



McHENRY COUNTY

DIVISION OF TRANSPORTATION

McHenry County 2014-2018 Five Year Transportation Program

Approved July 1, 2014



The first phase of construction on
Johnsburg Road was finished in 2013

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Executive Summary

The McHenry County 2014-2018 Five Year Transportation Program is a financial and planning tool required by State statute to inform the development of the annual budget consistent with the County's transportation and strategic plans (See Figure 1). The program includes information to better coordinate and leverage the annual appropriations of federal and state dollars administered by the Metropolitan Planning Organization and State Department of Transportation. As required by State statute, it contains a list of major improvements anticipated within 5 years, an estimate of revenues which will become available during that period, and states the work the County intends to undertake with respect to planning, design, construction, maintenance, and other related efforts.

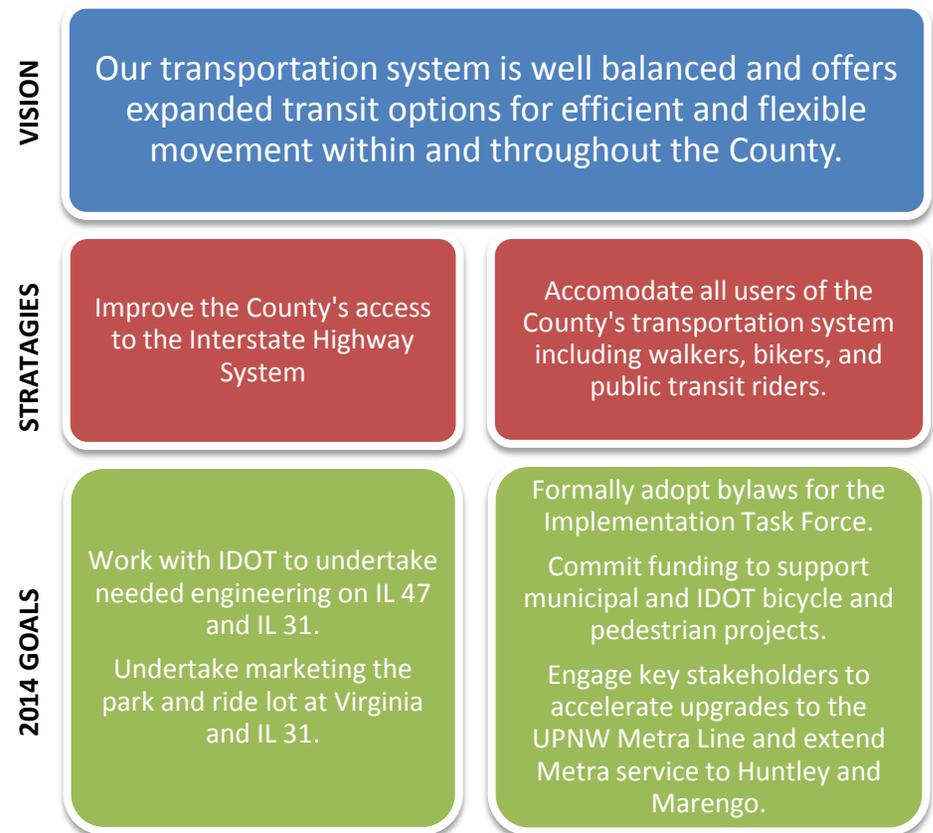
Figure 1: County Strategic Plan Implementation



The 2014-2018 Five Year Transportation Program (the program) is an update to the McHenry County Long-Range Transportation Plan approved in March 2014. The program also conforms to Vision and Strategies for Quality Infrastructure contained in the County's Strategic Plan.

In July 2013, the County Board updated and adopted a new Strategic Plan for McHenry County. The Strategic Plan sets the vision and mission for conducting County business and provides a framework for Division of Transportation activities and investments through implementation strategies. The Division of Transportation works to implement the Quality Infrastructure section of the Strategic Plan (See Figure 2) through the Long-Range Transportation Plan, the Five Year Transportation Program, the annual budget, and individual projects.

Figure 2: Strategic Plan Transportation Vision and Strategy



The McHenry County 2014-2018 Five Year Transportation Program represents McHenry County's continued commitment to help alleviate travel constraints while meeting its obligation to preserve and protect the taxpayers' investment in transportation infrastructure.

2013 Highlights

The McHenry County Division of Transportation expended \$22,774,918 in 2013 and had encumbered/preencumbered an additional \$34,378,888 through 2013 to maintain and improve the County's transportation network. Highlights from 2013 include:

The completion of:

- the IL 47 and I-90 interchange ramps to and from Rockford
- the Walkup Road project,
- the Lawrence Road and the Hill Road bridges,
- the Virginia Road Park and Ride lot,
- 55 lane miles of pavement preservation (crack seal, thin lift overlay, and resurfacing), and
- the McHenry County 2040 Long Range Transportation Plan.

Construction continued on:

- the Illinois Route 31 Western Algonquin Bypass,
- the Johnsburg Road project, and
- the Charles J. Miller Road project.

2014-2018 Program Highlights

The McHenry County 2014-2018 Five Year Transportation Program includes \$188.5 million to fund projects including these:

- \$41,772,850 for capacity and operational changes to Randall Road.
- \$24,778,576 for last four annual payments to retire the debt service needed for the 2007 issuance of \$50,000,000 in debt certificates

used to help finance the Algonquin Road widening and other programmed projects.

- \$17,318,840 to complete the Charles J. Miller Road widening from Illinois Route 31 to River Road project in FY2013.
- A future Interchange at Illinois Route 23 and Interstate 90, a south Marengo bypass and various intersection projects along IL 23 were identified as high priorities in the *McHenry County 2040 Long Range Transportation Plan*. Funding for these projects could be included in the County's Five Year Transportation Program pending financial analysis to be conducted and submitted by the City of Marengo.

2014-2018 Program Development

In updating the Five Year Transportation Program, system preservation projects (general maintenance, bridge improvements and replacement, pavement preservation, and safety) are funding priorities. System maximization projects (operational changes) are secondary priorities. System expansion projects (highway capacity, transit, and State highway) are programmed after funding is designated for system preservation and maximization. These priorities reflect an understanding that the McHenry County Division of Transportation is a full service transportation agency. It provides planning, engineering, construction management, capital investments, and operational support to address the demands of maintaining the transportation network in McHenry County in a safe and efficient manner.

Funding Priorities

County Highway Maintenance Program – The maintenance program includes funds for materials needed to maintain County roads including salt for snow removal, sign materials, paint for lane striping, and traffic signal lamps. Over the next five years, the program includes \$14.5 million (8% of total expenditures) for highway maintenance.

County Highway Pavement Management – The pavement management program includes funds for evaluating pavement condition on a regular basis, crack sealing, resurfacing, and roadway rehabilitation. Over the next five years, the program includes \$30.0 million (16% of total expenditures) for pavement management and roadway rehabilitation projects.

County and Township Bridge Program – The bridge program includes funds for biennial bridge inspections, emergency repairs, and rehabilitation and reconstruction for bridges, drainage ways, and storm sewer systems. Consistent with the McHenry County Strategic Plan’s implementation strategy to replace aging bridges, all structures with structural rating under 60 on a 100 scale are programmed to begin engineering. Over the next five years, the program includes \$29.9 million (16% of total expenditures) for 10 bridge replacement, 2 bridge rehabilitation projects, and other bridge work.

Public Safety and Health Program – The public safety and health program includes funds for projects that will improve safety including improving sight lines and intersection improvements. Intersections are where most crashes occur. There are approximately 100 intersections under County jurisdiction, 70 intersections under County and IDOT jurisdiction, and 525 intersections under County and municipal and/or township jurisdiction. Over the next five years, \$9.4 million (5% of total expenditures) is programmed for public safety projects including intersection work at Charles and Raffel Road and River and Dowell Road.

Anticipated Revenues

Revenue Sources – The Five Year Transportation Program is funded by two property tax levies, (County Bridge and County Matching), two motor fuel tax funds, (Motor Fuel Tax and County Option Motor Fuel

Tax), one sales tax, (County Regional Transportation Authority Tax “County RTA”), reimbursements, state and federal grants, local municipal or township, and developer, bank account interest, and prior year fund balances.

Between 2009 and 2013, total tax receipts for dedicated transportation funds has declined -5.5%. These trends are likely to continue. The State Motor Fuel Tax allocation (MFT) declined and the County Option Motor Fuel Tax (Option) was flat (See Table 1). During the same time, inflation reduced the value of each dollar by 8% or to 92 cents; and, the County Matching fund allocation has been reduced from a high of \$3.5 million each year to \$1.25 million.

To make up for this loss of revenue and dollar value, a portion of revenues currently allocated to the Bridge fund are proposed to be allocated to the Matching fund beginning in fiscal year 2015. Matching funds can be used for many project types including bridges. As long as federal funding is available for 80% of bridge project costs, the current amounts being allocated to the Bridge funds are higher than necessary. This effort must be coordinated early with County Administration.

Table 1: Tax Receipts Allocated to Funds 2007-2014 (\$Millions)

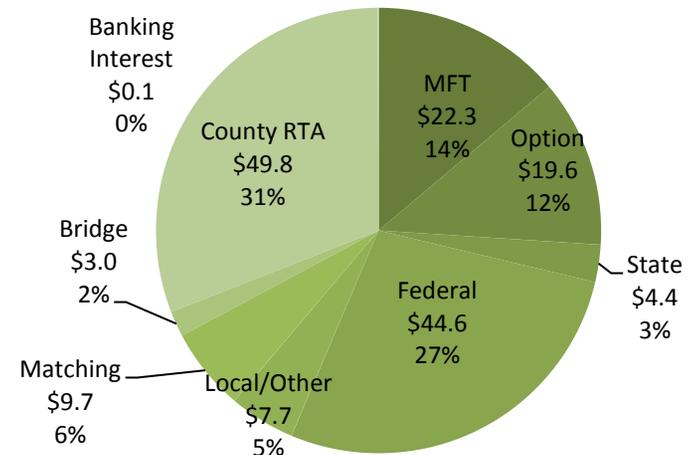
	MFT	Matching	Bridge	Option	County RTA	TOTAL
2009	\$4.9	\$3.5	\$1.0	\$4.1	\$8.2	\$21.7
2010	\$5.3	\$1.0	\$1.0	\$4.5	\$8.2	\$20.0
2011	\$5.3	\$1.1	\$1.0	\$4.3	\$8.4	\$19.4
2012	\$4.9	\$1.1	\$1.0	\$4.2	\$9.0	\$20.4
2013	\$4.7	\$1.25	\$1.25	\$4.2	\$9.2	\$20.6
2014 Estimated	\$4.6	\$1.25	\$1.25	\$4.1	\$9.4	\$20.4
% Δ 2009 to 2013	-3.0%	-64.3%	24.8%	0.5%	11.2%	-5.5%

Impacts of MAP-21 – The County relies on federal funding for bridge replacement work and for highway widening projects. In July 2012, a two-year federal transportation bill called Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law providing federal funding for transportation through federal fiscal year 2014. 90 federal programs were consolidated into less than 30. The Highway Bridge Replacement Program typically funds 80% of the County’s bridge replacement work. This was merged with the Interstate Maintenance and National Highway System funds which are used to maintain all U.S. and State designated highways. As such, County and Township bridge replacement projects will be grouped with all National Highway System bridges in the state for funding. Additionally, all projects will compete with the State’s new requirement under MAP-21 to achieve minimum Interstate pavement and bridge conditions or face required funding changes.

Unlike previous reauthorization bills (ISTEA, TEA-21, and SAFETEA-LU), MAP-21 contained no funding earmarks for high priority projects. In the previous federal reauthorization bills, millions of dollars were earmarked for the Western Algonquin Bypass, IL 47 in Huntely, Rakow Road, and Charles J. Miller Road. These federal earmarks played a critical role in enabling these projects to move forward.

Financial Constraints – Over the next 5 years, \$161.0 million is estimated in revenues (See Figure 3). Beginning in 2014, it is anticipated that MFT revenues will decrease 1.6% each year. The County Option revenues are anticipated to decrease 1.8% each year. The County RTA sales tax receipts are estimated to increase 2.7% annually beginning in 2014.

Figure 3: Program Revenue Sources FY2014-2018 (\$Millions)



Anticipated Expenditures

Over the next five years, an estimated \$188.5 million in project work is programmed to be undertaken by the McHenry County Division of Transportation on 64 projects (See Table 2).

Table 2: Recent Five-Year Programs Comparison (\$Millions)

Programmed Amounts	10-14	11-15	12-16	13-17	Proposed 14-18
Expenditures	\$215.1	\$224.4	\$250.5	\$224.2	\$188.5
Revenues	\$166.1	\$185.4	\$212.0	\$201.2	\$161.0
Expenditures - Revenues	\$48.9	\$39	\$38.5	\$23.0	\$28.0
Expenses/Revenues	1.29	1.21	1.18	1.11	1.17
Number of Projects	81	75	73	63	64

The 2014-2018 Program has \$35.7 million less in expenditures than the previous year making it the smallest program in five years. It includes work in all districts of the County (See Figure 4). The program includes \$62.9 million for three “Add Lanes” projects, \$28.5 million for five “Pavement Management” projects, \$27.5 million for 10 bridge

replacement and rehabilitation projects, and \$24.8 million to pay off debt certificates issued in 2007 (See Table 3).

