well-maintained roads also lead to significant cost savings over time, as regular upkeep prevents the need for far more expensive repairs in the future. Investing in our roads today ensures a safer, more resilient, and more prosperous township for years to come.

Three Reasons for Maintaining Afton Township Roads:

The safety of the road is providing regular maintenance ensures that all road types remain safe for travel. This includes smoothing out rough patches and filling potholes, which helps prevent accidents. The longevity is providing upkeep prolongs the life of the roads. Maintenance prevents extensive damage that can arise from neglect, ultimately saving costs in the long run. The accessibility is well-maintained roads ensure reliable access for emergency services, residents, and businesses, fostering community well-being and economic activity.

The Benefits of Converting Gravel Roads to Hard Surface Roads

Converting a gravel road to a hard surface road provides significant long-term benefits for both residents and the township. Hard surface roads greatly reduce maintenance costs by eliminating the constant need for grading, re-graveling, and dust control. Unlike gravel roads, which require frequent replenishing of aggregate due to snow plowing, rainfall, and regular traffic pushing the material into ditches, hard surface roads maintain their structure through all seasons. Snow plowing on a hard surface is far more efficient and causes no loss of material, reducing the wear and tear on equipment and lowering labor costs. Additionally, hard surface roads provide safer and smoother travel, especially during winter months, while improving access for emergency vehicles. Over time, the investment in hard surfacing leads to substantial savings, improved reliability, and a better quality of life for the community.

Future of Building a New Town Garage for Afton Township Road District

The Afton Township Road District is proposing the construction of a new town garage to replace the current facility, which has been in use for over 45 years. Over time, the needs of the Road District have evolved significantly, and the current garage no longer meets modern standards for efficiency, safety, or equipment maintenance. The Road District's essential equipment — including snow plows, a grader, a loader, backhoe, skid steer, forklift, road drag, bat-wing mower, and tractor — requires proper storage, servicing, and protection from the elements. Additionally, the facility houses vital supplies such as road signs and barricades that are critical for daily operations and public safety. A new garage would offer improved space for equipment maintenance and repair, better organization for road supplies, enhanced working conditions for staff, and greater protection for valuable Township assets. Investing in a modern facility will not only extend the life of costly equipment, but it will also ensure faster, safer responses to emergencies such as snowstorms and road hazards. Ultimately, a new town garage represents a smart investment in the future of Afton Township's infrastructure and the well-being of its residents.

A Building Committee has been established and will begin meeting in June. The committee's objective is to determine what the building specifications will look like, ensuring they comply with the existing land on which the current building resides. Once the committee reaches an agreement on a concept, they will present it to the trustees, who will decide whether to involve an architect and engineer for the creation of concept drawings. These drawings will later be presented to the residents of Afton Township for consideration. This process is expected to take approximately 12 to 18 months.

Township Road District Capital Plan

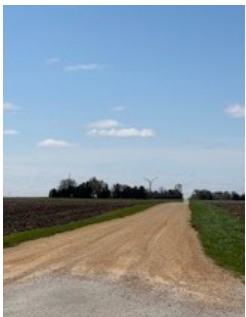
The following pages will provide an overview of the future plans for improvements to the current roads in Afton Township. The plan is divided into four categories: Gravel, Drainage and Ditch Improvements, Seal Coating, and Asphalt. Each road will be addressed individually, detailing its current condition and projections for the coming years.

Equipment

The Afton Township Road District maintains a fleet consisting of snow plows, a loader, and a grader. Currently, the snow plows are seven years old, the loader is 20 years old, and the grader is 25 years old. Industry recommendations suggest replacing fleet equipment approximately every 10 years to ensure reliability, efficiency, and safety. Given the age of the current equipment, the district is considering updates to its fleet.

Capital Improvement Plan

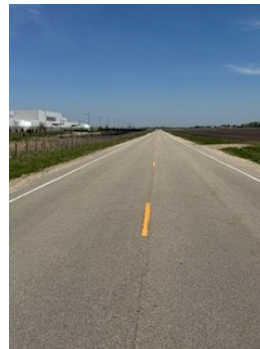
A Capital Improvement Plan (CIP) for Afton Township roads outlines the planned investments in infrastructure, including road projects, for the next 2 to 10 years. Over the next 2 to 5 years, Afton Township expects to invest nearly \$2,500.00 followed by nearly \$4 million in the subsequent 5 to 10 years. The infrastructure improvements may include gravel installation, shoulder repairs, ditch maintenance, seal coating, asphalt repairs, new asphalt, crack filling, and striping.



