



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

Adopting the Will County Transportation Improvement Program FY 2020-2025

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 FY2020-2025 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 FY2020-2025 Transportation Improvement Program; and

WHEREAS, a public hearing was properly published and held at the Public Works & Transportation Committee Meeting on June 6, 2019, in the Will County Board Committee Room, to solicit public comment regarding the Will County Transportation Improvement Program FY2020-2025.

NOW, THEREFORE, BE IT RESOLVED, that the Will County Board hereby adopts the Will County Transportation Improvement Program FY2020-2025 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 20th day of June, 2019.

AYES:	Ogalla, Summers, Koch, Moustis, Rice, Harris, Traynere, Fritz, Mueller, Gould, VanDuyne, Balich, Fricilone, Brooks Jr., Winfrey, Parker, Ventura, Dollinger, Marcum, Berkowicz, Cowan, Tuminello, Weigel, Ferry, Kraulidis
ABSENT:	Moran

Result: Approved - [Unanimous]

Lauren Staley Ferry
 Lauren Staley Ferry (SEAL)
 Will County Clerk

Approved this 28th day of June, 2019.

Lawrence M. Walsh
 Lawrence M. Walsh
 Will County Executive



Attachment: 2020-2025_Transportation_Plan (19-152 : TIP 2020-2025)

*Will County Transportation
Improvement Plan
FY 2020-2025*

Introduction

South and west of the City of Chicago, Will County covers 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 256 miles, 121 bridges, 4 maintenance facilities, and the DOT campus on Laraway Road.

The 2020 – 2025 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 3 Major Intersections, and
- 3. Rehabilitate or Replace 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 puts 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

- Reconstruction of 135th Street from New Avenue to Smith Road
- 95th Street at Plainfield-Naperville Road
- The Weber Road interchange project was let for construction
- 80th Avenue from 191st Street to 183rd Street 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.

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 2020-2025 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 2020-2025 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.

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. This combined with shrinking funding, see Table 1, hampers the DOT's ability to complete projects.

Table 1: Available Funding by Program

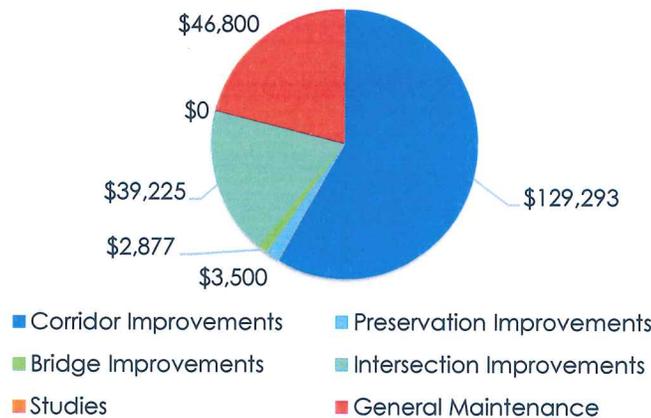
Program	Available Funding
2015-2020	\$329,155,215
2016-2021	\$313,096,759
2018-2023	\$299,432,559
2019-2024	\$237,741,400
2020-2025	\$222,296,410

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

Expenses (\$1000)



Revenue & Expenditures

The WCDOT has four main funding sources for highway projects; Federal funding, Motor Fuel Tax (MFT), the Will County portion of the Regional Transit Authority (RTA) Tax allotments, and project specific 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 (STP-C) funds. WCDOT still has some High Priority (HPP) funds, project specific funds called out in previous federal Transportation Bills. In total, Federal funding constitutes approximately 19 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 50 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 26 percent of the total revenue received by WCDOT. Known local agency matching funds, at time of printing account for approximately 3.5 percent of total revenue.

For the 2020-2025 program years the County is projecting a total revenue of \$222,296,410 from these four funding sources. The County will continue to pursue additional Federal and Local Matching funds as warranted throughout the program period. One example of this pursuit – the recent applications to the newly created STP- Regional fund for the 80th Avenue and Laraway Road projects.

