



**RESOLUTION OF THE COUNTY BOARD  
WILL COUNTY, ILLINOIS**

***Adopting the Will County Transportation Improvement Program FY 2021-2026***

WHEREAS, in order to provide for a comprehensive and coordinated system of transportation improvements and maintenance, it is necessary to undertake a multi-year approach to the planning of said improvements and maintenance; and

WHEREAS, as required by the Illinois statutes as contained in the Illinois Compiled Statutes (ILCS) under Chapter 605, Act 5, Section 5-301, the County Engineer and Division of Transportation staff have prepared the FY2021-2026 Transportation Improvement Program with said program attached hereto and made a part hereof; and

WHEREAS, said transportation improvement program is a planning document and is therefore intended as a guide for future improvement and maintenance and is subject to change on an annual basis; and

WHEREAS, implementation of the Will County Connects 2040 Long Range Transportation Plan (approved under Resolution #17-73) is accomplished, in part, through the adoption and implementation of the FY2021-2026 Transportation Improvement Program; and

WHEREAS, a public hearing was properly published and held at the Public Works & Transportation Committee Meeting on July 2, 2020, in the Will County Board Committee Room and via Webex Events, to solicit public comment regarding adoption of the Will County Transportation Improvement Program FY2021-2026.

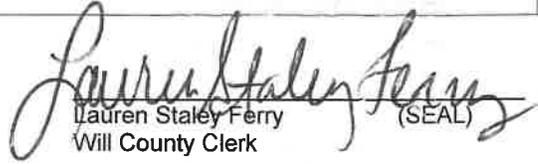
NOW, THEREFORE, BE IT RESOLVED, that the Will County Board hereby adopts the Will County Transportation Improvement Program FY2021-2026 as the official transportation improvement program for the Will County Division of Transportation.

BE IT FURTHER RESOLVED, that the Will County Clerk is hereby directed to transmit two (2) certified copies of this Resolution along with copies of the adopted Will County Transportation Improvement Program to the regional office of the Illinois Department of Transportation through the office of the Director of Transportation/County Engineer.

Adopted by the Will County Board this 16th day of July, 2020.

<b>AYES:</b>	Newquist, Ogalla, Koch, Moustis, Rice, Tyson, Harris, Traynere, Mueller, Gould, VanDuyne, Balich, Fricilone, Brass, Brooks Jr., Parker, Ventura, Dollinger, Marcum, Berkowicz, Cowan, Tuminello, Weigel, Ferry, Kraulidis
<b>LEFT MEETING:</b>	Fritz

Result: Approved - [Unanimous]

  
 Lauren Staley Ferry (SEAL)  
 Will County Clerk

Approved this 17<sup>th</sup> day of August, 2020.

  
 Denise E. Winfrey  
 Will County Executive



Will County  
Transportation  
Improvement Program  
FY 2021-2026



## Introduction

South and west of the City of Chicago, Will County encompasses 837 square miles and ranks as one of the fastest growing Counties in the United States. Utilization of a system consisting of 58 County Highways, 4 Interstates, 16 U.S. or State numbered highways, and various other roadways making up our transportation network on a daily basis, to move people and commerce through, within, and to destinations outside of Will County. The Will County Division of Transportation (WCDOT) has the responsibility of the planning, design, construction, and maintenance of the County Highway system that includes 253 miles, 118 bridges, 4 maintenance facilities, and the DOT campus on Laraway Road.

The 2021 – 2026 Transportation Plan (The Plan) exists as a planning tool for Will County, Local Agencies, and the Illinois Department of Transportation (IDOT) to coordinate planning, design, and construction activities within Will County. The Plan endeavors to meet the needs of the motoring public, the demands of previous and future development, while providing acceptable transportation performance, and protecting environmental and natural resources.

The Plan will:

1. Provide over 20 (*does not include overlays*) miles of improved highways,
2. Reconstruct 10 Intersections, and
3. Rehabilitate or Replace at least 10 structures.

WCDOT utilizes the adopted Will County Transportation Improvement Program (TIP), the following planning documents, in partnership with the public and coordination with local agencies as the basis for the Plan.

### **Will Connects 2040**

In March 2017, the Will County Board adopted the **Will Connects 2040** Long Range Transportation Plan (2040 Plan) as the County's vision for its transportation network for the next 25+ years. Will County expects continued residential, commercial, distribution, and industrial growth. The 2040 Plan confirms these expectations showing projected population to top 1.2 million, nearly doubling the population, and the addition of 235,000 jobs from the 2010 census.

With a County Highway System already overburdened in some locations, these population and employment growth numbers predict increasing travel demands. Creating congestion on additional portions of the County Highway system.

Planning for increased demands on the County Highway System is a process of continual evaluation utilizing tools, including those laid out in the 2040 Plan, in conjunction with municipal coordination and public involvement.

## **Countywide Bikeway Plan**

The adoption of the **Will Connects 2040** Long Range Transportation Plan included the adopted Countywide Bikeway Plan as Appendix H. The Countywide Bikeway Plan, completed by the Forest Preserve District of Will County (FPDWC) and adopted by their Board in November of 2016, lays out a countywide network of major bikeway corridors providing access to many destinations and trails such as Midewin Tallgrass Prairie and the I & M Canal Trail. Several County Highways received designation as Bikeway Corridors, therefore are highly recommended for further study to include bicycle accommodations as part of future roadway projects.

Although this Plan contains no separate bicycle facilities, the WCDOT commits to earlier and more frequent coordination with the FPDWC particularly when planning work on one of the designated Bikeways.

## **Freight**

Will County has seen an explosion of freight related activities since 2000. In a county where seeing a truck once meant a farmer hauling crops or livestock to market, trucks on our roadway network haul any number of goods that could have been shipped from anywhere around the globe. With our access to navigable waterways, railroads, and the interstate system, Will County has been established as a prime location for companies to locate their warehouses and distribution centers.