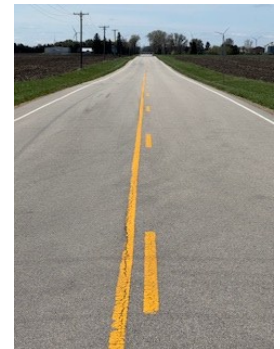
GRAVEL



DITCH IMPROVEMENTS



ASPHALT IMPROVEMENTS



STRIPPING



SHOLDER REPAIR



SEAL COATING



CRACK FILLING



AFTON TOWNSHIP ROAD DISTRICT CAPITAL ROAD SNAPSHOT

	2025-27	2027-29	2029-2031	2031 -2034	2045
GRAVEL ROADS	1-2 YEARS	3-4 YEARS	5-6 YEARS	7-10 YEARS	10 > YEARS
AFTON ROAD					
ANDERLAND ROAD		\$160,000			
COUNTRY LANE					
CREGO ROAD					
ELVA ROAD					
KESLINGER ROAD					
LELAND ROAD					
MCGIRR ROAD	\$180,000				
MINNEGAN ROAD					
SOUTH FIRST STREET					
WATERMAN ROAD	\$60,000				
WILLOW RUN					
ESITMATE CAPITAL INVESTMENT	\$240,000	\$160,000	\$	\$	\$
					\$400,000



AFTON TOWNSHIP ROAD DISTRICT CAPITAL ROAD SNAPSHOT

	2025-27	2027-29	2029-2031	2031 -2034	2045
DRAINAGE/DITCH WORK	1-2 YEARS	3-4 YEARS	5-6 YEARS	7-10 YEARS	10 > YEARS
AFTON ROAD					
ANDERLAND ROAD		\$200,000			
COUNTRY LANE					
CREGO ROAD					
ELVA ROAD					
KESLINGER ROAD					
LELAND ROAD					
MCGIRR ROAD	\$300,000				
MINNEGAN ROAD					
SOUTH FIRST STREET					
WATERMAN ROAD		\$75,000			
WILLOW RUN					
ESITMATE CAPITAL INVESTMENT	\$300,000	\$275,000	\$	\$	\$
					\$575,000



AFTON TOWNSHIP ROAD DISTRICT CAPITAL ROAD SNAPSHOT

	2025-27	2027-29	2029-2031	2031 -2034	2045
SEAL COAT ROADS	1-2 YEARS	3-4 YEARS	5-6 YEARS	7-10 YEARS	10 > YEARS
AFTON ROAD					\$ 250,000
ANDERLAND ROAD		\$ 175,000			
COUNTRY LANE	\$ 50,000				
CREGO ROAD					
ELVA ROAD				\$ 250,000	
KESLINGER ROAD		\$ 75,000			
LELAND ROAD		.		\$250,000	
MCGIRR ROAD	\$ 45,000				
MINNEGAN ROAD			\$ 25,000		
SOUTH FIRST STREET			\$ 25,000		
WATERMAN ROAD					
WILLOW RUN		\$ 50,000			
ESITMATE CAPITAL INVESTMENT	\$95,000	\$300,000	\$50,000	\$500,000	\$250,000
				\$	1,195,000

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ANDERLAND ROAD



Anderland Road runs north from Gurler Road to Minnegan Road, spanning a total distance of 4 miles through Afton Township. Currently, all 4 miles of Anderland Road are unpaved (gravel).

ANDERLAND ROAD	MILES	CURRENT SURFACE	FUTURE MAINTANCE ASPHALT	FUTURE IMPROVEMENTS DRAINAGE	FUTURE IMPROVEMENTS GRAVEL	FUTURE MAINTANCE SEAL COAT	COST PER MILE CRACK/FILLING	PROJECT YEAR
Gurler Rd To Keslinger Rd	1	SEALED				X		2027
Keslinger Rd To Minnegan Rd	3	GRAVEL		X	X			2028
Keslinger Rd to Perry Rd	2	SEALED		X	X	X		2029

Anderland Road 5 Year Estimate Capital Investment **\$378,000**

COUNTRY LANE



County Lane begins at Perry Road and stretches through a small subdivision before ending at a cul-de-sac in Afton Township. This road is approximately 0.5 miles long and is currently surfaced with seal coat. However, County Lane is showing signs of aging. Due to the freeze-thaw cycles common in the Midwest, the road has developed tiny cracks, loss of aggregate, small potholes, and deterioration of the shoulders.