Figure 5 shows the end-of-year balances for the 2014-2018 Five Year Transportation Program. The program begins with an estimated end-of-year fund balance of \$29.9 million in 2013 and ends with \$2.4 million in 2018. As the 2015 budget is prepared, the fund balances will have to be monitored as they may fall close to what is required to start fiscal year 2015. On December 1st of each year, the County must be prepared to

pay approximately \$1,000,000 for salt and \$5,800,000 for the debt certificate. The County must maintain an end-of-the year fund balance in the MFT, Option, Matching and RTA Sales Tax combined of more than \$6,800,000 to meet these obligations.

Table 3: Programmed Expenditures 2014-2018 by Project Type (\$Millions)

	Projects	County	State	Federal	Local/Other	Total
Add Lanes	4	\$36,625,729	\$3,370,000	\$21,134,605	\$1,750,000	\$62,880,334
Pavement Management	5	\$28,500,000	\$0	\$0	\$0	\$28,500,000
Debt Service	1	\$24,778,576	\$0	\$0	\$0	\$24,778,576
Maintenance	12	\$10,015,000	\$0	\$0	\$0	\$10,015,000
Intersection	4	\$8,370,000	\$0	\$0	\$0	\$8,370,000
Snow & Ice Removal Materials	3	\$5,945,000	\$0	\$0	\$0	\$5,945,000
Bridge Replacement	10	\$4,830,000	\$660,000	\$13,600,000	\$0	\$19,090,000
Transit	3	\$2,687,458	\$0	\$737,000	\$5,652,242	\$9,076,700
Miscellaneous	6	\$3,510,000	\$0	\$0	\$0	\$3,510,000
General Engineering	4	\$2,219,003	\$0	\$373,511	\$0	\$2,592,514
Bridge Rehabilitation	6	\$1,748,014	\$331,985	\$6,320,000	\$0	\$8,399,999
Bicycle and Pedestrian	2	\$1,250,000	\$0	\$2,400,000	\$300,000	\$3,950,000
Misc. IDOT Intersections	3	\$925,000	\$0	\$0	\$0	\$925,000
Road Rehabilitation	1	\$500,000	\$0	\$0	\$0	\$500,000
Totals	63	\$131,903,781	\$4,361,985	\$44,565,116	\$7,702,242	\$188,533,124

Figure 4: Programmed Project Locations Map

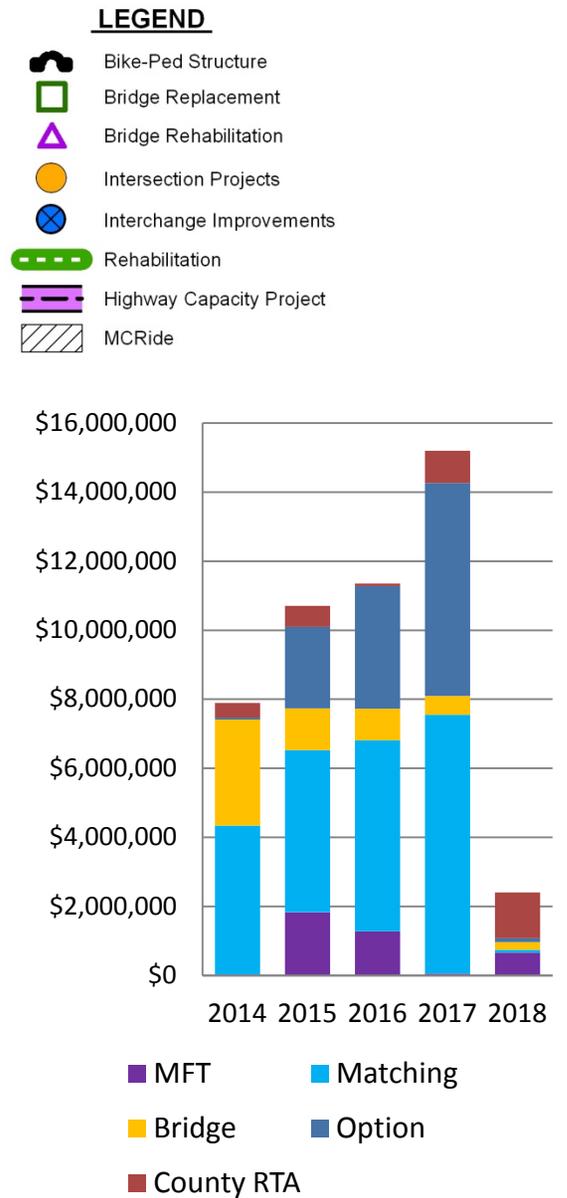
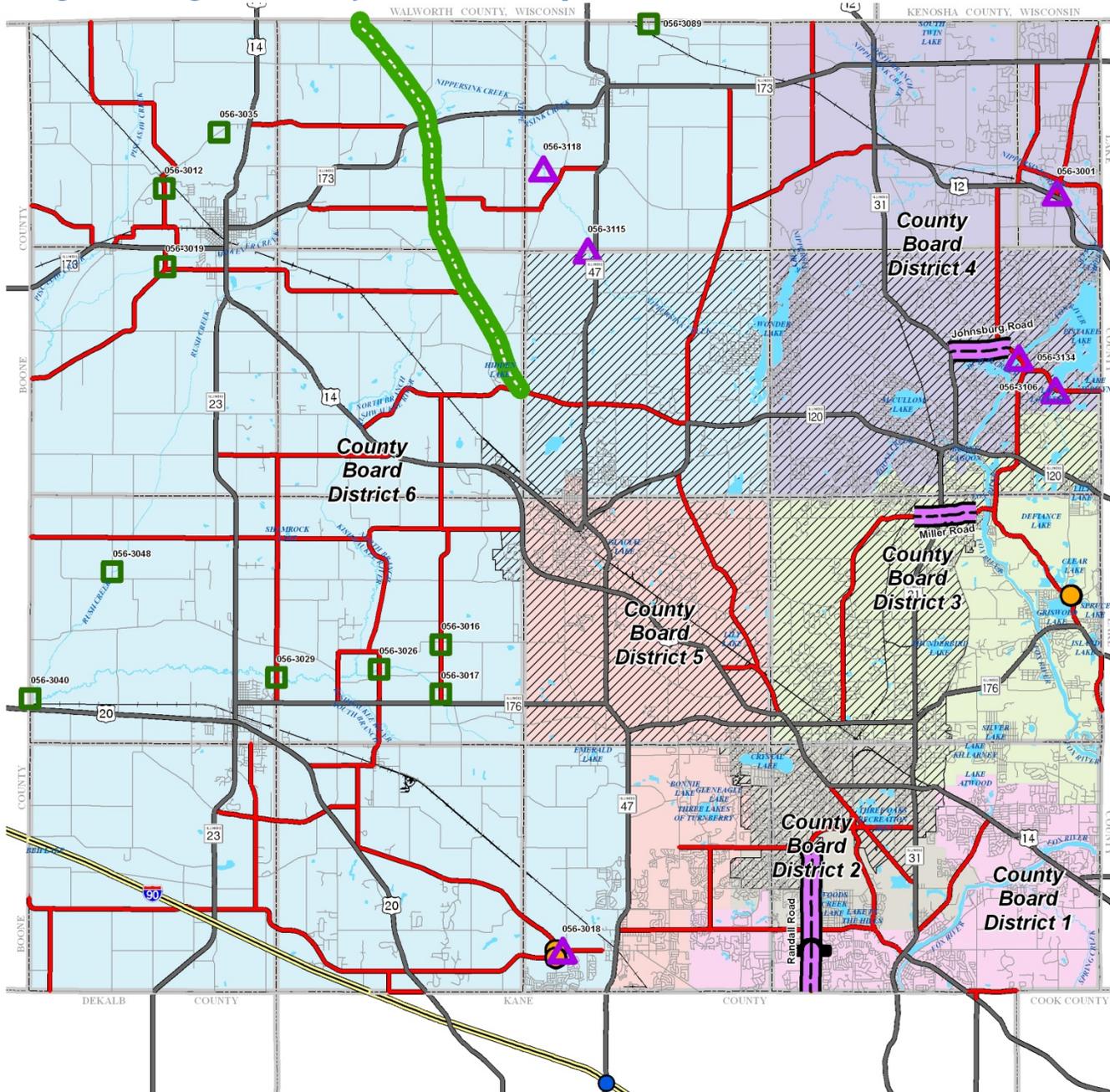


Figure 5: Year-End Fund Balances

County Highway Maintenance Program

The McHenry County Division of Transportation is dedicated to maintaining the County Highways. In order to undertake maintenance activities more efficiently, the Division of Transportation has specialized working groups. The County has a sign shop to make and place needed signs and roadway striping, a vegetation section dedicated to maintaining vegetation along the Highways. A mechanic shop maintains the vehicles, specialized facilities, and tools used by the Division of Transportation. The Road Crew oversees routine and emergency maintenance for roadway, shoulders, and drainage structures on County Highways.

Each year the County purchases materials to replace drainage culverts, power lights and signals, paint traffic markings, replace and add new signage, and remove snow and ice from the County's highways. Approximately \$14.4 million in funding will be required over the next five years (See Table 4 below).

Figure 6: County's Winter Operations (De-Icing)



Table 4: Maintenance Program Summary

	2014-2018 Programmed Costs
Culvert Materials	\$115,000
Highway Lighting Systems-Power	\$500,000
Living Snow Fence	\$195,000
Maintenance Equipment Replacement	\$2,000,000
Pavement Marking Materials	\$2,000,000
Remote Weather Information System	\$210,000
Sign Materials	\$625,000
Snow Removal Contract	\$150,000
Snow Removal Materials	\$5,600,000
Striping Paint & Glass Beads	\$850,000
Traffic Signal Re-Lamping	\$300,000
Traffic Signal/Lighting Maintenance	\$1,650,000
Tree Trimming & Removal Program	\$150,000
Water Quality Treatment Structure Cleaning	\$100,000
TOTAL	\$14,445,000

Culvert Materials

This funding is for the annual purchase of roadway culvert materials. Culverts allow for water to flow below the roadway.

Year	MFT	Matching	Bridge	Option	RTA	Total
2014	\$0	\$0	\$0	\$20,000	\$0	\$20,000
2015	\$0	\$0	\$0	\$20,000	\$0	\$20,000
2016	\$25,000	\$0	\$0	\$0	\$0	\$25,000
2017	\$25,000	\$0	\$0	\$0	\$0	\$25,000
2018	\$25,000	\$0	\$0	\$0	\$0	\$25,000
2014-2018 Program	\$75,000	\$0	\$0	\$40,000	\$0	\$115,000

Living Snow Fence

This funding is to contract the use of vegetation on private property to minimize drifting snow in key areas of the County.

Year	MFT	Matching	Bridge	Option	RTA	Total
2014	\$0	\$0	\$0	\$30,000	\$0	\$30,000
2015	\$0	\$0	\$0	\$35,000	\$0	\$35,000
2016	\$0	\$0	\$0	\$40,000	\$0	\$40,000
2017	\$0	\$0	\$0	\$45,000	\$0	\$45,000
2018	\$0	\$0	\$0	\$50,000	\$0	\$50,000
2014-2018 Program	\$0	\$0	\$0	\$195,000	\$0	\$195,000

Highway Lighting Systems-Power

This funding is for the installation of lighting power systems.

Year	MFT	Matching	Bridge	Option	RTA	Total
2014	\$0	\$0	\$0	\$100,000	\$0	\$100,000
2015	\$100,000	\$0	\$0	\$0	\$0	\$100,000
2016	\$100,000	\$0	\$0	\$0	\$0	\$100,000
2017	\$100,000	\$0	\$0	\$0	\$0	\$100,000
2018	\$100,000	\$0	\$0	\$0	\$0	\$100,000
2014-2018 Program	\$400,000	\$0	\$0	\$100,000	\$0	\$500,000

Maintenance Equipment Replacement

To address a growing backlog of equipment needs, additional funding from the County Option Motor Fuel Tax is programmed to purchase 70 pieces of replacement equipment and new equipment needed to maintain new facilities as they come on line. This assumes \$407,000 each year to be budgeted from the general fund in 2014, 2015, 2016, and 2017.

Year	MFT	Matching	Bridge	Option	RTA	Total
2014	\$0	\$0	\$0	\$500,000	\$0	\$500,000
2015	\$0	\$0	\$0	\$500,000	\$0	\$500,000
2016	\$0	\$0	\$0	\$500,000	\$0	\$500,000
2017	\$0	\$0	\$0	\$500,000	\$0	\$500,000
2014-2018 Program	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000

Pavement Marking Maintenance

This funding is for pavement & reflective pavement markers installation.