General Mills, Georgia Pacific, FedEx, and UPS are just a few of the companies joining Amazon and Ikea as part of the myriad of companies locating warehousing or industrial spaces within our county. Romeoville and Bolingbrook have increased their warehousing and industrial space by over 80% since 2000. The CenterPoint Intermodals in Joliet and Elwood continue to attract new companies and construction moves ahead at the Ridgeport

Intermodal. Additionally, talks progress about a potential fourth intermodal in the Crete area. These are just a few of the places that warehousing and distribution centers keep on popping up across our county. Communities are deliberating on and adding warehousing and industrial space on a regular basis.

Also occurring is a general increase in trucking firms and other industries to service the increases in the warehousing and industrial companies. These increases put more trucks on our County Highways causing increased wear; thus, requiring maintenance on our system more frequently.

Our network consists of a multitude of at grade railroad crossings within the County. The increasing number and length of the freight trains utilizing these tracks can produce increased congestion. On any given day our residents may experience longer freight trains at these grade crossings, which in turn creates more congestion on our roadway network.

To this end the Will County Board adopted the Will County Community Friendly Freight Plan in September 2017.

## **Accomplishments**

### **General:**

- Reconstruction of 135<sup>th</sup> Street from New Avenue to Smith Road
- 95<sup>th</sup> Street at Plainfield-Naperville Road
- The Weber Road interchange project under construction
- 143<sup>rd</sup> Street from State Street/Lemont Road to Bell Road received Design Approval

### **Build Will Program Implementation (For the 72 projects contained in the program):**

- Construction completed on 39 projects.
- 6 projects required splitting into a total of 16 construction projects.
  - 7 of these breakout projects have been constructed.
  - 2 more of the breakout projects are currently under construction.
  - The remainder are under design.
- 3 projects currently under construction.
- 3 projects currently in design.
- 5 completed preliminary engineering studies.
- 2 currently in preliminary engineering
- Completion of required value engineering studies for 2 projects.

### **Will Connects 2040 Implementation**

- Laraway Road: Cedar Road at Laraway Road – Design Approval received, design engineering underway, ROW acquisition underway.
- Laraway Road: Cedar Road to US Route 45 (LaGrange Road) – Preliminary Engineering Study underway.
- Will County Community Friendly Freight Plan – Adopted
- Laraway Road: US Route 52 to Cedar Road – Design Approval received.
- Laraway Road: Nelson Road to Cedar Road – Design Engineering initiated.
- ITS Study underway
- Manhattan-Monee Road: Center Road to I-57 – Preliminary Engineering Studies underway.
- Gougar Road: Laraway Road to Haven Road – Preliminary Engineering Study underway.

## **Plan Development**

The Plan is a combination of “old” and “new”. The basis of this plan is the adopted 2040 Plan. The Plan does provide for the completion of the Build Will Program projects. The Plan reflects a change in policy to the disbursements of county portion of the RTA tax funds.

The first step in the Plan development was the analysis of the existing projects in development as to their schedules, future funding requirements, and determination of available funding. Next, the 2040 Plan was consulted for future needs on the County Highway System. The final step in data collection was to determine the general maintenance requirements on a yearly basis for the preservation of the existing system. Upon completion of the data collection, an extended program was developed which is fiscally unconstrained.

The Plan is the fiscally constrained program for the WCDOT's 2021-2026 Fiscal Years. Items listed within the Plan include projects, which address preservation of the existing system, safety, expansion to accommodate current travel demands, and upgrades to the system for future growth and current safety standards, all based on the 2040 Plan's assumptions and fiscally constrained lists.

The programming process is dynamic in nature and the 2021-2026 program contained within this document reflects the nature of the Plan at the time of printing. Some changes to the project phase timings have occurred to

reflect current experiences as to the length of time required for each phase. Therefore some phases that were included in the previous plan have been moved to later years in the plan, phases may have had to be split into multiple years, or fallen out of the program all together. Not to worry, if things progress faster than expected or additional funding becomes available, phases will move up in the program, such is the nature of a dynamic plan.

## **Project Development Process**

All projects contained within this Plan follow a similar path from inception to implementation. Some projects require additional studies or must follow specific requirements due to the type of funding utilized to bring the project to completion. WCDOT's highway standards follow IDOT policy and standards set forth in the *Bureau of Local Roads and Streets Manual*. In general, projects may include all 4 phases or as few as 2 phases.

### **Phase 1 (Preliminary Engineering):**

The first step for all projects with the potential for financing with federal funds. This phase includes the completion of environmental studies, traffic studies, geometric studies, drainage studies, public involvement, and coordination with outside agencies. The culmination of this phase comes in the form of a Project Development Report (PDR), which receives approval from the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA). Preliminary Engineering, depending on project complexity, typically takes between 12 and 24 months to complete.

### **Phase 2 (Design Engineering):**

All projects, regardless of funding, complete Phase 2 Engineering. Also known as Design Engineering, the final products from this phase are the Contract Plans and Specifications. Depending on complexity of the project, Design Engineering may take as long as 24 months. The purchase of any required right of way (ROW) is completed simultaneously with this Phase.

### **Right of Way Acquisition:**

Depending on the funding source for the project, right of way (ROW) acquisition includes appraisals and negotiations for any required land acquisition. The ROW Acquisition process begins in conjunction with the

Design Engineering. All ROW must be purchased prior to construction. Any project utilizing federal dollars must have the ROW certified by IDOT prior to the project bid letting for construction. If a project's construction is contained within the existing ROW, this step may be skipped.