COUNTRY LANE	MILES	CURRENT SURFACE	FUTURE MAINTANCE ASPHALT	FUTURE IMPROVEMENTS DRAINAGE	FUTURE IMPROVEMENTS GRAVEL	FUTURE MAINTANCE SEAL COAT	COST PER MILE CRACK/FILLING	PROJECT YEAR
Perry Rd To Cul-de-sac	.5	SEALED	X					2030

Country Lane 5 Year Capital Investment **\$135,000**

CREGO ROAD

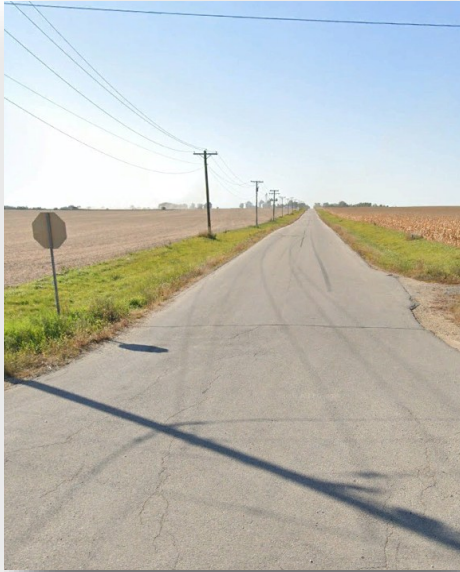


Crego Road extends 5.5 miles from the Meta Technology Campus on the north to Miller Road on the south, through Afton Township. Currently, 3.5 miles of Crego Road are paved with a hard surface (seal coat/asphalt), while the remaining 2 miles are unpaved and consist of gravel.

CREGO ROAD	MILES	CURRENT SURFACE	FUTURE MAINTANCE ASPHALT	FUTURE IMPROVEMENTS DRAINAGE	FUTURE IMPROVEMENTS GRAVEL	FUTURE MAINTANCE SEAL COAT	COST PER MILE CRACK/FILLING	PROJECT YEAR
Meta Campus To Keslinger Rd	.5	SEALED				X		2028
Keslinger Rd to Perry Rd	1	ASHPALT	X					2035
Perry Rd to McGirr Rd	2	SEALED				X		2029
McGirr Rd to Miller Rd	2	GRAVEL		X	X	X		2030

Crego Road 5 Year Estimate Capital Investment **\$ 150,000 .**

ELVA ROAD



Elva Road stretches from the west, beginning at Anderland Road and extending east to Route 23, covering a total of 4 miles through Afton Township. Currently, 2.8 miles of Elva Road is a hard surface (seal coat) and 1.2 miles is hard surface (Asphalt). Elva Road features the location of the Elva Town Hall.

ELVA ROAD	MILES	CURRENT SURFACE	FUTURE MAINTANCE ASPHALT	FUTURE IMPROVEMENTS DRAINAGE	FUTURE IMPROVEMENTS GRAVEL	FUTURE MAINTANCE SEAL COAT	COST PER MILE CRACK/FILLING	PROJECT YEAR
Anderland Rd To Railroad Tracks	2.8	SEALED				X		2029
Railroad Tracks To Route 23	1.2	ASPHALT	X					2031
Railroad Tracks to Route 23	1.2	ASPHALT					X	2025

Elva Road 5 Year Estimate Capital Investment **\$38,000**

KESLINGER ROAD



Keslinger Road stretches from the west, beginning at Anderland Road and extending east to Lynch Road, covering a total of 6 miles through Afton Township. Currently, 6 miles of Keslinger Road is a hard surface (seal coat). Keslinger Road serves as a vital connection from the South First Street and provides access linking to the Metra train service in Elburn and the eastern suburbs. In the DeKalb County comprehensive road plan Keslinger Road could be consider as future bypass around the city limits of DeKalb.

KESLINGER ROAD	MILES	CURRENT SURFACE	FUTURE MAINTANCE ASPHALT	FUTURE IMPROVEMENTS DRAINAGE	FUTURE IMPROVEMENTS GRAVEL	FUTURE MAINTANCE SEAL COAT	COST PER MILE CRACK/FILLING	PROJECT YEAR
First Street To Waterman Rd	2	SEALED	X					2039
Waterman Rd & Howison Rd	3	GRAVEL		X	X	X		2026
Mile Road to First Street	1	SEALED				X		2027
Waterman Rd & Keslinger Rd	.10	GUARD RAILING						2025

Keslinger Road 5 Year Estimate Capital Investment **\$546,972**

LELAND ROAD



Leland Road runs 1 mile from McGirr Road in the north to Miller Road in the south, traversing Afton Township. Currently, the 1 mile span of Leland Road is unpaved (gravel).

CREGO ROAD	MILES	CURRENT SURFACE	FUTURE MAINTANCE ASPHALT	FUTURE IMPROVEMENTS DRAINAGE	FUTURE IMPROVEMENTS GRAVEL	FUTURE MAINTANCE SEAL COAT	COST PER MILE CRACK/FILLING	PROJECT YEAR
McGirr To Miller Rd	1	GRAVEL		X	X			2030
McGirr Rd to Miller Rd	1	GRAVEL				X		2031

Leland Road 5 Year Estimate Capital Investment **\$ 263,000.**

MCGIRR ROAD



McGirr Road stretches from the west, beginning at Mile Road and extending east to Howison Road, covering a total of 6 miles through Afton Township. Currently, 3 miles of McGirr Road are paved with a hard surface (seal coat), while the remaining 3 miles are unpaved (gravel). The section of McGirr Road from Waterman Road east to Howison Road is a gravel road.