Year	MFT	Matching	Bridge	Option	RTA	Total
2014	\$400,000	\$0	\$0	\$0	\$0	\$400,000
2015	\$400,000	\$0	\$0	\$0	\$0	\$400,000
2016	\$400,000	\$0	\$0	\$0	\$0	\$400,000
2017	\$400,000	\$0	\$0	\$0	\$0	\$400,000
2018	\$400,000	\$0	\$0	\$0	\$0	\$400,000
2014-2018 Program	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000

Snow Removal Contract

This funding is to contract supplemental help for special and emergency winter event operations.

Year	MFT	Matching	Bridge	Option	RTA	Total
2014	\$0	\$0	\$0	\$30,000	\$0	\$30,000
2015	\$0	\$0	\$0	\$30,000	\$0	\$30,000
2016	\$0	\$0	\$0	\$30,000	\$0	\$30,000
2017	\$0	\$0	\$0	\$30,000	\$0	\$30,000
2018	\$0	\$0	\$0	\$30,000	\$0	\$30,000
2014-2018 Program	\$0	\$0	\$0	\$150,000	\$0	\$150,000

Striping Paint & Glass Beads

This funding is for the annual purchase of pavement marking paint and glass beads.

Year	MFT	Matching	Bridge	Option	RTA	Total
2014	\$170,000	\$0	\$0	\$0	\$0	\$170,000
2015	\$170,000	\$0	\$0	\$0	\$0	\$170,000
2016	\$170,000	\$0	\$0	\$0	\$0	\$170,000
2017	\$170,000	\$0	\$0	\$0	\$0	\$170,000
2018	\$170,000	\$0	\$0	\$0	\$0	\$170,000
2014-2018 Program	\$850,000	\$0	\$0	\$0	\$0	\$850,000

Sign Materials

This funding is for the annual purchase of sign materials. These materials included sign blanks, reflective materials, and posts.

Year	MFT	Matching	Bridge	Option	RTA	Total
2014	\$0	\$0	\$0	\$125,000	\$0	\$125,000
2015	\$125,000	\$0	\$0	\$0	\$0	\$125,000
2016	\$125,000	\$0	\$0	\$0	\$0	\$125,000
2017	\$125,000	\$0	\$0	\$0	\$0	\$125,000
2018	\$125,000	\$0	\$0	\$0	\$0	\$125,000
2014-2018 Program	\$625,000	\$0	\$0	\$0	\$0	\$625,000

Snow Removal Materials

This funding is for the annual purchase of snow and ice control materials.

Year	MFT	Matching	Bridge	Option	RTA	Total
2014	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000
2015	\$0	\$1,100,000	\$0	\$0	\$0	\$1,100,000
2016	\$0	\$1,100,000	\$0	\$0	\$0	\$1,100,000
2017	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
2018	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
2014-2018 Program	\$0	\$3,400,000	\$0	\$0	\$2,200,000	\$5,600,000

Remote Weather Information System

This funding is for the construction of a weather information system on Wilmot Road north of Illinois Route 173 to assist winter maintenance operations. Annual data services for all RWIS sites is budgeted under the County General Fund.

Year	MFT	Matching	Option	RTA
2014	\$0	\$0	\$210,000	\$0
2014-2018 Program	\$0	\$0	\$210,000	\$0

Traffic Signal/Lighting Maintenance

This funding is for a 24-hour repair and routine maintenance contract to maintain traffic signals and lighting systems on county highways.

Year	MFT	Matching	Bridge	Option	RTA	Total
2014	\$0	\$0	\$0	\$300,000	\$0	\$300,000
2015	\$0	\$0	\$0	\$300,000	\$0	\$300,000
2016	\$0	\$0	\$0	\$350,000	\$0	\$350,000
2017	\$0	\$0	\$0	\$350,000	\$0	\$350,000
2018	\$0	\$0	\$0	\$350,000	\$0	\$350,000
2014-2018 Program	\$0	\$0	\$0	\$1,650,000	\$0	\$1,650,000

Tree Trimming & Removal Program

This funding is for a contract needed for large and emergency tree trimming and removal.

Year	MFT	Matching	Bridge	Option	RTA	Total
2014	\$0	\$0	\$0	\$30,000	\$0	\$30,000
2015	\$0	\$0	\$0	\$30,000	\$0	\$30,000
2016	\$0	\$0	\$0	\$30,000	\$0	\$30,000
2017	\$0	\$0	\$0	\$30,000	\$0	\$30,000
2018	\$0	\$0	\$0	\$30,000	\$0	\$30,000
2014-2018 Program	\$0	\$0	\$0	\$150,000	\$0	\$150,000

Figure 7: Remote Weather Information System on Rakow Road



Traffic Signal Re-Lamping

This funding is for replacing bulbs on County Highway traffic lights with LED bulbs.

Year	MFT	Matching	Bridge	Option	RTA	Total
2014	\$0	\$0	\$0	\$100,000	\$0	\$100,000
2015	\$0	\$0	\$0	\$0	\$0	\$0
2016	\$0	\$0	\$0	\$100,000	\$0	\$100,000
2017	\$0	\$0	\$0	\$0	\$0	\$0
2018	\$0	\$0	\$0	\$100,000	\$0	\$100,000
2014-2018 Program	\$0	\$0	\$0	\$300,000	\$0	\$300,000

Water Quality Treatment Structure Cleaning

This funding is to contract the cleaning of the County Division of Transportation treatment structures.

Year	MFT	Matching	Bridge	Option	RTA	Total
2014	\$0	\$0	\$0	\$20,000	\$0	\$20,000
2015	\$0	\$0	\$0	\$20,000	\$0	\$20,000
2016	\$0	\$0	\$0	\$20,000	\$0	\$20,000
2017	\$0	\$0	\$0	\$20,000	\$0	\$20,000
2018	\$0	\$0	\$0	\$20,000	\$0	\$20,000
2014-2018 Program	\$0	\$0	\$0	\$100,000	\$0	\$100,000

Figure 8: Installation of Living Snow Fence on Pyott Road



County Highway Pavement Management Program

The management of the County's pavement includes constant monitoring and improvements such as crack filling and micro-surfacing to extend the useable life of the County Highways. The idea is to select the right project at the right time with the right treatment. Despite preventative maintenance, a roadway must eventually be completely reconstructed. Such improvements are necessary to maintain the investment the public has made in the County Highway System. Neglecting pavement management needs can result in safety hazards, serious deterioration of the infrastructure, and increased future improvement costs. Like general maintenance activities, these improvements are considered a first priority for funding. Between 2014 and 2018, \$30.0 million in pavement management projects are programmed (See Table 5 below).

Table 5: Pavement Management Program Summary

	2014-2018 Programmed Costs
Alden Road Pavement Management	\$1,000,000
Alden Road Rehabilitation	\$500,000
Condition Evaluation/GIS Pavement Management Updates	\$250,000
General Crack Sealing	\$1,250,000
General Pavement Preservation	\$1,750,000
General Resurfacing	\$18,250,000
Materials Testing	\$1,000,000
Randall Road Resurfacing	\$6,000,000
TOTAL	\$30,000,000

Figure 9: Let's Fix What's Broken First 2040 Plan "Big Idea"



Alden Road Pavement Management

This funding is to continue monitoring and maintain the roadway while evaluating all options to meet future maintenance needs.

Year	MFT	Matching	Option	RTA	Total
2014	\$100,000	\$100,000	\$0	\$0	\$200,000
2015	\$200,000	\$0	\$0	\$0	\$200,000
2016	\$200,000	\$0	\$0	\$0	\$200,000
2017	\$200,000	\$0	\$0	\$0	\$200,000
2018	\$200,000	\$0	\$0	\$0	\$200,000
2014-2018 Program	\$900,000	\$100,000	\$0	\$0	\$1,000,000

Condition Evaluation/GIS Pavement Management Updates

This funding is for the evaluation of pavement conditions of County Highways and data collection needed for the GIS Pavement Management updates.

Year	MFT	Matching	Option	RTA	Total
2014	\$125,000	\$0	\$0	\$0	\$125,000
2017	\$125,000	\$0	\$0	\$0	\$125,000
2014-2018 Program	\$250,000	\$0	\$0	\$0	\$250,000

General Pavement Preservation

This funding is for the annual innovative construction contracts to preserve pavement integrity and extend the useful life of the roadways.

Year	MFT	Matching	Option	RTA	Total
2014	\$0	\$0	\$0	\$350,000	\$350,000
2015	\$0	\$0	\$0	\$350,000	\$350,000
2016	\$0	\$0	\$0	\$350,000	\$350,000
2017	\$0	\$0	\$0	\$350,000	\$350,000
2018	\$0	\$0	\$0	\$350,000	\$350,000
2014-2018 Program	\$0	\$0	\$0	\$1,750,000	\$1,750,000

Alden Road Rehabilitation (TIP#11-07-0015)

This funding is to reconstruct Alden Road while minimizing property, vegetation, and visual impacts. At this time, funding for rehabilitation has been included only in the distant future.

Year	Phase	MFT	Matching	Option	RTA	Total
2007	ENGR1	\$0	\$730,000	\$0	\$0	\$730,000
2018	ENGR2	\$0	\$0	\$500,000	\$0	\$500,000
2014-2018 Program		\$0	\$0	\$500,000	\$0	\$500,000

General Crack Sealing

This funding is for the annual purchase of roadway crack sealing contracts.

Year	MFT	Matching	Option	RTA	Total
2014	\$0	\$250,000	\$0	\$0	\$250,000
2015	\$0	\$0	\$0	\$250,000	\$250,000
2016	\$0	\$0	\$0	\$250,000	\$250,000
2017	\$0	\$0	\$0	\$250,000	\$250,000
2018	\$0	\$0	\$0	\$250,000	\$250,000
2014-2018 Program	\$0	\$0	\$0	\$1,250,000	\$1,250,000

General Resurfacing

This funding is allocated each year to resurface approximately 17.5 lane miles of County Highway. The goal is to preserve pavement integrity and the useful life of the highway. To do so, the aim is to resurface every mile of roadway once every ten to seventeen years. Each highway can be resurfaced roughly 5 times before complete reconstruction of the roadway will be needed.

Year	MFT	Matching	Option	RTA	Total
2014	\$2,300,000	\$0	\$600,000	\$600,000	\$3,500,000
2015	\$1,000,000	\$500,000	\$1,000,000	\$1,000,000	\$3,500,000
2016	\$1,750,000	\$0	\$0	\$2,000,000	\$3,750,000
2017	\$3,750,000	\$0	\$0	\$0	\$3,750,000
2018	\$0	\$0	\$0	\$3,750,000	\$3,750,000
2014-2018 Program	\$8,800,000	\$500,000	\$1,600,000	\$7,350,000	\$18,250,000

Materials Testing

This funding is for the required engineering services to test materials and investigate highway subsurface for all County paving and construction projects.

Year	MFT	Matching	Option	RTA	Total
2014	\$200,000	\$0	\$0	\$0	\$200,000
2015	\$200,000	\$0	\$0	\$0	\$200,000
2016	\$200,000	\$0	\$0	\$0	\$200,000
2017	\$200,000	\$0	\$0	\$0	\$200,000
2018	\$200,000	\$0	\$0	\$0	\$200,000
2014-2018 Program	\$1,000,000	\$0	\$0	\$0	\$1,000,000

Randall Road Resurfacing

This funding is to undertake needed resurfacing of Randall Road to address rapid pavement deterioration. This was programmed in previous years to be undertaken as part of the larger Randall Road project. As the design for the Randall Road project has not been completed, resurfacing of the facility is now being programmed separately.

Year	MFT	Matching	Option	RTA	Total
2018	\$0	\$4,000,000	\$1,000,000	\$1,000,000	\$6,000,000
2014-2018 Program	\$0	\$4,000,000	\$1,000,000	\$1,000,000	\$6,000,000

Figure 10: Franklinville Road Base Course Reclamation Project



Note: Quality Assurance being conducted for County (taking notes in the center of the image) and Quality Control being conducted for Contractor (measuring density on the right of the image).

County and Township Bridge Program

In conjunction with biennial bridge inspections, the Division of Transportation applies a pre-emptive approach to identify bridge structures, drainage ways, and storm sewer systems requiring reconstruction and/or having the ability to be rehabilitated before further deterioration can occur. This approach allows for more cost-effective measures to protect the County’s investment in bridge structures. Between 2014 and 2018, \$29.9 million in bridge work is programmed including funding to replace 11 bridges, rehabilitate 4 bridges, and repair 1 bridge.

In general, bridge replacement projects are eligible for federal highway bridge program (HBP) funds when the structure sufficiency rating is under 50 on a 100 scale. Funding is available for rehabilitation if the structure has a sufficiency rating under 75. The federal funds require a minimum 20% local match. Township bridge work is eligible for state township bridge program (TBP) funds. The County funds the local share of engineering and construction work for bridges with the County Bridge fund. As many bridges were built between 1930 and 1970 across the region, there is increasing competition for limited federal HBP and TBP funds.