## **Construction & Construction Engineering (Phase 3):**

Construction and Construction Engineering occur simultaneously. Construction consists of the work contained within the Contract Plans and Specifications. Construction Engineering consists of the oversight of the work as described in the Contract Plans. Construction projects within The Plan typically require between 1 and 2 construction seasons depending on the complexity and the size. Some projects within the Plan contain no Construction Engineering as this phase will be completed by in-house staff.

## **Challenges**

As with any plan, there are challenges to overcome in order to complete the plan as developed. The WCDOT has the ability to overcome some of the challenges, but others may be outside the control of the WCDOT.

Over the last year a number of changes, affecting and effecting the way we do business at the Will County Division of Transportation, have occurred. From the passage of Rebuild Illinois to the Covid-19 Pandemic, we may not know the true effects of either of these occurrences for months or even years from now. To reflect the uncertainty of the funding all FY 2020 funding levels were reduced by 20%, thus affecting the funds on-hand at the beginning of FY 2021. All future funds are currently shown at levels pre-Covid, although this is subject to change based on how the region recovers from this crisis.

The most significant challenges faced by WCDOT are the acquisition of required ROW and public utility relocation. Nearly all of the projects contained within this plan require both. Delays caused by ROW and utilities postpone the start of projects, thereby increasing costs.

In addition, the cost of materials significantly impacts WCDOT's purchasing power, meaning fewer projects constructed at higher costs, which in-turn creates a backlog of necessary road improvements. WCDOT has experienced increased construction and maintenance costs since 2010, reducing our buying power and limiting the number of construction projects that can move forward within our budget.

# Available Funding

For many years the needs for maintaining our County Highway System have been higher than the available funding. With the Rebuild Illinois legislation passed in 2019 things are looking up on the funding side of things. In December 2019, the Will County Board established a four (4) cents per gallon local Motor Fuel Tax (MFT) allowed by the passage of the the Rebuild Illinois legislation. These funds are specifically for the operating, constructing, improving of public highways and waterways, and purchasing any property or rights-of-ways (ROW) required in this pursuit. The local MFT went into affect on February 1, 2020 and due to funding establishment procedures of the County, this funds are considered as part of the funds on hand at the start of FY 2021.

If the federal government passes a new transportation bill to replace the existing FAST Act, even more funding could potentially be available for the County DOT to pursue. Table 1 shows a history of available funding by TIP.

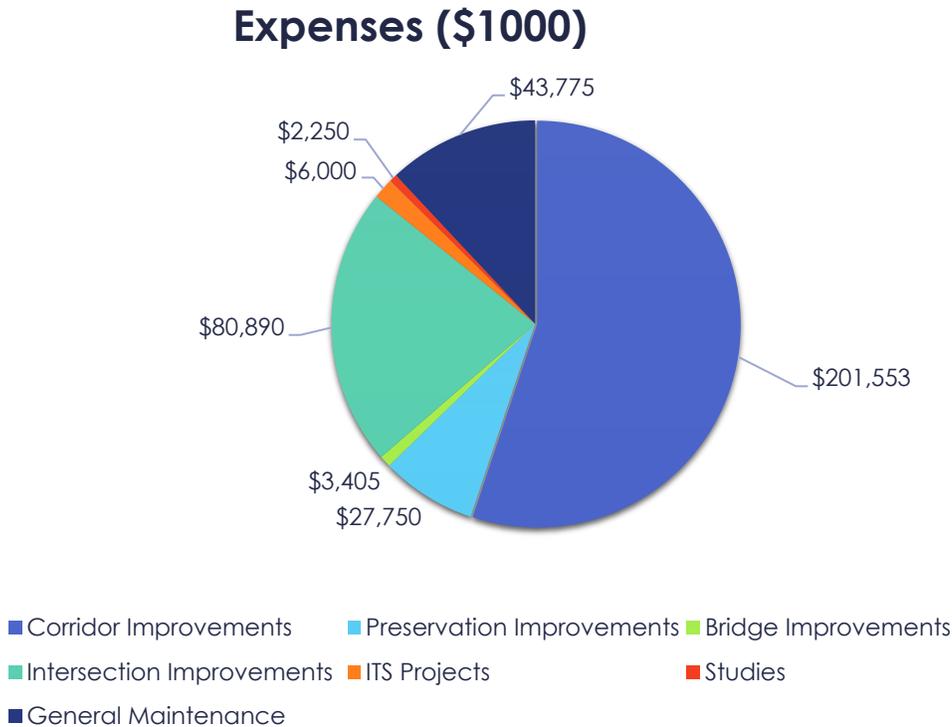
Table 1: Available Funding by Program

<u>Program</u>	<u>Available Funding</u>
2015-2020	\$329,155,215
2016-2021	\$313,096,759
2018-2023	\$299,432,559
2019-2024	\$237,741,400
2020-2025	\$222,296,410
2021-2026	\$367,533,956

# Payouts

Unless otherwise noted, the Plan assumes all payouts for the phase of the project occur within the fiscal year of the contract award, although many of the project phases will overlap into additional fiscal years.

# 5- Year Expenditure Projections



## Revenue & Expenditures

The WCDOT has five main funding sources for highway projects; Federal funding, Motor Fuel Tax (MFT-SA) – State Allocated, the new Local Motor Fuel Tax (MFT-L), the Will County portion of the Regional Transit Authority (RTA) Tax allotments, and project specific State/Local Agency Matching funds.

Federal funding is project specific in nature and encompasses multiple federal funding sources. Common federal funding sources include Highway Bridge Program (HBP) funds, Congestion Mitigation and Air Quality (CMAQ) funds, Surface Transportation Program (STP-L) Urban funds, Surface Transportation Program and Rural (STR) funds. In addition, a newly created Surface Transportation Program – Regional (STP-Reg) was established in the CMAP region in January of 2019. In total, Federal funding constitutes approximately 10 percent of the total revenue received by WCDOT in The Plan.