MCGIRR ROAD	MILES	CURRENT SURFACE	FUTURE MAINTANCE ASPHALT	FUTURE IMPROVEMENTS DRAINAGE	FUTURE IMPROVEMENTS GRAVEL	FUTURE MAINTANCE SEAL COAT	COST PER MILE CRACK/FILLING	PROJECT YEAR
First Street To Waterman Rd	2	ASPHALT	X					2039
Waterman Rd & Howison Rd	3	GRAVEL		X	X	X		2026
Mile Road to First Street	1.5	SEALED				X		2027

McGirr Road 5 Year Estimate Capital Investment **\$526,972**

MINNEGAN ROAD



Minnegan Road stretches from the west, beginning at Anderland Road and extending east to Route 23, covering a total of 4 miles through Afton Township. Currently, 3 miles of Minnegan Road is a hard surface (seal coat) and 1 mile is unpaved surface (Gravel)

MINNEGAN ROAD	MILES	CURRENT SURFACE	FUTURE MAINTANCE ASPHALT	FUTURE IMPROVEMENTS DRAINAGE	FUTURE IMPROVEMENTS GRAVEL	FUTURE MAINTANCE SEAL COAT	COST PER MILE CRACK/FILLING	PROJECT YEAR
Anderland Rd To Waterman Rd	3.0	SEALED				X		2029
Waterman Rd To Route 23	1	GRAVEL		X	X	X		2030
Railroad Tracks to Route 23	4	SEALED	X					2035

Minnegan Road 5 Year Estimate Capital Investment **\$138,000**

SOUTH FIRST STREET



South First Street runs south from Gurler Road to McGirr Road, spanning a total distance of 5.1 miles through Afton Township. Currently, 3 miles of South First Street are paved with asphalt, while 2.1 miles have been treated with a sealant.

SOUTH FIRST STREET	MILES	CURRENT SURFACE	FUTURE MAINTAINANCE ASPHALT	FUTURE IMPROVEMENTS DRAINAGE	FUTURE IMPROVEMENTS GRAVEL	FUTURE MAINTAINANCE SEAL COAT	COST PER MILE CRACK/FILLING Stripping	PROJECT YEAR
Gurler Rd To Perry Rd	3	ASPHALT	X					2042
Perry Rd & McGirr	2.1	SEALED				X		2028
Perry Road to Gurler Rd	3	Asphalt					X	

South First Street 5 Year Estimate Capital Investment **\$85,000**

WATERMAN ROAD



Waterman Road stretches north from Keslinger Road to Miller Road, covering a total distance of 6 miles through Afton Township. Currently, 1 mile of Waterman Road is a hard surface (Seal), and another mile is unpaved (gravel). The remaining 4 miles, from Perry Road to Miller Road, is hard surface (Asphalt). Waterman Road serves as a vital connection from the Village of Waterman and provides access to Keslinger Road, linking to the Metra train service and the eastern suburbs.

WATERMAN ROAD	MILES	CURRENT SURFACE	FUTURE MAINTANCE ASPHALT	FUTURE IMPROVEMENTS DRAINAGE	FUTURE IMPROVEMENTS GRAVEL	FUTURE MAINTANCE SEAL COAT	COST PER MILE CRACK/FILLING	STRIPING	PROJECT YEAR
Keslinger Rd to Elva Rd	1	SEALED				X			2028
Elva Rd To Perry Rd	1	GRAVEL		X	X	X			2028

Waterman Road 5 Year Estimate Capital Investment **\$158,000**

WILLOW RUN



Willow Run begins at Perry Road and stretches through a small subdivision before ending at a cul-de-sac in Afton Township. This road is approximately 0.5 miles long and is currently surfaced with seal coat. However, Willow Run is showing signs of aging. Due to the freeze-thaw cycles common in the Midwest, the road has developed tiny cracks, loss of aggregate, small potholes, and deterioration of the shoulders.

WILLOW RUN	MILES	CURRENT SURFACE	FUTURE MAINTANCE ASPHALT	FUTURE IMPROVEMENTS DRAINAGE	FUTURE IMPROVEMENTS GRAVEL	FUTURE MAINTANCE SEAL COAT	COST PER MILE CRACK/FILLING	PROJECT YEAR
Perry Rd To Cul-de-sac	.5	SEALED	X					2030

Willow Run 5 Year Capital Investment **\$135,000**