No increase in MFT funding due to formula change or population increase have been included in the program, due to the 2010 Census or the passage of the FAST Act (INFRA). Nor are we including any anticipated changes that maybe associated with any future capital bill being passed by the State.

Types of Improvements

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

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. The WCDOT currently has no studies in the program.

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 F.

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 135th Street and 119th 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 late Summer 2021. **Funding:** RTA / MFT/ State / STP-L

Weber Road: Reconstruction of 2 miles of roadway between Airport Road and 135th 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

135th 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 to be completed by 2020 **Funding:** HPP / MFT

Bell Road @ 143rd Street: Reconstruction of the intersection to include 3 lanes in each direction on Bell Road and 2 lanes in each direction on 143rd 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 2020. **Funding:** CMAQ / MFT

Bell Road: Reconstruction of approximately 1 mile of roadway between IL Route 7 (159th Street) and 151st Street to a 5 lane cross section. This project does not include improvements at the intersections of 159th St, 151st 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. **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. **Funding:** MFT / RTA / STP-C/applied for STP-Regional funds for Gougar Road to Nelson Road 3/2019

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 2020. **Funding:** CMAQ / STP-C / RTA

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

Briggs Street: Reconstruction of 0.48 miles of roadway between Mills Road and Haven Road/New Lenox Road. **Status:** Construction anticipated to begin in 2019. **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 anticipated to begin in 2020.

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

FY 2020-2025 Transportation Improvement Program

Exhibit A: Overview of TIP Expenses

TIP Total Expenses

<u>Category</u>	<u>5-Year Total</u>
Corridor Improvements	\$129,293,000
Preservation Improvements	\$3,500,000
Bridge Improvements	\$2,877,000
Intersection Improvements	\$39,225,000
Studies	\$0
General Maintenance	\$46,800,000
Total:	\$221,695,000

Exhibit B: Corridor Improvements

CH	Section	Roadway	Location	Phase	FY	Program							Total Cost
						Federal \$		County \$			Local Match	Other	
						STP-L	STP-Reg	STP-C	MFT	RTA			
16	99-00147-07-FP	Bell Road	159th St to 151st St	Construction Const Eng	2020 2020	\$4,500,000	\$1,000,000			\$3,241,000 \$699,000		\$8,741,000 \$699,000	
16	TBD	Bell Road	151st to 143rd Street	ROW Construction Const Eng	2020 2022 2022					\$100,000 \$5,450,000 \$436,000		\$100,000 \$5,450,000 \$436,000	
35	16-00068-15-FP	135th Street	IL Route 171 (Archer Ave) to Smith Road	Construction Const Eng	2020 2020		\$4,608,000			\$4,000,000 \$689,000		\$8,608,000 \$689,000	
37	08-00169-18-FP	143rd Street	State St to Crème Rd	ROW Construction Construction Const Eng	2020 2021 2022 2021		\$1,500,000			\$720,000 \$3,500,000 \$4,000,000 \$720,000		\$720,000 \$9,000,000 \$720,000	
37	TBD	143rd Street	Crème Rd to Parker Rd	Design Eng ROW Construction Const Eng	2021 2022 2023 2023					\$720,000 \$400,000 \$9,000,000 \$720,000		\$720,000 \$400,000 \$9,000,000 \$720,000	
37	TBD	143rd Street	Parker Road to Bell Road	Design Eng ROW	2022 2023					\$350,000 \$400,000		\$350,000 \$400,000	
52	TBD	Gougar Road	Laraway Road to US 30	Prelim Eng	2022					\$2,000,000		\$2,000,000	
74	13-00138-37-PV	Laraway Road	Nelson Rd to Cedar Rd	Construction Construction Const Eng	2021 2022 2021		\$2,000,000			\$5,455,000 \$7,000,000 \$1,246,000		\$14,455,000 \$1,246,000	
74	TBD	Laraway Road	Gougar Rd to Nelson Rd	Design Eng ROW Construction Construction Const Eng	2020 2021 2023 2024 2023			\$2,000,000		\$900,000 \$250,000 \$5,383,000 \$7,382,000 \$1,476,000		\$900,000 \$250,000 \$14,765,000 \$1,476,000	
74	TBD	Laraway Road	Calistoga to Spencer Road	Design Eng ROW Construction Const Eng	2021 2022 2025 2025					\$799,000 \$100,000 \$4,000,000 \$799,000		\$799,000 \$100,000 \$4,000,000 \$799,000	
74	TBD	Laraway Road	US Route 45 to Harlem Ave	Prelim Eng	2025					\$2,300,000		\$2,300,000	