MFT funding and the Will County portion of the RTA Tax allotments come to WCDOT specified for no particular project. The RTA Tax allotments constitute approximately 23 percent of the total revenue WCDOT receives. MFT funds do have certain requirements for the types of projects on which communities can utilize the funds. MFT Funds constitute approximately 60 percent of the total revenue received by WCDOT. Potential IDOT and local agency matching funds, at time of printing account for approximately 7 percent each of total revenue.

For the 2021-2026 program years the County is projecting a total revenue of \$367,533,956 from these five funding sources. The County will continue to pursue additional Federal and Local Matching funds as warranted throughout the program period.

No increase in MFT funding due to formula change or population increase have been included in the program, due to the 2020 Census or the passage of the FAST Act (INFRA). Changes due to the Rebuild Illinois capital program passed in mid 2019 are included. All sales tax based revenues were reduced by 20% in FY 2020, due to the COVID-19 pandemic, which affects the funds on hand at the beginning of FY2021. If any additional changes in funds are required, they will be reflected in future TIPs.

## **Types of Improvements**

The County's program includes a variety of improvements. The following exhibits show the County's TIP broken down into seven types of improvements.

### **Corridor Improvements**

Corridor Improvements may consist of Preliminary Engineering, Design Engineering, ROW acquisition, Construction, and Construction Engineering. These improvements are typically studied in segments of 3 miles or more during the Preliminary Engineering phase if the WCDOT believes there is potential for federal funding in future phases of the improvement. These projects can be found in Exhibit B.

Corridor improvements are typically broken into smaller segments during the Design Engineering, for ease of funding and construction. At this time the WCDOT also introduces improvements along corridors that will be funded completely with WCDOT funds. All improvements, not dependent on funding, have the potential to require ROW acquisition. The number of parcels involved impacts when the improvement can be let for construction.

Each of these corridor projects will eventually be constructed, even if construction funding is not programmed. Exhibit B shows a cost for Construction Engineering for some improvements. WCDOT currently believes that we will be hiring consultants to perform Construction Engineering services for many of these improvements, all others will be done with WCDOT forces.

## **Preservation Improvements**

Preservation Improvements traditionally consist of Design Engineering and Construction. Typically, these projects can be accomplished within the existing ROW and will be studied in longer segments. Exhibit C provides a listing of these projects.

Periodically, preservation improvements require the addition of preliminary engineering and/or construction engineering. These additions arise due to potential federal funding or the increased complexity of the project due to the inclusion of other improvements, such as the addition of a median to accommodate turn lanes. Studied corridors for projects of this type are typically over 2 miles.

Currently, WCDOT forces provide most of the construction engineering on these projects. The WCDOT believes this trend will continue in the future.

## **Bridge Improvements**

Bridge Improvements can consist of Preliminary Engineering, Design Engineering, ROW acquisition, Construction, and Construction Engineering. Although many Corridor Improvements may include bridges, sometimes WCDOT has a bridge brought to our attention through our biannual inspections that requires attention. Exhibit D shows these bridges. WCDOT currently has 2 bridges with federal funding; both have already gone through Preliminary Engineering and one is currently on-going in Design Engineering. The other has been let and is currently under construction.

At times, WCDOT has fast-tracked some bridge improvements due to needs. Therefore, these improvements start with Design Engineering and move on to Construction. Some of the Bridge improvements will have Construction Engineering services while others will be completed by WCDOT forces.

## **Intersection Improvements**

Intersection Improvements can end up in the TIP in a number of ways. First, the intersection could be a break out project from a larger corridor improvement Preliminary Engineering Study. These intersections potentially have federal funding in future phases of the improvement. Common federal funding for these types of improvements are CMAQ and STP-C or STP-L. Second, the improvement could be its own stand-alone federally funded improvement having gone through Preliminary Engineering and currently being in Design Engineering. Third, the intersection could be one that WCDOT has determined needs studying, though no federal funds are anticipated for future phases.

All intersection improvements consist of the same thing: at least one signalized or to be signalized intersection. In addition, most of the improvements include the addition of left turn lanes. Some of the intersection improvements include the addition of additional through lanes or right turn lanes depending on warrants. These Improvements are found in Exhibit E.

## **ITS Improvements**

For a number of years, DOTs around the region and across the nation have realized that we will not be able to build our way out of congestion. Intelligent Transportation Systems (ITS) are one way for a DOT to improve congestion without building more lanes for traffic. These improvements range from adaptive signal control systems to large scale traffic management centers. In 2019, the Will County DOT embarked on the initial countywide study to determine where these systems are appropriate and establish a program of these projects. Currently there are no ITS projects in the TIP but in the future these projects will be found in Exhibit F.

## **Studies**

From time to time the WCDOT will need to take an in depth look at a specific matter. It may be to fulfill a statutory requirement or determine the best way to handle an ongoing problem on the County Highway network. In any case, these studies provide valuable information for use in future improvements on the County Highway network. Although none of these studies may have direct implementation requirements associated with them, they may be advising how the WCDOT moves forward. These studies are found in Exhibit G.

## General Maintenance

General Maintenance consists of improvements that need to be done on a regular basis to keep the County Highway System working smoothly. Such improvements could include roadway overlays, patching work, striping, and replacing of guardrail or traffic signal heads. In addition, snow removal activities, and any materials our maintenance forces utilize for such things as sign or culvert replacements are included in this type of work. Average general expenditures for these types of improvements are provided in Exhibit H. Additionally, these funds are utilized as a portion of maintenance staff salaries.