Table 6: Bridge Program Summary

	2014-2018 Programmed Costs
Armory Road Township Bridge (SN056-3089) (TIP#11-08-0006)	\$125,000
Bay Road Bridge (SN056-3106)	\$1,100,000
Chapel Hill Road Bridge (SN056-3134)	\$1,900,000
County Line Road Bridge (SN056-3040) (TIP#11-08-0025)	\$2,675,000
Deerpass Road Bridges (SN056-3029/3030) (TIP# 11-10-0003)	\$3,750,000
Flat Iron Road Bridge (SN056-3019) (TIP#11-08-0027)	\$2,450,000
Franklinville Road Bridge (SN056-3016) (TIP#11-08-0026)	\$1,500,000
Franklinville Road Bridge (SN056-3017) (TIP#11-08-0028)	\$1,410,000
Lawrence Road Bridge (SN056-3012) (TIP#11-08-0032)	\$1,310,000
Main Street Road Bridge (SN056-3018)	\$400,000
Noe Road Township Bridge (SN056-3048) (TIP#11-08-0033)	\$1,170,000
North Union Road Bridge (SN056-3026) (TIP#11-14-0004)	\$2,450,000
Oak Grove Road Township Bridge (SN056-3035) (TIP#11-14-0006)	\$2,225,000
O’Brien Road Township Bridge (SN056-3118)(TIP#11-14-0005)	\$1,900,000
Thayer Road Township Bridge (SN056-3115)	\$2,450,000
Wilmot Road Bridge (SN056-3001)	\$650,000
Bridge Inspections	\$690,000
Bridge Repairs	\$900,000
Miscellaneous Culverts	\$825,000
TOTAL	\$29,905,000

Figure 11: Grass Seed Applied along the Hill Road Bridge



Note: “SN” is the individual structure number for each structure assigned by the State of Illinois. The 056 is the code for McHenry County. The structure number is different than the TIP# which is the Transportation Improvement Program number unique to each federally funded project.

Armory Road Township Bridge (SN056-3089) (TIP#11-08-0006)



This funding is for the replacement of an existing township bridge structure over a branch of the Nippersink Creek in Hebron Township. The existing bridge was built in 1900 and is now closed to traffic. It had a sufficiency rating of 24.7/100 in 2007 (the last inspection).

Year	Phase	County	State	Federal	Other	Total
2018	ENGR1	\$5,000	\$20,000	\$100,000	\$0	\$125,000
2020	ENGR2	\$5,000	\$20,000	\$100,000	\$0	\$125,000
2020	ROW	\$50,000	\$0	\$0	\$0	\$50,000
2022	CONST	\$22,000	\$88,000	\$440,000	\$0	\$550,000
2014-2018 Program		\$5,000	\$20,000	\$100,000	\$0	\$125,000

Chapel Hill Road (SN056-3134) (TIP# PENDING)



This funding is for the rehabilitation of a bridge over the Fox River in McHenry Township. The existing bridge was built in 1938 and was rehabilitated last in 1996. It had a sufficiency rating of 58.0/100 in 2013. Construction is anticipated in 2017.

Year	Phase	County	State	Federal	Other	Total
2014	ENGR1	\$40,000	\$0	\$160,000	\$0	\$200,000
2015	ENGR2	\$40,000	\$0	\$160,000	\$0	\$200,000
2017	CONST	\$300,000	\$0	\$1,200,000	\$0	\$1,500,000
2014-2018 Program		\$380,000	\$0	\$1,520,000	\$0	\$1,900,000

Bay Road Bridge(SN056-3106) (TIP# PENDING)



This funding is for the rehabilitation of a bridge over Pistakee Lake (a.k.a. Lily Lake Drain) in McHenry Township. The existing bridge was built in 1968. It had a sufficiency rating of 67.5/100 in 2013. Construction is anticipated in 2017.

Year	Phase	County	State	Federal	Other	Total
2014	ENGR1	\$20,000	\$0	\$80,000	\$0	\$100,000
2015	ENGR2	\$20,000	\$0	\$80,000	\$0	\$100,000
2017	CONST	\$180,000	\$0	\$720,000	\$0	\$900,000
2014-2018 Program		\$220,000	\$0	\$880,000	\$0	\$1,100,000

County Line Township Bridge (SN056-3040) (TIP#11-08-0006)



This funding is for the replacement of an existing township bridge structure over a branch of the Kishwaukee River in Marengo Township. The existing bridge was built in 1921 and is on the State of Illinois list of historic bridges. It is now closed to traffic. It had a sufficiency rating of 42.3/100 in 2009. Construction is anticipated in 2015.

Year	Phase	County	State	Federal	Other	Total
2009	ENGR1	\$9,576	\$38,304	\$191,520	\$0	\$239,400
2011	ENGR2	\$5,000	\$20,000	\$100,000	\$0	\$125,000
2015	ROW	\$675,000	\$0	\$0	\$0	\$675,000
2015	CONST	\$80,000	\$320,000	\$1,600,000	\$0	\$2,000,000
2014-2018 Program		\$755,000	\$320,000	\$1,600,000	\$0	\$2,675,000

Deerpass Road Bridges (SN056-3029/3030) (TIP#11-10-0003)



This funding is for the replacement of two existing bridge structures over the Kishwaukee River on the Marengo and Seneca Township boundary. The existing bridges were built in 1966 and have a posted limit of 15 tons. They had sufficiency ratings of 30.0/100 and 25.4/100 in 2011. Construction is anticipated in 2015.

Year	Phase	County	State	Federal	Other	Total
2010	ENGR1	\$35,000	\$0	\$140,000	\$0	\$175,000
2013	ENGR2	\$70,000	\$0	\$280,000	\$0	\$350,000
2014	ROW	\$750,000	\$0	\$0	\$0	\$750,000
2015	CONST	\$600,000	\$0	\$2,400,000	\$0	\$3,000,000
2014-2018 Program		\$1,350,000	\$0	\$2,400,000	\$0	\$3,750,000

Flat Iron Road Bridge (SN056-3019) (TIP#11-08-0027)



This funding is for the replacement of an existing bridge structure over Mokeler Creek in Harvard. The existing bridge was built in 1950 and has a posted weight limit of 28 tons. It had a sufficiency rating of 59.3/100 in 2013. Construction is anticipated in 2018.

Year	Phase	County	State	Federal	Other	Total
2015	ENGR1	\$40,000	\$0	\$160,000	\$0	\$200,000
2017	ENGR2	\$40,000	\$0	\$160,000	\$0	\$200,000
2017	ROW	\$50,000	\$0	\$0	\$0	\$50,000
2018	CONST	\$400,000	\$0	\$1,600,000	\$0	\$2,000,000
2014-2018 Program		\$530,000	\$0	\$1,920,000	\$0	\$2,450,000

Franklinville Road Bridge (SN056-3016) (TIP#11-08-0026)



This funding is for the replacement of an existing bridge structure over a tributary of the Kishwaukee River in Seneca Township. The existing bridge was built in 1956 and is posted for legal weight loads only. It had a sufficiency rating of 25.6/100 in 2011. Construction is anticipated in 2015.

Year	Phase	County	State	Federal	Other	Total
2010	ENGR1	\$40,000	\$0	\$160,000	\$0	\$200,000
2013	ENGR2	\$35,000	\$0	\$140,000	\$0	\$175,000
2013	ROW	\$190,000	\$0	\$0	\$0	\$190,000
2015	CONST	\$300,000	\$0	\$1,200,000	\$0	\$1,500,000
2014-2018 Program		\$300,000	\$0	\$1,200,000	\$0	\$1,500,000

Franklinville Road Bridge (SN056-3017) (TIP#11-08-0028)



This funding is for the replacement of an existing bridge structure over the Kishwaukee River in Seneca Township. The existing bridge was built in 1954. It had a sufficiency rating of 29.4/100 in 2011 and has posted limit of 27 tons. Construction is anticipated in 2014.

Year	Phase	County	State	Federal	Other	Total
2010	ENGR1	\$25,000	\$0	\$100,000	\$0	\$125,000
2014	ENGR2	\$35,000	\$0	\$140,000	\$0	\$175,000
2014	ROW	\$135,000	\$0	\$0	\$0	\$135,000
2014	CONST	\$220,000	\$0	\$880,000	\$0	\$1,100,000
2014-2018 Program		\$390,000	\$0	\$1,020,000	\$0	\$1,410,000

Lawrence Road Bridge (SN056-3012) (TIP#11-08-0032)



This funding is for the replacement of an existing bridge structure over the Lawrence Creek Tributary in Chemung Township. The existing bridge was built in 1941. It had a sufficiency rating of 24.2/100 in 2011 and has a posted limit of 28 tons. Construction is anticipated in 2015.

Year	Phase	County	State	Federal	Other	Total
2010	ENGR1	\$25,000	\$0	\$100,000	\$0	\$125,000
2014	ENGR2	\$35,000	\$0	\$140,000	\$0	\$175,000
2014	ROW	\$135,000	\$0	\$0	\$0	\$135,000
2015	CONST	\$200,000	\$0	\$800,000	\$0	\$1,000,000
2014-2018 Program		\$370,000	\$0	\$940,000	\$0	\$1,310,000

Main Street Bridge (SN056-3018)



This funding is to make necessary repairs to a structure over the south branch of the Kishwaukee River. The structure had a sufficiency rating of 72.8/100 in 2013.

Year	Phase	County	State	Federal	Other	Total
2014	CONST	\$400,000	\$0	\$0	\$0	\$400,000
2014-2018 Program		\$400,000	\$0	\$0	\$0	\$400,000

Noe Road Township Bridge (SN056-3048) (TIP#11-08-0033)



This funding is for the replacement of an existing township bridge structure over a tributary of the Kishwaukee River in Marengo Township. The existing bridge was built in 1956. It is now closed to traffic. It had a sufficiency rating of 34.9/100 in 2009. Construction is anticipated to be let in 2014. The plan is to realign the roadway to negate the need for a bridge at this location.

Year	Phase	County	State	Federal	Other	Total
2009	ENGR1	\$5,240	\$20,960	\$104,800	\$0	\$131,000
2011	ENGR1	\$4,000	\$16,000	\$80,000	\$0	\$100,000
2012	ENGR2	\$40,000	\$0	\$160,000	\$0	\$200,000
2014	ROW	\$270,000	\$0	\$0	\$0	\$270,000
2015	CONST	\$180,000	\$0	\$720,000	\$0	\$900,000
2014-2018 Program		\$450,000	\$0	\$720,000	\$0	\$1,170,000

North Union Road Bridge (SN056-3026) (TIP#11-14-0004)



This funding is for the replacement of an existing bridge structure over Kishwaukee River in Seneca Township. The existing bridge was built in 1966. It had a sufficiency rating of 36.4/100 in 2013. This was a drop from 93.8 in 2009 and 63.9 in 2011. It has a posted limit of 12 tons. Construction is anticipated in 2018.

Year	Phase	County	State	Federal	Other	Total
2014	ENGR1	\$20,000	\$0	\$180,000	\$0	\$200,000
2016	ENGR2	\$20,000	\$0	\$180,000	\$0	\$200,000
2016	ROW	\$50,000	\$0	\$0	\$0	\$50,000
2018	CONST	\$400,000	\$0	\$1,600,000	\$0	\$2,000,000
2014-2018 Program		\$490,000	\$0	\$1,960,000	\$0	\$2,450,000

Oak Grove Road Township Bridge (SN056-3035) (TIP# 11-14-0006)



This funding is for the replacement of an existing township bridge structure over a drainage ditch near White Oaks Road in Chemung Township. The existing bridge was built in 1938. It had a sufficiency rating of 27.7/100 in 2011 and 18.8/100 in 2013. It has a posted load limit of 14 tons. Construction is anticipated in 2017.

Year	Phase	County	State	Federal	Other	Total
2014	ENGR1	\$20,000	\$0	\$180,000	\$0	\$200,000
2016	ENGR2	\$20,000	\$0	\$180,000	\$0	\$200,000
2016	ROW	\$50,000	\$0	\$0	\$0	\$50,000
2017	CONST	\$80,000	\$320,000	\$1,600,000	\$0	\$2,000,000
2014-2018 Program		\$170,000	\$320,000	\$1,960,000	\$0	\$2,450,000

Thayer Road Township Bridge (SN056-3115) (TIP# PENDING)



This funding is for the replacement or rehabilitation of an existing township bridge structure over the Nippersink Creek near Illinois Route 47 in Hebron Township. The existing bridge was built in 1975. It had a sufficiency rating of 41.5/100 in 2013. Construction is anticipated in 2018.

Year	Phase	County	State	Federal	Other	Total
2015	ENGR1	\$40,000	\$0	\$160,000	\$0	\$200,000
2017	ENGR2	\$40,000	\$0	\$160,000	\$0	\$200,000
2017	ROW	\$50,000	\$0	\$0	\$0	\$50,000
2018	CONST	\$234,007	\$165,993	\$1,600,000	\$0	\$2,000,000
2014-2018 Program		\$364,007	\$165,993	\$1,920,000	\$0	\$2,450,000



O'Brien Road Township Bridge (SN056-3118) (TIP# 11-14-0005)

This funding is for the replacement or rehabilitation of an existing township bridge structure over the Nippersink Creek near Illinois Route 47 in Hebron Township. The existing bridge was built in 1975. It had a sufficiency rating of 62.5/100 in 2011 and 32.7 in 2013. It has a posted limit of 13 tons. Construction is anticipated in 2018.