Exhibit B: Corridor Improvements

CH	Section	Roadway	Location	Phase	FY	Program							Total Cost	
						Federal \$			County \$			Local Match		Other
						STP-L	STP-Reg	STP-C	MFT	RTA	MFT			
83	TBD	80th Avenue	Over I-80	ROW Construction Const Eng	2020 2021 2021		\$5,000,000	\$10,500,000	\$100,000	\$8,000,000	\$2,350,000	\$100,000	\$23,500,000	
83	06-00122-16-FP	80th Avenue	191st St to 183rd St	ROW Construction Const Eng	2020 2023 2023				\$1,500,000	\$7,836,790	\$2,163,210	\$1,500,000	\$10,000,000	
88	12-00170-41-FP	Weber Road	Airport Road to 135th Street	Design Eng	2020					\$1,000,000		\$1,000,000	\$1,000,000	

Exhibit D: Bridge Improvements

CH	Section	Roadway	Location (over)	Program								
				Phase	FY	Federal \$	County MFT	County RTA	Local Match	Other	Total Cost	
4	01-00051-04-BR	Cedar Road	Spring Creek	Construction	2020	\$2,100,000	\$525,000					\$2,625,000
				Const Eng	2020	\$201,600	\$50,400					\$252,000

Exhibit E: Intersection Improvements

CH	Section	Roadway	Location (at)	Phase	FY	Program							Total Cost		
						CMAQ		Federal \$			County \$			Local Match	Other
						STP-L	STP-Reg	STP-C	MFT	RTA					
64	TBD	Francis Road	Parker Road	Construction	2020						\$1,635,000			\$1,635,000	
	19-00040-12-CH	Manhattan-Monee Road	Ridgeland Avenue	Design Eng ROW Construction	2021 2022 2025				\$230,000 \$50,000		\$230,000 \$50,000			\$460,000 \$100,000	
				Const Eng	2025				\$230,000		\$3,500,000	\$230,000		\$7,000,000	
4/74	08-00138-28-TL	Cedar Road	Laraway Road	Construction	2020	\$3,153,600		\$2,164,000			\$7,462,400			\$12,780,000	
				Const Eng	2020						\$1,022,000			\$1,022,000	
16/37	12-00147-11-CH	Bell Road	143rd Street	Construction	2020	\$10,384,000			\$4,216,000					\$14,600,000	
				Const Eng	2020				\$1,168,000					\$1,168,000	

Exhibit F: 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
2020	\$4,100,000
2021	\$4,100,000
2022	\$4,100,000
2023	\$4,100,000
2024	\$2,600,000
2025	\$2,600,000

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
2020	\$3,000,000
2021	\$3,000,000
2022	\$3,000,000
2023	\$3,000,000
2024	\$3,000,000
2025	\$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
2020	\$550,000
2021	\$550,000
2022	\$550,000
2023	\$550,000
2024	\$550,000
2025	\$550,000

Exhibit F: 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
2020	\$150,000
2021	\$150,000
2022	\$150,000
2023	\$150,000
2024	\$150,000
2025	\$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 culvert replacement contract, or a crackfilling project to extend pavement surface life.

FY	Cost
2020	\$500,000
2021	\$500,000
2022	\$500,000
2023	\$500,000
2024	\$500,000
2025	\$500,000

Program Total	\$46,800,000
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