## Major Improvement Highlights

**Weber Road @ I-55:** Reconstruction of the Interchange of Weber Road and I-55 includes widening and reconstruction of Weber Road between 135<sup>th</sup> Street and 119<sup>th</sup> Street to a 6 lane divided roadway, with intersection improvements along the corridor. **Status:** Projects let Spring 2018. Construction began Fall 2018. Anticipated to last until early 2022. **Funding:** RTA / MFT/ State / STP-L

**Weber Road:** Reconstruction of 2 miles of roadway between Airport Road and 135<sup>th</sup> Street to a 6 lane divided roadway. This project fills the gap between the Interchange improvement to the north and the improvements between Renwick Road and Airport Road. **Status:** Project in Phase 1. **Funding:** RTA/ processing for potential future federal funding

**135<sup>th</sup> Street:** Reconstruction of 1.25 miles of roadway between IL Route 171 (Archer Ave) and Smith Road to a 5 lane cross section including a continuous median and curb and gutter. Project does not include the intersection of IL Route 171. The Intersection was completed in FY 2013. **Status:** ROW acquisition ongoing. **Funding:** RTA

**Arsenal-Manhattan Road:** Reconstruction of 2.5 miles of roadway between Baseline Road and Brandon Road. **Status:** Project letting Spring 2019. Construction anticipated to be completed by 2020 **Funding:** HPP / MFT

**Bell Road @ 143<sup>rd</sup> Street:** Reconstruction of the intersection to include 3 lanes in each direction on Bell Road and 2 lanes in each direction on 143<sup>rd</sup> Street. Dual left turn lanes installed on all legs and exclusive right turn lanes on the North and East legs of the intersection. Barrier medians will be installed on all

legs. **Status:** Design Engineering began in 2012. ROW acquisition is ongoing. Construction anticipated to begin in 2022. **Funding:** CMAQ / MFT

**Bell Road:** Reconstruction of approximately 1 mile of roadway between IL Route 7 (159<sup>th</sup> Street) and 151<sup>st</sup> Street to a 5 lane cross section. This project does not include improvements at the intersections of 159<sup>th</sup> St, 151<sup>st</sup> St. These intersections were either recently upgraded or part of other projects. Barrier medians, Noise Walls, and curb and gutters are included as part of this improvement. **Status:** Currently in Phase 2. ROW acquisition ongoing. Construction anticipated to begin in 202. **Funding:** RTA / STP-L

**Laraway Road:** Reconstruction of 3 miles of roadway between US Route 52 and Cedar Road to a 4-lane divided roadway section, with intersection improvements along the corridor. **Status:** Design Approval received 11/2017. Design Engineering for Nelson Road to Cedar Road underway. Design on the other sections: US 52 to Cherry Hill Road and Cherry Hill Road to Nelson Road are anticipated to begin in 2020 and 2021 respectively. **Funding:** MFT / RTA / STR/applied for STP-Regional funds for Gougar Road to Nelson Road 3/2019/applied for STP-L funds 3/2020

**Laraway Road:** Reconstruction of over 4 miles of roadway between Cedar Road intersection improvement and US Route 45 (LaGrange Road) to a 4 lane divided roadway section with intersection improvements along the corridor. **Status:** Project in Phase 1. **Funding:** MFT / processing for future potential federal funding

**Laraway Road @ Cedar Road:** Reconstruction of the intersection to include 2 lanes in each direction, left and right turn lanes on Cedar Road. Laraway Road will have 2 lanes in each direction, dual left turn lanes, and exclusive right turn lanes. Permanent traffic signals, curb and gutter, and barrier medians along Laraway Road will be installed. **Status:** ROW acquisition is ongoing. Construction anticipated to begin in 2021. **Funding:** CMAQ / STR / RTA

**80<sup>th</sup> Avenue:** Reconstruction of 1 mile of roadway between 191<sup>st</sup> Street and 183<sup>rd</sup> Street to a 4-lane divided roadway section with intersection improvements at 191<sup>st</sup> Street, 185<sup>th</sup> Street, and 183<sup>rd</sup> Street. Reconstruction of Bridges over the Union Drainage Ditch and I-80 included. 191<sup>st</sup> Street Improvements to be done by others. **Status:** Design Approval received 11/2018. Phase 2 began Fall 2018. ROW acquisition ongoing. Construction anticipated to begin in 2021. **Funding:** RTA / processing for future potential federal funding/ applied for STP-Regional funds 3/2019/ applied for STP-L funds 3/2020

**Briggs Street:** Reconstruction of 0.48 miles of roadway between Mills Road and Haven Road/New Lenox Road. **Status:** Construction ongoing. **Funding:** MFT

**Briggs Street:** Reconstruction of 0.47 miles of roadway between I-80 WB Ramp to Washington Street to a 3 lane cross section. **Status:** Currently in Phase 2. Construction ongoing.

**Manhattan-Monee Road @ Ridgeland Avenue:** Intersection improvement study in partnership with the Village of Monee. **Status:** Phase 1 ongoing. **Funding:** MFT / RTA / Local / processing for future potential federal funding

**Manhattan-Monee Road:** Reconstruction of an approximately 3 mile stretch of road between Center Road and the Monee Corporate Limits. **Status:** Phase 1 initiated. **Funding:** MFT / RTA / processing for future potential federal funding

**Gougar Road:** Reconstruction and potential widening of an approximately 3 mile stretch of road between Laraway Road and Francis Road. Project will include determination of cross section, intersection improvements, and coordination with IDOT and the railroads for improvements over I-80 and crossing improvements at both rail crossings. **Status:** Phase 1 initiated **Funding:** MFT / RTA / processing for future potential federal funding