Year	Phase	County	State	Federal	Other	Total
2014	ENGR1	\$35,000	\$0	\$140,000	\$0	\$175,000
2016	ENGR2	\$35,000	\$0	\$140,000	\$0	\$175,000
2016	ROW	\$50,000	\$0	\$0	\$0	\$50,000
2018	CONST	\$134,007	\$165,993	\$1,200,000	\$0	\$1,500,000
2014-2018 Program		\$254,007	\$165,993	\$1,480,000	\$0	\$1,900,000

Wilmot Road Bridge (SN056-3001) (TIP# PENDING)



This funding is for the rehabilitation of a bridge over the nippersink creek in Burton Township. The existing bridge was built in 1960. It had a sufficiency rating of 68.0/100 in 2013. Construction is anticipated in 2017.

Year	Phase	County	State	Federal	Other	Total
2014	ENGR1	\$10,000	\$0	\$40,000	\$0	\$50,000
2015	ENGR2	\$10,000	\$0	\$40,000	\$0	\$50,000
2017	CONST	\$110,000	\$0	\$440,000	\$0	\$550,000
2014-2018 Program		\$130,000	\$0	\$520,000	\$0	\$650,000

Bridge Inspections

This funding is for the required bi-annual inspections of County and Township structures and special inspection such as scour analysis, underwater inspections, or emergency inspections.

Year	Phase	County	State	Federal	Other	Total
2014	ENGR	\$230,000	\$0	\$0	\$0	\$230,000
2016	ENGR	\$230,000	\$0	\$0	\$0	\$230,000
2018	ENGR	\$230,000	\$0	\$0	\$0	\$230,000
2014-2018 Program		\$690,000	\$0	\$0	\$0	\$690,000

Bridge Repairs

This funding is for on-going engineering and construction of cost effective bridge repairs and preventative maintenance measures as well as emergency bridge repairs that may be necessary due to flooding or other unanticipated events damaging bridges. In 2014, this funding is included in the program as part of the Main Street Bridge repair project.

Year	Phase	County	State	Federal	Other	Total
2015	Construction	\$200,000	\$0	\$0	\$0	\$200,000
2016	ENGR	\$150,000	\$0	\$0	\$0	\$150,000
2016	Construction	\$200,000	\$0	\$0	\$0	\$200,000
2017	ENGR	\$150,000	\$0	\$0	\$0	\$150,000
2017	Construction	\$200,000	\$0	\$0	\$0	\$200,000
2018	ENGR	\$150,000	\$0	\$0	\$0	\$150,000
2018	Construction	\$200,000	\$0	\$0	\$0	\$200,000
2014-2018 Program		\$900,000	\$0	\$0	\$0	\$900,000

Miscellaneous Culverts

This funding is for the rehabilitation of roadway culverts under various County Highways.

Year	Phase	County	State	Federal	Other	Total
2014	MAINT	\$165,000	\$0	\$0	\$0	\$165,000
2015	MAINT	\$165,000	\$0	\$0	\$0	\$165,000
2016	MAINT	\$165,000	\$0	\$0	\$0	\$165,000
2017	MAINT	\$165,000	\$0	\$0	\$0	\$165,000
2018	MAINT	\$165,000	\$0	\$0	\$0	\$165,000
2014-2018 Program		\$825,000	\$0	\$0	\$0	\$825,000

Public Safety and Health Program

Public safety projects are intended to reduce the number and severity of crashes at particular locations and enhance safe travel conditions throughout the County. Vehicle crashes result in higher costs to the public through personal injury, loss of worker productivity, property damage, and insurance rates. The perception of unsafe travel conditions reduces accessibility to adjacent properties. Improving sight-lines along a roadway or adding lighting are examples of safety improvements. Between 2014 and 2018, \$9.4 million in public safety and health improvements are programmed (See Table 7 below).

Table 7: Public Safety Program Summary

2014-2018 Programmed Costs

Charles & Raffel Road	\$2,070,000
Future Intersection Projects	\$1,000,000
Low-Cost Safety Improvement Program	\$200,000
River Road and Dowell Road Intersection	\$3,100,000
Village of Algonquin Randall Road Crossing	\$3,000,000
TOTAL	\$9,370,000

Charles Road and Raffel Road Intersection (TIP# 11-09-0001)

This funding is in response to an influx in development and the construction of a new high school (Woodstock North) and a fire station. The project is to improve the intersection and reduce the probability of serious angle collisions. This project is programmed to be completed in 2015.

Year	Phase	MFT	Matching	Option	RTA	Total
2011	ENGR2	\$0	\$0	\$290,000	\$100,000	\$390,000
2014	ROW	\$0	\$70,000	\$0	\$0	\$70,000
2015	Construction	\$0	\$100,000	\$1,400,000	\$500,000	\$2,000,000
2014-2018 Program		\$0	\$170,000	\$1,400,000	\$500,000	\$2,070,000

Future Intersection Projects

This funding is for intersection safety projects yet to be identified.

Year	Phase	MFT	Matching	Option	RTA	Total
2015	Construction	\$0	\$0	\$0	\$500,000	\$500,000
2016	Construction	\$0	\$0	\$0	\$500,000	\$500,000
2014-2018 Program		\$0	\$0	\$0	\$1,000,000	\$1,000,000

Low-Cost Safety Improvement Program

This funding is for low-cost improvements to improve safety as identified during the fiscal year. These items include but are not limited to installation of chevrons, flashers, and additional pavement markings.

Year	Phase	MFT	Matching	Option	RTA	Total
2014	Construction	\$0	\$0	\$0	\$0	\$0
2015	Construction	\$0	\$0	\$0	\$50,000	\$50,000
2016	Construction	\$0	\$0	\$0	\$50,000	\$50,000
2017	Construction	\$0	\$0	\$0	\$50,000	\$50,000
2018	Construction	\$0	\$0	\$0	\$50,000	\$50,000
2014-2018 Program		\$0	\$0	\$0	\$200,000	\$200,000

River Road and Dowell Road Intersection (TIP#11-08-0021)

The project is to improve vehicle movements through the intersection and reduce the probability of serious angle collisions. This project is programmed to be completed in 2014.

Year	Phase	MFT	Matching	Option	RTA	Total
2011	ENGR2	\$175,000	\$135,000	\$0	\$0	\$300,000
2014	ROW	\$0	\$100,000	\$0	\$0	\$100,000
2014	CONST	\$0	\$0	\$0	\$3,000,000	\$3,000,000
2014-2018 Program		\$0	\$100,000	\$0	\$3,000,000	\$3,100,000



Village of Algonquin Randall Road Crossing

This funding is for a grade-separated bicycle/pedestrian crossing over Randall Road near the Huntington Drive and Bunker Hill Road intersection. This project is consistent with the Phase I work for Randall Road and builds off the preliminary engineering completed by the Village of Algonquin. The Village of Algonquin will take the lead and is submitting for federal Congestion Mitigation and Air Quality (CMAQ) grant funding.

Year	Phase	County	State	Federal	Algonquin	Total
2012	ENGR	\$50,000	\$0	\$400,000	\$50,000	\$500,000
2015	Construction	\$300,000	\$0	\$2,400,000	\$300,000	\$3,000,000
2014-2018 Program		\$300,000	\$0	\$2,400,000	\$300,000	\$3,000,000

County Highway Operational and Capacity Program

County Highway operational and capacity projects are intended to reduce “spot” delays at a particular intersections and along particular roadways while better accomodating various highway users. Dedicated turn lanes, roundabouts, pedestrian crossings, and traffic signals are examples of these types of projects. If left unaddressed, operational and capacity problems may become safety problems as travelers adopt more aggressive behaviors. Capacity projects typically are large in scale and involve the construction of additional road lanes, turn lanes, and new roadway. Such projects are primarily developed based on the result of the County’s adopted Long-Range Transportation Plan. Between 2014 and 2018, \$63.8 million has been programmed for operational and capacity improvements (See Table 8 below).

	2014-2018 Programmed Costs
Charles J. Miller Road Capacity Improvements	\$17,318,840
County-Wide Traffic Counts	\$150,000
Johnsburg Road	\$2,328,644
Main Street Marengo Road (Harmony and Hemmer Intersections)	\$2,200,000
Randall Road Operations and Capacity Changes	\$41,772,850
TOTALS	\$63,770,334

Charles J. Miller Road (TIP#11-06-0032 and 11-06-0043)

This funding is to add motorized vehicle capacity to 1.5 miles of Charles J. Miller Road in the City of McHenry and Nunda Township from Illinois Route 31 to River Road. Project elements include adding through lanes in each direction, a continuous left turn lane, a bike path, resurfacing the roadway, and modifying roadway intersections. Federal High Priority Project funds (\$5,198,840 remaining of a \$6,340,000 earmark) will be used to offset the total costs. The State of Illinois will pay an estimated \$3.37 million for the Illinois Route 31 intersection. More information about this project can be found at <http://www.charlesmillerroad.com/>.



Year	Phase	County	State	Federal	Other	Total
2006	ENGR1	\$88,143	\$0	\$705,146	\$88,143	\$881,429
2009	ENGR2	\$266,700	\$0	\$941,800	\$	\$1,208,500
2011	ROW	\$2,100,000	\$0	\$0	\$0	\$2,100,000
2012	Construction	\$2,262,888	\$0	\$8,952,112	\$0	\$12,900,000
2012	ENGR3	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2014	Construction	\$7,000,000	\$3,370,000	\$5,198,840	\$750,000	\$16,318,840
2014	ENGR3	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2014-2018 Program		\$8,000,000	\$3,370,000	\$5,198,840	\$750,000	\$17,318,840

County-Wide Traffic Counts

This funding is for traffic counts to be taken on County Highways every two years. These traffic counts are posted on the County website at <http://www.co.mchenry.il.us/county-government/departments-j-z/transportation/resources/traffic-counts>.

Year	Phase	MFT	Matching	Option	RTA	Total
2015	ENGR	\$0	\$75,000	\$0	\$0	\$75,000
2017	ENGR	\$0	\$75,000	\$0	\$0	\$75,000
2014-2018 Program		\$0	\$150,000	\$0	\$0	\$150,000

Johnsburg Road (TIP#11-04-001)



Funding for operational changes to 1.4 miles of Johnsburg Road in the Village of Johnsburg from Illinois Route 31 to Chapel Hill Road was included in previous programs. This project is anticipated to be completed in 2014. Changes include building a center left turn lane, resurfacing the roadway, building a roundabout, and modifying other roadway intersections. Federal Congestion Mitigation and Air Quality funds (\$4,385,962 total after increase awarded in 2012) will be used to offset no more than 80% of total costs. The County was awarded \$1,500,000 in federal STP and the Village of Johnsburg was awarded \$813,000 in federal Illinois Transportation Enhancement Program (ITEP) funding to cover no more than 80% of total costs. More information about this project can be found at <http://www.johnsburgroad.com/>.

Year	Phase	County	Johnsburg	Federal	Total
2005	ENGR1	\$55,200	\$0	\$220,800	\$276,000
2009	ENGR2	\$80,000	\$0	\$320,000	\$400,000
2010	ROW	\$1,050,000	\$0	\$0	\$1,050,000
2011	ENGR 3	\$821,875	\$0	\$0	\$821,875
2012	Construction	\$1,28,441	\$66,258	\$4,818,134	\$6,112,833
2014	ENGR 3	\$250,000	\$0	\$	\$250,000
2014	Construction	\$415,729	\$0	\$1,622,915	\$2,078,644
2014-2018 Program		\$665,729	\$0	\$1,622,915	\$2,328,644

Main Street and Marengo Road (Harmony and Hemmer Intersections) (TIP#11-00-0016)

This funding is to redesign and build new intersections of Marengo Road and Harmony Road and Marengo Road and Hemmer Road to improve traffic operations to the west of Huntley. Temporary signals will be installed in 2014 to address traffic operations concerns in this area. This project is an intermediate measure designed to accommodate a future extension of Algonquin Road west of Illinois Route 47.

Year	Phase	County	State	Federal	Local	Total
2014	ENGR2	\$600,000	\$0	\$0	\$0	\$600,000
2015	ROW	\$100,000	\$0	\$0	\$0	\$100,000
2016	Construction	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2014-2018 Program		\$2,200,000	\$0	\$0	\$0	\$2,200,000

Randall Road Operational and Capacity Changes (TIP#11-03-0018)



The second phase of engineering will design the project to be constructed in three major parts: County Line Road to Stonegate Road, Stonegate Road to south of Acorn Road/Polaris Drive including the Algonquin Road intersection, and north of Acorn Road/Polaris Drive to Ackman Road. The total costs for the proposed design changes to Randall Road are estimated around \$115,000,000.

As the current cost estimates are beyond the County's ability to fund the entire project, an effort has been made to identify adequate funding to modify the roadway between Stonegate Road and Acorn Road/Polaris Drive including the Algonquin Road intersection. Congestion Mitigation and Air Quality funds from the Federal Highway Administration have been granted to help fund the intersection work at Algonquin Road. This program also assumes additional federal funding from the Surface Transportation Program. More information about the Randall Road project can be found at <http://www.randallroad.info/>.