# FY 2021 – 2026 Transportation Improvement Program



# Exhibit A : TIP Total Expenses

<u>Category</u>	<u>5-Year Total</u>
Corridor Improvements	\$201,552,891
Preservation Improvements	\$27,750,000
Bridge Improvements	\$3,405,288
Intersection Improvements	\$79,240,000
ITS Improvements	\$6,000,000
Studies	\$2,250,000
General Maintenance	\$43,775,000
Total:	<u>\$363,973,179</u>

# Exhibit B: Corridor Improvements

CH	Section	Roadway	Location	District*	Phase	FY	Funding Type	Amount	Total Cost
16	99-00147-07-FP	Bell Road	159th Street to 151st Street	7	Construction	2021	STP-L	\$4,500,000	
					Construction	2021	STR	\$1,000,000	
					Construction	2021	MFT-SA	\$3,241,000	\$8,741,000
					Construction Engineering	2021	RTA	\$874,000	\$874,000
16	19-00147-14-FP	Bell Road	151st Street to 143rd Street	7	ROW	2020	RTA	\$100,000	\$100,000
					Construction	2022	RTA	\$6,000,000	\$6,000,000
					Construction Engineering	2022	MFT-SA	\$600,000	\$600,000
21/23	TBD **	Eastern Will Truck Route	IL 50 to IL 394/IL 1	1	Preliminary Engineering	2021	RTA	\$2,500,000	\$2,500,000
					Design Engineering	2024	MFT-L	\$2,500,000	\$2,500,000
					ROW	2025	MFT-L	\$750,000	\$750,000
					Construction	2021	MFT-SA	\$8,800,000	\$8,800,000
35	16-00068-15-FP	135th Street	IL 171 (Archer Ave) to Smith Rd	7	Construction	2021	MFT-SA	\$8,800,000	\$8,800,000
37	08-00169-18-FP ***	143rd Street	Lemont Road/State Street to Bell Road	7	Design Engineering	2020	RTA	\$500,000	
					Design Engineering	2021	RTA	\$210,000	
					Design Engineering	2021	MFT-SA	\$2,180,000	\$2,890,000
37	08-00169-18-FP ***	143rd Street	Lemont Road/State Street to Crème Road	7	ROW	2021	MFT-SA	\$1,650,000	\$1,650,000
					Construction	2023	RTA	\$7,500,000	\$7,500,000
					Construction Engineering	2023	RTA	\$900,000	\$900,000
37	TBD ***	143rd Street	Crème Road to Bell Road	7	ROW	2022	MFT-SA	\$1,650,000	\$1,650,000
					Construction	2024	MFT-SA	\$13,400,000	\$13,400,000
					Construction Engineering	2024	MFT-SA	\$1,340,000	\$1,340,000
52	1900154-18-PV ***	Gougar Road	Laraway Road to Francis Road	9 & 12	Preliminary Engineering	2020	MFT-SA	\$750,000	
					Preliminary Engineering	2021	MFT-SA	\$1,316,228	
					Preliminary Engineering	2022	MFT-SA	\$567,650	\$2,633,878
52	TBD ***	Gougar Road	Laraway Road to Haven Road	12	Design Engineering	2023	MFT-L	\$1,350,000	\$1,350,000
					ROW	2024	MFT-L	\$900,000	\$900,000
					Construction	2026	RTA	\$13,500,000	\$13,500,000
					Construction Engineering	2026	MFT-L	\$1,350,000	\$1,350,000
52	TBD ***	Gougar Road	Haven Road to Francis Road	9 & 12	Design Engineering	2024	MFT-L	\$1,350,000	\$1,350,000
					ROW	2025	MFT-L	\$450,000	\$450,000
					Construction	MYB		\$13,500,000	\$13,500,000
					Construction Engineering	MYB		\$1,350,000	\$1,350,000
74	13-00138-37-PV	Laraway Road	Nelson Road to Cedar Road	12	Utility Relocate	2020	MFT-SA	\$135,200	\$135,200
					Construction	2021	STR	\$2,000,000	
					Construction	2021	MFT-SA	\$12,455,000	\$14,455,000
					Construction Engineering	2021	RTA	\$1,446,000	\$1,446,000

# Exhibit B: Corridor Improvements

CH	Section	Roadway	Location	District*	Phase	FY	Funding Type	Amount	Total Cost
74	TBD	Laraway Road	Cherry Hill Road to Nelson Road	12	Design Engineering	2021	RTA	\$1,100,000	\$1,100,000
					ROW	2022	MFT-SA	\$350,000	\$350,000
					Construction	2025	MFT-SA	\$14,383,000	\$14,383,000
					Construction Engineering	2025	RTA	\$1,438,000	\$1,438,000
74	TBD	Laraway Road	Calistoga to Spencer Road	12	Design Engineering	2021	MFT-L	\$990,000	\$990,000
					ROW	2022	MFT-SA	\$100,000	\$100,000
					Construction	2025	RTA	\$8,000,000	\$8,000,000
					Construction Engineering	2025	RTA	\$800,000	\$800,000
74	TBD	Laraway Road	US 45 to Harlem Avenue	11 & 12	Preliminary Engineering	MYB		\$1,830,000	\$1,830,000
83	06-00122-16-FP ***	80th Avenue	191st Street to 183rd Street		ROW	2020	RTA	\$2,000,000	\$2,000,000
					Building Demo	2021	MFT-SA	\$40,000	\$40,000
					Construction	2021	STR	\$12,440,492	
					Construction	2021	MFT-SA	\$6,804,790	
					Construction	2021	RTA	\$8,000,000	
					Construction	2021	State	\$3,532,000	
					Construction	2021	Local	\$8,747,031	\$39,524,313
					Construction Engineering	2021	MFT-SA	\$3,148,540	
					Construction Engineering	2021	State	\$459,160	
Construction Engineering	2021	Local	\$350,000	\$3,957,700					
88	12-00170-41-FP ***	Weber Road	Airport Road to 135th Street	3 & 13	Design Engineering	2021	MFT-L	\$2,100,000	\$2,100,000
					ROW	2022	MFT-L	\$4,000,000	\$4,000,000
					Construction	2024	RTA	\$10,000,000	
					Construction	2025	MFT-SA	\$15,900,000	\$25,900,000
					Construction Engineering	2024	MFT-L	\$1,000,000	
					Construction Engineering	2025	MFT-L	\$1,590,000	\$2,590,000