Year	Phase	County	State	Federal	Local	Total
2006	ENGR1	\$1,450,408	\$0	\$1,554,592	\$0	\$2,948,000
2013	ENGR2	\$4,275,000	\$0	\$0	\$0	\$6,025,000
2014	ENGR2	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2014	ROW	\$5,000,000	\$0	\$0	\$0	\$5,000,000
2018	ENGR3	\$1,500,000	\$0	\$0	\$0	\$1,500,000
2018	CONST	\$15,000,000	\$0	\$14,272,850	\$1,000,000	\$30,272,850
2014-2018 Program		\$26,500,150	\$0	\$14,272,850	\$1,000,000	\$41,772,850

State Highway and Access to Interstate Program

Operational and capacity changes to the County Highway system are best realized when coordinated with other improvements to the transportation network. In particular, the State Highways form the backbone of the transportation network and are therefore vital to the efficient movement of goods and persons throughout the County. Between 2014 and 2018, \$2.4 million has been programmed for State Highway improvements (See Table 9 below).

Table 9: State Improvements Program

	2014-2018 Programmed Costs
I-90 & Illinois Route 47 Interchange Improvements	\$1,460,000
Miscellaneous IDOT Signal Projects	\$925,000
TOTALS	\$2,385,000

I-90 and Illinois Route 47 Interchange Improvements (TIP#09-06-0011)

This funding is for the County's share of total costs estimated at \$61,000,000 to add ramps to and from the west on Interstate 90 at Illinois Route 47. The costs are divided between the County, State, Toll Highway, Kane County, and Village of Huntley.

Year	Phase	County	State	Federal	Other	Total
2008	ENGR1&2	\$200,000	\$0	\$0	\$0	\$200,000
2012	Construction	\$1,460,000	\$0	\$0	\$0	\$1,460,000
2013	Construction	\$1,460,000	\$0	\$0	\$0	\$1,460,000
2014	Construction	\$1,460,000	\$0	\$0	\$0	\$1,460,000
2014-2018 Program		\$1,460,000	\$0	\$0	\$0	\$1,460,000

Miscellaneous IDOT Intersection Projects

This funding is for the County's portion of total costs to signalize County and State Highway Intersections as needed and initiated by the State of Illinois. An additional \$300,000 has been added in 2014 for the U.S. 20 and Marengo Road intersection project and in 2017 for the IL 173 and Wilmot and the U.S. 20 and Harmony Road intersection projects.

Year	Phase	County	State	Federal	Other	Total
2014	Construction	\$350,000	\$0	\$0	\$0	\$350,000
2015	Construction	\$0	\$0	\$0	\$0	\$0
2016	Construction	\$25,000	\$0	\$0	\$0	\$25,000
2017	Construction	\$525,000	\$0	\$0	\$0	\$525,000
2018	Construction	\$25,000	\$0	\$0	\$0	\$25,000
2014-2018 Program		\$925,000	\$0	\$0	\$0	\$925,000

Bicycle, Pedestrian, and Transit Program

Bus and commuter rail operations in McHenry County provide efficient connections to the metropolitan region. These operations also provide much needed transportation services to those living in the County. To date, many of these needs remain unmet. As indicated in the County's 2040 Long Range Transportation, the lack of sidewalks and comfortable bicycle accommodations present a great challenge for transit operations in the County. Between 2014 and 2018, \$10.0 million is programmed for bicycle, pedestrian, and transit projects to improve traffic circulation and access to transit services (See Table 10 below).

<i>Table 10: Transit Improvements Program</i>	2014-2018 Programmed Costs
Community Bicycle and Pedestrian Projects	\$950,000
MCRide Pace Dial-a-Ride Contract	\$8,251,700
Volunteer Driver and Transit Enhancement Grant	\$500,000
Volunteer Driver and Transit Enhancement Program	\$325,000
TOTAL	\$10,026,700

Community Bicycle and Pedestrian Projects

This funding is to support community and IDOT bicycle and pedestrian projects consistent with the bicycle and pedestrian improvements to be identified as part of the 2040 Long-Range Transportation Plan. These projects are identified by the Implementation Task Force.

Year	MFT	Matching	Option	RTA	Total
2014	\$0	\$0	\$0	\$100,000	\$100,000
2015	\$0	\$0	\$0	\$200,000	\$200,000
2016	\$0	\$0	\$0	\$200,000	\$200,000
2017	\$0	\$0	\$0	\$200,000	\$200,000
2018	\$0	\$0	\$0	\$250,000	\$250,000
2014-2018 Program	\$0	\$0	\$0	\$950,000	\$950,000



Figure 12: Bike More 2040 Plan "Big Idea"

MCRide Pace Dial-a-Ride Contract

MCRide service is demand-response transit operations in and between the Crystal Lake, McHenry, and Woodstock areas. In 2013, 85,000 total trips were taken by approximately 3,000 individuals. Grants (\$800,000 in federal Job Access Reverse Commute and New Freedom and \$77,840 in County Senior Services Grant funds) are being used to offset operational costs. \$30,000 of which is set aside for the McHenry Township Senior Express each year. More information regarding this program can be found at <https://www.co.mchenry.il.us/county-government/departments-j-z/transportation/mcride>

Year	County RTA	Federal	Pace	Municipal	Senior Grant	Fares	Total
2012	\$309,153	\$300,447	\$698,073	\$154,400	\$80,000	\$111,668	\$1,507,226
2013	\$260,753	\$350,181	\$577,365	\$199,232	\$77,840	\$119,232	\$1,584,570
2014	\$487,025	\$137,000	\$589,000	\$229,000	\$76,975	\$121,700	\$1,640,700
2015	\$294,025	\$300,000	\$600,000	\$259,000	\$76,975	\$122,000	\$1,652,000
2016	\$275,358	\$300,000	\$600,000	\$277,667	\$76,975	\$122,000	\$1,652,000
2017	\$403,025	\$0	\$600,000	\$450,000	\$76,975	\$122,000	\$1,652,000
2018	\$403,025	\$0	\$600,000	\$450,000	\$76,975	\$125,000	\$1,655,000
2014-2018 Program	\$1,862,458	\$737,000	\$2,989,000	\$1,665,667	\$287,040	\$612,700	\$8,251,700

Volunteer Driver and Transit Enhancement Program

This funding from the County RTA fund is to continue funding coordination and expansion of transit services in the County. In 2014 and 2015, \$60,000 is for the Senior Care Volunteer Network (SCVN) and \$5,000 is for the Veterans Affairs Commission (VAC). This program includes funding for these programs in 2016 through 2018.

Year	SCVN	VAC	Total
2013	\$56,000	\$5,000	\$61,000
2014	\$60,000	\$5,000	\$65,000
2015	\$60,000	\$5,000	\$65,000
2016	\$60,000	\$5,000	\$65,000
2017	\$60,000	\$5,000	\$65,000
2018	\$60,000	\$5,000	\$65,000
2014-2018 Program	\$300,000	\$25,000	\$325,000

Volunteer Driver and Transit Enhancement and Grant Program

This funding from the County RTA fund is for the coordination and expansion of transit services in the County. These projects are identified by the Implementation Task Force. The Implementation Task Force will work to identify new programs for grant funding for 2014-2018.

Year	MFT	Matching	Option	RTA	Total
2013	\$0	\$0	\$0	\$61,000	\$61,000
2014	\$0	\$0	\$0	\$100,000	\$100,000
2015	\$0	\$0	\$0	\$100,000	\$100,000
2016	\$0	\$0	\$0	\$100,000	\$100,000
2017	\$0	\$0	\$0	\$100,000	\$100,000
2018	\$0	\$0	\$0	\$100,000	\$100,000
2014-2018 Program	\$0	\$0	\$0	\$500,000	\$500,000



Miscellaneous Program

There are various programs, projects, and initiatives that support one of the other programs of the County Division of Transportation. Between 2014 and 2018, \$28.6 million is programmed for these types of projects (See Table 11 below).

	2014-2018 Programmed Costs
County Engineer Salary Program	\$752,515
Debt Certificate Service (\$50 million in 2007)	\$24,778,576
Misc. Projects	\$700,000
Non-Dedicated Subdivision Road Paving	\$1,400,000
Non-Dedicated Subdivision Road Maintenance	\$1,000,000
Regional Salt Storage Facility	\$0
TOTALS	\$28,631,091

County Engineer Salary Program

This funding is for the County Engineer's salary. Half of this salary is funded by federal Surface Transportation Program funds allocated to the collar counties of the Chicago metropolitan area.

Year	Phase	County MFT	State	Federal	Other	Total
2014	ENGR	\$72,829	\$0	\$71,773	\$0	\$144,602
2015	ENGR	\$74,285	\$0	\$73,209	\$0	\$147,494
2016	ENGR	\$75,771	\$0	\$74,673	\$0	\$150,444
2017	ENGR	\$77,286	\$0	\$76,166	\$0	\$153,453
2018	ENGR	\$78,832	\$0	\$77,690	\$0	\$156,522
2014-2018 Program		\$379,003	\$0	\$373,511	\$0	\$752,515

Debt Certificate Service (\$50,000,000 in 2007)

This funding is for the debt service required for the \$50,000,000 debt certificate issued in 2007 to be retired over ten years. As seen in the table below, the source for payments shifts through the years. This is done to make certain fund balances remain positive at the end of each year.

Year	MFT	Matching	Option	RTA	Total
2008	\$3,123,977	\$0	\$3,123,997	\$0	\$6,247,993
2009	\$3,097,888	\$0	\$0	\$0	\$6,426,226
2010	\$6,195,600	\$0	\$0	\$0	\$6,195,600
2011	\$0	\$2,548,900	\$0	\$0	\$6,194,250
2012	\$0	\$0	\$0	\$6,197,200	\$6,197,200
2013	\$0	\$0	\$0	\$6,197,200	\$6,197,200
2014	\$0	\$0	\$0	\$6,196,463	\$6,196,463
2015	\$0	\$0	\$0	\$6,192,788	\$6,192,788
2016	\$0	\$0	\$0	\$6,192,975	\$6,192,975
2017	\$0	\$0	\$0	\$6,196,350	\$6,196,350
2014-2018 Program	\$0	\$0	\$0	\$24,778,576	\$24,778,576

Long-Range Transportation Planning

This funding is for consultant services needed as part of long-range transportation planning process. At this time, an update of the long-range transportation plan is programmed to occur every 6 years.

Year	County RTA	UWP	RTA Subregional	Total
2011	\$80,000	\$200,000	\$120,000	\$400,000
2019	\$300,000	\$0	\$0	\$300,000
2025	\$350,000	\$0	\$0	\$350,000
2031	\$400,000	\$0	\$0	\$400,000
2037	\$450,000	\$0	\$0	\$450,000
2014-2018 Program	\$0	\$0	\$0	\$0

Non-Dedicated Subdivision Road Paving

This funding is allocated each year for non-dedicated subdivision roads which are upgraded to modern standards allowing for the roads to be paved by the County and then be accepted into the public Township Roadway systems in accordance with the County's non-dedicated sub-division road paving program.

Year	MFT	Matching	Option	RTA	Total
2014	\$0	\$0	\$280,000	\$0	\$280,000
2015	\$280,000	\$0	\$0	\$0	\$280,000
2016	\$280,000	\$0	\$0	\$0	\$280,000
2017	\$280,000	\$0	\$0	\$0	\$280,000
2018	\$280,000	\$0	\$0	\$0	\$280,000
2014-2018 Program	\$1,120,000	\$0	\$280,000	\$0	\$1,400,000

Miscellaneous Projects

This funding is for various projects that present themselves during the course of each fiscal year.

Year	MFT	Matching	Option	RTA	Total
2014	\$0	\$0	\$0	\$0	\$0
2015	\$0	\$0	\$175,000	\$0	\$175,000
2016	\$0	\$0	\$175,000	\$0	\$175,000
2017	\$0	\$0	\$175,000	\$0	\$175,000
2018	\$0	\$0	\$175,000	\$0	\$175,000
2014-2018 Program	\$0	\$0	\$700,000	\$0	\$700,000

Non-Dedicated Subdivision Road Maintenance

This funding is to match private investments committed to maintain non-dedicated subdivision roads in unincorporated areas of McHenry County. These efforts are coordinated with the Township Highway Commissioners in accordance with the County's non-dedicated subdivision road maintenance program.

Year	MFT	Matching	Option	RTA	Total
2014	\$200,000	\$0	\$0	\$0	\$200,000
2015	\$200,000	\$0	\$0	\$0	\$200,000
2016	\$200,000	\$0	\$0	\$0	\$200,000
2017	\$200,000	\$0	\$0	\$0	\$200,000
2018	\$200,000	\$0	\$0	\$0	\$200,000
2014-2018 Program	\$1,000,000	\$0	\$0	\$0	\$1,000,000

Regional Salt Storage Facility

This funding is for the purchase/construction of a Regional Salt Storage facility for the Division of Transportation. This will provide capacity to store salt for winter use providing more cost effective and efficient winter operations.

Year	Phase	County	Other	Total
2014	Purchase/Construction	\$5,000,000	\$0	\$5,000,000
2015				
2016				
2017				
2018				
2014-2018 Program		\$5,000,000	\$0	\$5,000,000

Note: Project phases before or after the 2014-2018 period are in gray.