\*\* Projects implemented or accelerated due to Local MFT  
 \*\*\* Projects implemented or accelerated due to State MFT increase

\* 2020 County Board District

# Exhibit C: Preservation Improvements

CH	Section	Roadway	Location	District*	Phase	FY	Funding Type	Amount	Total Cost
6	19-00040-13-PV ** ***	Manhattan-Monee Road	Center Road to Ridgeland Road	11 & 13	Preliminary Engineering	2020	MFT-SA	\$2,019,802	\$2,019,802
					Design Engineering	2022	MFT-L	\$2,000,000	\$2,000,000
					ROW	2023	MFT-L	\$500,000	\$500,000
					Construction	2026	MFT-SA	\$11,000,000	
					Construction	2026	MFT-L	\$9,000,000	\$20,000,000
					Construction Engineering	2026	MFT-L	\$2,000,000	\$2,000,000
26	20-00174-06-PV **	W. River Road	IL 53 to W. Coal City Road	6	Design Engineering	2020	MFT-SA	\$626,000	\$626,000
					ROW	2021	RTA	\$100,000	\$100,000
					Construction	2023	MFT-L	\$2,500,000	\$2,500,000
					Construction Engineering	2023	STP-L	\$250,000	\$250,000
44	20-00034-09-SP	River Road	IL Route 53 to I-55	6	Construction	2021	MFT-L	\$400,000	\$400,000
54	15-00053-18-FP	Briggs Street	Mills St to Haven Rd/New Lenox Rd	8	Construction	2020	RTA	\$3,360,000	\$3,360,000
54	17-00053-19-FP	Briggs Street	I-80 WB Ramps to Washington Street	8	Construction	2020	MFT-SA	\$4,740,000	\$4,740,000

\*\* Projects implemented or accelerated due to Local MFT

\*\*\* Projects implemented or accelerated due to State MFT increase

\* 2020 County Board District

# Exhibit D: Bridge Improvements

CH	Section	Roadway	Location	District*	Phase	FY	Funding Type	Amount	Total Cost
4	01-00051-04-BR	Cedar Road	Spring Creek	7	Construction	2021	HBP	\$1,651,100	
					Construction	2021	MFT-SA	\$412,800	\$2,063,900
					Construction Engineering	2021	HBP	\$165,110	
					Construction Engineering	2021	RTA	\$41,278	\$206,388
58	20-00093-08-BR **	Kankakee County Line Road	Pike Creek	1	Design Engineering	2020	MFT-SA	\$100,000	\$100,000
					ROW	2021	MFT-L	\$35,000	\$35,000
					Construction	2023	RTA	\$1,000,000	\$1,000,000
					Construction Engineering	2023	RTA	\$100,000	\$100,000

\*\* Projects implemented or accelerated due to Local MFT

\* 2020 County Board District

# Exhibit E: Intersection Improvements

CH	Section	Roadway	Location	District*	Phase	FY	Funding Type	Amount	Total Cost
6	19-00040-12-CH	Manhattan-Monee Road	Ridgeland Avenue	1	Preliminary Engineering	2020	MFT-SA	\$195,422	
					Preliminary Engineering	2020	Local	\$195,422	\$390,844
					Design Engineering	2021	MFT-L	\$350,000	
					Design Engineering	2021	Local	\$350,000	\$700,000
					ROW	2022	MFT-L	\$50,000	
					ROW	2022	Local	\$50,000	\$100,000
					Construction	2025	MFT-L	\$3,500,000	
					Construction	2025	Local	\$3,500,000	\$7,000,000
					Construction Engineering	2025	MFT-L	\$350,000	
			Construction Engineering	2025	Local	\$350,000	\$700,000		
54	19-00053-20-TL	Briggs Street	Mills Road	8	Construction	2020	RTA	\$250,000	\$250,000
64	16-00130-08-TL	Francis Road	Parker Road	12	Utility Relocate	2020	MFT-SA	\$50,000	\$50,000
					Construction	2020	MFT-SA	\$1,738,000	\$1,738,000
74	20-00138-43-CH **	Laraway Road	US Route 52	8	Design Engineering	2020	MFT-SA	\$1,200,000	\$1,200,000
					ROW	2022	MFT-L	\$400,000	\$400,000
					Construction	2024	MFT-SA	\$7,800,000	
					Construction	2024	Local	\$1,500,000	
					Construction	2024	State	\$2,700,000	\$12,000,000
					Construction Engineering	2024	MFT-L	\$780,000	
					Construction Engineering	2024	Local	\$150,000	
			Construction Engineering	2024	State	\$270,000	\$1,200,000		
74	TBD **	Laraway Road	US Route 45 (LaGrange Road)	11	Design Engineering	2022	RTA	\$1,750,000	\$1,750,000
					ROW	2023	RTA	\$1,000,000	\$1,000,000
					Construction	2026	MFT-SA	\$14,800,000	
					Construction	2026	State	\$2,700,000	\$17,500,000
					Construction Engineering	2026	MFT-L	\$1,480,000	
					Construction Engineering	2026	State	\$270,000	\$1,750,000
4/74	08-00138-28-TL	Cedar Road	Laraway Road	12	Utility Relocate	2020	MFT-SA	\$460,000	\$460,000
					Building Demo	2021	MFT-SA	\$185,000	\$185,000
					Construction	2021	CMAQ	\$3,153,600	
					Construction	2021	STR	\$2,164,000	
					Construction	2021	MFT-SA	\$7,462,400	\$12,780,000
					Construction Engineering	2021	RTA	\$1,022,000	\$1,022,000