APPENDIX A: MPO TRANSPORTATION IMPROVEMENT PROGRAM

McHenry County is part of the Chicago Metropolitan Planning Organization (MPO). As part of this MPO all federal and state funded projects and projects of regional significance must be included in the MPO Transportation Improvement Program (TIP). The TIP is the official transportation plan for the MPO and is included in the State's Transportation Improvement Program. The 2013-2018 program can be viewed at <http://www.dot.il.gov/hip1318/hwyimprov.htm>. The TIP is used to track transportation projects and to inform the public of all the various agency projects in the region.

Throughout the planning, engineering, and construction process, project updates such as estimated costs, funding sources, project scope, and anticipated schedule are provided to the MPO. If administrative in nature, these changes are approved by the Transportation Committee of the MPO. If amendatory (major changes) in nature, these changes are approved by the Transportation Committee of the MPO, posted for 30 days of public review, and then approved by the Policy Committee of the MPO.

To develop the McHenry County Five Year Transportation Program, an annual review of the current TIP was undertaken and compared with the County program. Any needed changes have been made and approved by the Transportation Committee of the MPO.

The current TIP can be viewed at <http://www.cmap.illinois.gov/tip/tip-map>.

APPENDIX B: ROADWAY STANDARDS

The design and construction of McHenry County Highway improvements is governed by the Illinois Department of Transportation's "**Bureau of Local Roads and Streets Manual**".

This can be found on the Illinois Department of Transportation website at <http://www.dot.state.il.us/blr/manuals/blrmanual.html>.

APPENDIX C: ESTIMATED ANNUAL EXPENDITURES BY COUNTY FUND, PROGRAM, and PROJECT

The following is a break-down of the anticipated County expenditures by fund source for each of the five program years. The projects are organized from the most expensive to the least expensive in total County Costs.

Table 12: FY2014 Estimated Expenditures

Project	Phase	MFT	Matching	Bridge	Option	RTA	Total County Costs	Total Project Cost	State	Federal	Local/Other
Miller Road Widening IL 31 to River Road	CONST	\$7,000,000	\$0	\$0	\$0	\$0	\$7,000,000	\$16,318,840	\$3,370,000	\$5,198,840	\$750,000
DEBT CERTIFICATE SERVICE (\$50 million in 2007)	MISC	\$0	\$0	\$0	\$0	\$6,196,463	\$6,196,463	\$6,196,463	\$0	\$0	\$0
Randall Road	ENGR2	\$2,500,000	\$0	\$0	\$0	\$2,500,000	\$5,000,000	\$5,000,000	\$0	\$0	\$0
Randall Road	ROW	\$0	\$500,000	\$0	\$4,500,000	\$0	\$5,000,000	\$5,000,000	\$0	\$0	\$0
General Resurfacing (22.2 lane miles/year)	CONST	\$2,300,000	\$0	\$0	\$600,000	\$600,000	\$3,500,000	\$3,500,000	\$0	\$0	\$0
River & Dowell Road	CONST	\$0	\$1,500,000	\$0	\$0	\$1,500,000	\$3,000,000	\$3,000,000	\$0	\$0	\$0
I-90 & IL 47 Interchange Improvements	CONST	\$0	\$0	\$0	\$0	\$1,460,000	\$1,460,000	\$1,460,000	\$0	\$0	\$0
Snow Removal Materials	MAINT	\$0	\$1,200,000	\$0	\$0	\$0	\$1,200,000	\$1,200,000	\$0	\$0	\$0
Miller Road Widening IL 31 to River Road	ENGR3	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$0
Deerpass Road Bridge (SN056-3029) (TIP# 11-10-0003)	ROW	\$0	\$0	\$750,000	\$0	\$0	\$750,000	\$750,000	\$0	\$0	\$0
Marengo Road (Harmony and Hemmer Signal Interconnect)	ENGR2	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$600,000	\$0	\$0	\$0
Deerpass Road Bridge (SN056-3029) (TIP# 11-10-0003)	CONST	\$0	\$0	\$600,000	\$0	\$0	\$600,000	\$3,000,000	\$0	\$2,400,000	\$0
Maintenance Vehicle Replacement Program (2014-2020)	MAINT	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$500,000	\$0	\$0	\$0
MCRide Dial-a-Ride Service Pace Contract	TRAN	\$0	\$0	\$0	\$0	\$930,000	\$487,025	\$1,640,700	\$0	\$137,000	\$1,016,675
Johnsburg Road Widening	CONST	\$415,729	\$0	\$0	\$0	\$0	\$415,729	\$2,078,644	\$0	\$1,662,915	\$0
Pavement Marking Maintenance	MAINT	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0	\$0
Main Street Bridge (SN056-3018)	CONST	\$0	\$0	\$400,000	\$0	\$0	\$400,000	\$400,000	\$0	\$0	\$0
General Microsurfacing	CONST	\$0	\$0	\$0	\$0	\$350,000	\$350,000	\$350,000	\$0	\$0	\$0
Miscellaneous IDOT Intersection	CONST	\$325,000	\$0	\$0	\$0	\$0	\$325,000	\$325,000	\$0	\$0	\$0

Project	Phase	MFT	Matching	Bridge	Option	RTA	Total County Costs	Total Project Cost	State	Federal	Local/Other
Traffic Signal/Lighting Maintenance	MAINT	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$300,000	\$0	\$0	\$0
Non Dedicated Subdivision Road Paving	CONST	\$0	\$0	\$0	\$280,000	\$0	\$280,000	\$280,000	\$0	\$0	\$0
Noe Road Township Bridge (SN056-3048) (TIP#11-08-0033)	ROW	\$0	\$270,000	\$0	\$0	\$0	\$270,000	\$270,000	\$0	\$0	\$0
Johnsburg Road Widening	ENGR3	\$0	\$0	\$0	\$250,000	\$0	\$250,000	\$250,000	\$0	\$0	\$0
General Crack Sealing	CONST	\$0	\$250,000	\$0	\$0	\$0	\$250,000	\$250,000	\$0	\$0	\$0
Bridge Inspections	ENGR	\$0	\$0	\$230,000	\$0	\$0	\$230,000	\$230,000	\$0	\$0	\$0
Franklinville Road Bridge (SN056-3017) (TIP#11-08-0028)	CONST	\$0	\$0	\$220,000	\$0	\$0	\$220,000	\$1,100,000	\$0	\$880,000	\$0
Remote Weather Information System	CONST	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Non Dedicated Subdivision Road Maintenance	CONST	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Materials Testing	ENGR	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Alden Road Pavement Management	CONST	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$200,000	\$0	\$0	\$0
Striping Paint & Glass Beads	MAINT	\$170,000	\$0	\$0	\$0	\$0	\$170,000	\$170,000	\$0	\$0	\$0
Miscellaneous Culverts	MAINT	\$0	\$0	\$165,000	\$0	\$0	\$165,000	\$165,000	\$0	\$0	\$0
Lawrence Road Bridge (SN056-3012) (TIP#11-08-0032)	ROW	\$0	\$0	\$135,000	\$0	\$0	\$135,000	\$135,000	\$0	\$0	\$0
Franklinville Road Bridge (SN056-3017) (TIP#11-08-0028)	ROW	\$0	\$135,000	\$0	\$0	\$0	\$135,000	\$135,000	\$0	\$0	\$0
Sign Materials	MAINT	\$0	\$0	\$0	\$125,000	\$0	\$125,000	\$125,000	\$0	\$0	\$0
Condition Evaluation/GIS Pavement Management Updates	ENGR	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$125,000	\$0	\$0	\$0
Volunteer Driver and Transit Enhancement Grant	TRAN	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000	\$0	\$0	\$0
Traffic Signal Re-lamping	MAINT	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
River & Dowell Road	ROW	\$0	\$100,000	\$0	\$0	\$0	\$100,000	\$100,000	\$0	\$0	\$0
Highway Lighting Systems-Power	MAINT	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
Community Bicycle and Pedestrian	CONST	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000	\$0	\$0	\$0
County Engineer Salary Program	ENGR	\$144,602	\$0	\$0	\$0	\$0	\$72,829	\$144,602	\$0	\$71,773	\$0
Charles & Raffel Road	ROW	\$0	\$70,000	\$0	\$0	\$0	\$70,000	\$70,000	\$0	\$0	\$0
Volunteer Driver and Transit Enhancement Program	TRAN	\$0	\$0	\$0	\$0	\$65,000	\$65,000	\$65,000	\$0	\$0	\$0

Project	Phase	MFT	Matching	Bridge	Option	RTA	Total County Costs	Total Project Cost	State	Federal	Local/Other
Chapel Hill Road Bridge (SN056-3134)(TIP#Pending)	ENGR1	\$0	\$0	\$200,000	\$0	\$0	\$40,000	\$200,000	\$0	\$160,000	\$0
O'Brien Road Township Bridge (SN056-3118)	ENGR1	\$0	\$0	\$175,000	\$0	\$0	\$35,000	\$175,000	\$0	\$140,000	\$0
Lawrence Road Bridge (SN056-3012) (TIP#11-08-0032)	ENGR2	\$0	\$0	\$175,000	\$0	\$0	\$35,000	\$175,000	\$0	\$140,000	\$0
Franklinville Road Bridge (SN056-3017) (TIP#11-08-0028)	ENGR2	\$0	\$0	\$175,000	\$0	\$0	\$35,000	\$175,000	\$0	\$140,000	\$0
Tree Trimming & Removal Program	MAINT	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$30,000	\$0	\$0	\$0
Snow Removal Contract	MAINT	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$30,000	\$0	\$0	\$0
Snow Fence (Living)	MAINT	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$30,000	\$0	\$0	\$0
Miscellaneous IDOT Intersection	CONST	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$25,000	\$0	\$0	\$0
Water Quality Treatment Structure Cleaning	MAINT	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$20,000	\$0	\$0	\$0
North Union Road Bridge (SN056-3026)	ENGR1	\$0	\$0	\$200,000	\$0	\$0	\$20,000	\$200,000	\$0	\$180,000	\$0
Culvert Materials	MAINT	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$20,000	\$0	\$0	\$0
Bay Road Bridge (SN056-3106)(TIP#Pending)	ENGR1	\$0	\$0	\$100,000	\$0	\$0	\$20,000	\$100,000	\$0	\$80,000	\$0
Wilmot Road Bridge (SN056-3001)(TIP#Pending)	ENGR1	\$0	\$0	\$50,000	\$0	\$0	\$10,000	\$50,000	\$0	\$40,000	\$0
Remote Weather Information System Data Management	MAINT	\$0	\$0	\$0	\$10,000	\$0	\$10,000	\$10,000	\$0	\$0	\$0
TOTALS		\$13,805,331	\$4,025,000	\$3,575,000	\$8,195,000	\$14,501,463	\$42,707,046	\$59,074,249	\$3,370,000	\$11,230,528	\$1,766,675

Table 13: FY2015 Estimated Expenditures

Project	Phase	MFT	Matching	Bridge	Option	RTA	Total County Costs	Total Project Cost	State	Federal	Local/Other
DEBT CERTIFICATE SERVICE (\$50 million in 2007)	MISC	\$0	\$0	\$0	\$0	\$6,192,788	\$6,192,788	\$6,192,788	\$0	\$0	\$0
General Resurfacing (22.2 lane miles/year)	CONST	\$1,000,000	\$500,000	\$0	\$1,000,000	\$1,000,000	\$3,500,000	\$3,500,000	\$0	\$0	\$0
Snow Removal Materials	MAINT	\$0	\$1,100,000	\$0	\$0	\$0	\$1,100,000	\$1,100,000	\$0	\$0	\$0
County Line Township Bridge (SN056-3040) (TIP#11-08-0025)	ROW	\$0	\$0	\$675,000	\$0	\$0	\$675,000	\$675,000	\$0	\$0	\$0
Maintenance Vehicle Replacement Program (2014-2020)	MAINT	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$500,000	\$0	\$0	\$0
Future Intersection Improvements (Various/Variou)	CONST	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$500,000	\$0	\$0	\$0
Pavement Marking Maintenance	MAINT	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0	\$0
General Microsurfacing	CONST	\$0	\$0	\$0	\$0	\$350,000	\$350,000	\$350,000	\$0	\$0	\$0
Village of Algonquin Randall Road Crossing	CONST	\$0	\$0	\$300,000	\$0	\$0	\$300,000	\$3,000,000	\$0	\$2,400,000	\$300,000
Traffic Signal/Lighting Maintenance	MAINT	\$0	\$0	\$300,000	\$0	\$0	\$300,000	\$1,500,000	\$0	\$1,200,000	\$0
Franklinville Road Bridge (SN056-3016) (TIP#11-08-0026)	CONST	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$300,000	\$0	\$0	\$0
MCRide Dial-a-Ride Service Pace Contract	TRAN	\$0	\$0	\$0	\$0	\$930,000	\$294,025	\$1,652,000	\$0	\$300,000	\$1,057,975
Non Dedicated Subdivision Road Paving	CONST	\$280,000	\$0	\$0	\$0	\$0	\$280,000	\$280,000	\$0	\$0	\$0
General Crack Sealing	CONST	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$250,000	\$0	\$0	\$0
Non Dedicated Subdivision Road Maintenance	CONST	\$0	\$0	\$200,000	\$0	\$0	\$200,000	\$1,000,000	\$0	\$800,000	\$0
Materials Testing	ENGR	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Lawrence Road Bridge (SN056-3012) (TIP#11-08-0032)	CONST	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Community Bicycle and Pedestrian	CONST	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$200,000	\$0	\$0	\$0
Bridge Repairs	CONST	\$0	\$0	\$200,000	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Alden Road Pavement Management	CONST	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Noe Road Township Bridge (SN056-3048) (TIP#11-08-0033)	CONST	\$0	\$0	\$180,000	\$0	\$0	\$180,000	\$900,000	\$0	\$720,000	\$0
Misc. Projects	MISC	\$0	\$0	\$0	\$175,000	\$0	\$175,000	\$175,000	\$0	\$0	\$0
Striping Paint & Glass Beads	MAINT	\$170,000	\$0	\$0	\$0	\$0	\$170,000	\$170,000	\$0	\$0	\$0
Miscellaneous Culverts	MAINT	\$0	\$0	\$165,000	\$0	\$0	\$165,000	\$165,000	\$0	\$0	\$0
Sign Materials	MAINT	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$125,000	\$0	\$0	\$0