# Exhibit E: Intersection Improvements

CH	Section	Roadway	Location	District*	Phase	FY	Funding Type	Amount	Total Cost
4/64	20-00051-09-CH **	Cedar Road	Francis Road	12	Design Engineering	2020	RTA	\$630,000	\$630,000
					ROW	2021	MFT-L	\$100,000	\$100,000
					Construction	2023	MFT-L	\$3,800,000	\$3,800,000
					Construction Engineering	2023	MFT-L	\$380,000	\$380,000
16/37	12-00147-11-CH	Bell Road	143rd Street	7	Construction	2022	CMAQ	\$10,384,000	
					Construction	2022	MFT-SA	\$4,216,000	\$14,600,000
					Construction Engineering	2022	RTA	\$1,468,000	\$1,468,000
48	TBD	Exchange Street	State Line Road	1	Construction	2021	MFT-L	\$400,000	\$400,000
48	20-00086-25-CH **	Exchange Street	IL Route 394	1	Design Engineering	2020	MFT-SA	\$200,000	\$200,000
					ROW	2021	MFT-L	\$240,000	\$240,000
					Construction	2023	MFT-L	\$1,650,000	\$1,650,000
					Construction Engineering	2023	MFT-L	\$165,000	\$165,000

\*\* Projects implemented or accelerated due to Local MFT

\* 2020 County Board District

# Exhibit F: ITS Improvements

CH	Section	Roadway	Location	District*	Phase	FY	Funding Type	Amount	Total Cost
	TBD		TBD	TBD		2024	MFT-L	\$1,500,000	\$1,500,000
	**					2025	MFT-L	\$2,000,000	\$2,000,000
						2026	MFT-L	\$2,500,000	\$2,500,000

\*\* Projects implemented or accelerated due to Local MFT

\* 2020 County Board District

# Exhibit G: Studies

Section	Study	Coverage	District*	Phase	FY	Funding Type	Amount	Total Cost
20-00200-26-ES	Eastern Truck Route Feasibility	Crete-Monee Road/ Pauling-Goodenow Road	1	Planning Study	2020	MFT-SA	\$690,603	
	**			Planning Study	2020	UWP	\$240,000	\$930,603
TBD	2050 Long Range Transportation Plan	Countywide	All	Planning Study	2026	MFT-SA	\$1,750,000	\$1,750,000
TBD	Micellaneous Studies	Various	Various	Planning Study	2022	MFT-SA	\$500,000	\$500,000

\*\* Projects implemented or accelerated due to Local MFT

\* 2020 County Board District

# Exhibit H: General Maintenance

## *General Maintenance*

The annual program for general highway maintenance includes the procurement and needed purchase of materials. This includes aluminum highway sign blanks, facings, and steel posts, shoulder stone for shoulder repair, coarse aggregate for erosion control, and fine aggregate for incident response (blotter material). For highway surface repair, cold patch materials and hot mix asphalt materials are obtained. Materials for snow and ice control are obtained with this program. The annual maintenance program is set up as a material proposal with estimated quantities from various locations.

FY	Cost
2021	\$1,300,000
2022	\$1,300,000
2023	\$1,300,000
2024	\$1,300,000
2025	\$1,300,000
2026	\$1,300,000

## *Overlays*

County highway overlays are selected based on pavement age and the forecast for a potential corridor improvement of a particular section. The typical overlay consists of milling the existing surface, the removal and replacement of failed base and subbase, and the removal and replacement of any failed cross culverts. Completion of these projects comprise of new leveling binder, surface, shoulder stone pavement striping, and raised reflectors pavement markers.

FY	Cost
2021	\$3,000,000
2022	\$3,000,000
2023	\$3,000,000
2024	\$3,000,000
2025	\$3,000,000
2026	\$3,000,000

## *Striping*

Highway striping is conducted annually on both asphalt and concrete surfaced roads. The timing of the highway striping is dependant on weather and traffic loads. All highways receive striping maintenance except for sections that are slated for total reconstruction soon. Newly surfaced roads receive two coats of striping in the first year. County maintenance crews work with the highway striping contractor for small hand work.

FY	Cost
2021	\$550,000
2022	\$550,000
2023	\$550,000
2024	\$550,000
2025	\$550,000
2026	\$550,000

# Exhibit H: General Maintenance

## *Traffic Signal Maintenance*

Maintenance of traffic signals is contracted on a one or two year period and is used to handle equipment malfunctions or signal knock-down situations during any time of day.

FY	Cost
2021	\$150,000
2022	\$150,000
2023	\$150,000
2024	\$150,000
2025	\$150,000
2026	\$150,000

## *Other Maintenance Contracts*

Other maintenance contracts may be needed for unforeseen needs throughout a program year. Examples of these contracts include a guardrail replacement program, a highway patching program for highways not scheduled for resurfacing, a raised reflective markers program, a culvert replacement contract, or a crackfilling project to extend pavement surface life.

FY	Cost
2021	\$500,000
2022	\$500,000
2023	\$500,000
2024	\$500,000
2025	\$500,000
2026	\$500,000

## *Maintenance Staff Salaries*

A portion of maintenance staff salaries are paid out of the general maintenance funds to supplement the other funding sources utilized to pay County DOT staff.

FY	Cost
2021	\$2,500,000
2022	\$2,000,000
2023	\$1,500,000
2024	\$1,545,000
2025	\$1,590,000
2026	\$1,640,000

Program Total	\$43,775,000
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