Project	Phase	MFT	Matching	Bridge	Option	RTA	Total County Costs	Total Project Cost	State	Federal	Local/Other
Volunteer Driver and Transit Enhancement Grant	TRAN	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000	\$0	\$0	\$0
Marengo Road (Harmony and Hemmer Signal Interconnect)	ROW	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
Highway Lighting Systems-Power	MAINT	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$0	\$0	\$0
County Line Township Bridge (SN056-3040) (TIP#11-08-0025)	CONST	\$0	\$0	\$80,000	\$0	\$0	\$80,000	\$2,000,000	\$320,000	\$1,600,000	\$0
County Wide Traffic Counts	ENGR	\$0	\$75,000	\$0	\$0	\$0	\$75,000	\$75,000	\$0	\$0	\$0
County Engineer Salary Program	ENGR	\$147,494	\$0	\$0	\$0	\$0	\$74,285	\$147,494	\$0	\$73,209	\$0
Volunteer Driver and Transit Enhancement Program	TRAN	\$0	\$0	\$0	\$0	\$65,000	\$65,000	\$65,000	\$0	\$0	\$0
Oak Grove Road Township Bridge (SN056-3035)	ENGR2	\$0	\$0	\$200,000	\$0	\$0	\$60,000	\$200,000	\$0	\$140,000	\$0
Oak Grove Road Township Bridge (SN056-3035)	ROW	\$0	\$0	\$50,000	\$0	\$0	\$50,000	\$50,000	\$0	\$0	\$0
Low-Cost Safety Improvement Program	CONST	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$50,000	\$0	\$0	\$0
Thayer Road Township Bridge (SN056-3115)	ENGR1	\$0	\$0	\$200,000	\$0	\$0	\$40,000	\$200,000	\$0	\$160,000	\$0
Flat Iron Road Bridge (SN056-3019) (TIP#11-08-0027)	ENGR1	\$0	\$0	\$200,000	\$0	\$0	\$40,000	\$200,000	\$0	\$160,000	\$0
Chapel Hill Road Bridge (SN056-3134)(TIP#Pending)	ENGR2	\$0	\$0	\$200,000	\$0	\$0	\$40,000	\$200,000	\$0	\$160,000	\$0
Snow Fence (Living)	MAINT	\$0	\$0	\$0	\$35,000	\$0	\$35,000	\$35,000	\$0	\$0	\$0
Tree Trimming & Removal Program	MAINT	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$30,000	\$0	\$0	\$0
Snow Removal Contract	MAINT	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$30,000	\$0	\$0	\$0
Water Quality Treatment Structure Cleaning	MAINT	\$0	\$0	\$100,000	\$0	\$0	\$20,000	\$100,000	\$0	\$80,000	\$0
Culvert Materials	MAINT	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$20,000	\$0	\$0	\$0
Bay Road Bridge (SN056-3106)(TIP#Pending)	ENGR2	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$20,000	\$0	\$0	\$0
Wilmot Road Bridge (SN056-3001)(TIP#Pending)	ENGR2	\$0	\$0	\$50,000	\$0	\$0	\$10,000	\$50,000	\$0	\$40,000	\$0
TOTALS		\$2,822,494	\$1,675,000	\$3,100,000	\$1,710,000	\$10,137,788	\$17,996,098	\$27,507,282	\$320,000	\$7,833,209	\$1,357,975

Table 14: FY2016 Estimated Expenditures

Project	Phase	MFT	Matching	Bridge	Option	RTA	Total County Costs	Total Project Cost	State	Federal	Local/Other
DEBT CERTIFICATE SERVICE (\$50 million in 2007)	MISC	\$0	\$0	\$0	\$0	\$6,192,975	\$6,192,975	\$6,192,975	\$0	\$0	\$0
General Resurfacing (22.2 lane miles/year)	CONST	\$1,750,000	\$0	\$0	\$0	\$2,000,000	\$3,750,000	\$3,750,000	\$0	\$0	\$0
Charles & Raffel Road	CONST	\$0	\$100,000	\$0	\$1,400,000	\$500,000	\$2,000,000	\$2,000,000	\$0	\$0	\$0
Marengo Road (Harmony and Hemmer Signal Interconnect)	CONST	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$0	\$0	\$0
Snow Removal Materials	MAINT	\$0	\$1,100,000	\$0	\$0	\$0	\$1,100,000	\$1,100,000	\$0	\$0	\$0
Maintenance Vehicle Replacement Program (2014-2020)	MAINT	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$500,000	\$0	\$0	\$0
Future Intersection Improvements (Various/Various)	CONST	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$500,000	\$0	\$0	\$0
Pavement Marking Maintenance	MAINT	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0	\$0
Traffic Signal/Lighting Maintenance	MAINT	\$0	\$0	\$0	\$350,000	\$0	\$350,000	\$350,000	\$0	\$0	\$0
General Microsurfacing	CONST	\$0	\$0	\$0	\$0	\$350,000	\$350,000	\$350,000	\$0	\$0	\$0
Non Dedicated Subdivision Road Paving	CONST	\$280,000	\$0	\$0	\$0	\$0	\$280,000	\$280,000	\$0	\$0	\$0
MCRide Dial-a-Ride Service Pace Contract	TRAN	\$0	\$0	\$0	\$0	\$930,000	\$275,358	\$1,652,000	\$0	\$300,000	\$1,076,642
General Crack Sealing	CONST	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$250,000	\$0	\$0	\$0
Bridge Inspections	ENGR	\$0	\$0	\$230,000	\$0	\$0	\$230,000	\$230,000	\$0	\$0	\$0
Non Dedicated Subdivision Road Maintenance	CONST	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Materials Testing	ENGR	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Community Bicycle and Pedestrian	CONST	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$200,000	\$0	\$0	\$0
Bridge Repairs	CONST	\$0	\$0	\$200,000	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Alden Road Pavement Management	CONST	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Misc. Projects	MISC	\$0	\$0	\$0	\$175,000	\$0	\$175,000	\$175,000	\$0	\$0	\$0
Striping Paint & Glass Beads	MAINT	\$170,000	\$0	\$0	\$0	\$0	\$170,000	\$170,000	\$0	\$0	\$0
Miscellaneous Culverts	MAINT	\$0	\$0	\$165,000	\$0	\$0	\$165,000	\$165,000	\$0	\$0	\$0
Bridge Repairs	ENGR	\$0	\$0	\$150,000	\$0	\$0	\$150,000	\$150,000	\$0	\$0	\$0
Sign Materials	MAINT	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$125,000	\$0	\$0	\$0
Volunteer Driver and Transit Enhancement Grant	TRAN	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000	\$0	\$0	\$0
Traffic Signal Re-lamping	MAINT	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0

Project	Phase	MFT	Matching	Bridge	Option	RTA	Total County Costs	Total Project Cost	State	Federal	Local/Other
Highway Lighting Systems-Power	MAINT	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$0	\$0	\$0
County Engineer Salary Program	ENGR	\$150,444	\$0	\$0	\$0	\$0	\$75,771	\$150,444	\$0	\$74,673	\$0
Volunteer Driver and Transit Enhancement Program	TRAN	\$0	\$0	\$0	\$0	\$65,000	\$65,000	\$65,000	\$0	\$0	\$0
O'Brien Road Township Bridge (SN056-3118)	ROW	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$50,000	\$0	\$0	\$0
North Union Road Bridge (SN056-3026)	ROW	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$50,000	\$0	\$0	\$0
Low-Cost Safety Improvement Program	CONST	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$50,000	\$0	\$0	\$0
Snow Fence (Living)	MAINT	\$0	\$0	\$0	\$40,000	\$0	\$40,000	\$40,000	\$0	\$0	\$0
O'Brien Road Township Bridge (SN056-3118)	ENGR2	\$0	\$0	\$175,000	\$0	\$0	\$35,000	\$175,000	\$0	\$140,000	\$0
Tree Trimming & Removal Program	MAINT	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$30,000	\$0	\$0	\$0
Snow Removal Contract	MAINT	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$30,000	\$0	\$0	\$0
Miscellaneous IDOT Intersection	CONST	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$25,000	\$0	\$0	\$0
Culvert Materials	MAINT	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$25,000	\$0	\$0	\$0
North Union Road Bridge (SN056-3026)	ENGR2	\$0	\$0	\$200,000	\$0	\$0	\$20,000	\$200,000	\$0	\$180,000	\$0
Water Quality Treatment Structure Cleaning	MAINT	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$20,000	\$0	\$0	\$0
TOTALS		\$5,125,444	\$1,200,000	\$1,120,000	\$2,745,000	\$11,137,975	\$20,279,104	\$22,050,419	\$0	\$694,673	\$1,076,642

Table 15: FY2017 Estimated Expenditures

Project	Phase	MFT	Matching	Bridge	Option	RTA	Total County Costs	Total Project Cost	State	Federal	Local/Other
DEBT CERTIFICATE SERVICE (\$50 million in 2007)	MISC	\$0	\$0	\$0	\$0	\$6,196,350	\$6,196,350	\$6,196,350	\$0	\$0	\$0
General Resurfacing (22.2 lane miles/year)	CONST	\$3,750,000	\$0	\$0	\$0	\$0	\$3,750,000	\$3,750,000	\$0	\$0	\$0
Snow Removal Materials	MAINT	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000	\$1,100,000	\$0	\$0	\$0
Miscellaneous IDOT Intersection	CONST	\$0	\$0	\$0	\$0	\$525,000	\$525,000	\$525,000	\$0	\$0	\$0
Maintenance Vehicle Replacement Program (2014-2020)	MAINT	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$500,000	\$0	\$0	\$0
MCRide Dial-a-Ride Service Pace Contract	TRAN	\$0	\$0	\$0	\$0	\$930,000	\$403,025	\$1,652,000	\$0	\$0	\$1,248,975
Pavement Marking Maintenance	MAINT	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0	\$0
Traffic Signal/Lighting Maintenance	MAINT	\$0	\$0	\$0	\$350,000	\$0	\$350,000	\$350,000	\$0	\$0	\$0
General Microsurfacing	CONST	\$0	\$0	\$0	\$0	\$350,000	\$350,000	\$350,000	\$0	\$0	\$0
Chapel Hill Road Bridge (SN056-3134)(TIP#Pending)	CONST	\$0	\$0	\$300,000	\$0	\$0	\$300,000	\$1,500,000	\$0	\$1,200,000	\$0
Non Dedicated Subdivision Road Paving	CONST	\$280,000	\$0	\$0	\$0	\$0	\$280,000	\$280,000	\$0	\$0	\$0
General Crack Sealing	CONST	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$250,000	\$0	\$0	\$0
Non Dedicated Subdivision Road Maintenance	CONST	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Materials Testing	ENGR	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Community Bicycle and Pedestrian	CONST	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$200,000	\$0	\$0	\$0
Alden Road Pavement Management	CONST	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Bay Road Bridge (SN056-3106)(TIP#Pending)	CONST	\$0	\$0	\$180,000	\$0	\$0	\$180,000	\$900,000	\$0	\$720,000	\$0
Misc. Projects	MISC	\$0	\$0	\$0	\$175,000	\$0	\$175,000	\$175,000	\$0	\$0	\$0
Striping Paint & Glass Beads	MAINT	\$170,000	\$0	\$0	\$0	\$0	\$170,000	\$170,000	\$0	\$0	\$0
Miscellaneous Culverts	MAINT	\$0	\$0	\$165,000	\$0	\$0	\$165,000	\$165,000	\$0	\$0	\$0
Bridge Repairs	ENGR	\$0	\$0	\$35,000	\$0	\$115,000	\$150,000	\$150,000	\$0	\$0	\$0
Sign Materials	MAINT	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$125,000	\$0	\$0	\$0
Condition Evaluation/GIS Pavement Management Updates	ENGR	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$125,000	\$0	\$0	\$0
Wilmot Road Bridge (SN056-3001)(TIP#Pending)	CONST	\$0	\$0	\$110,000	\$0	\$0	\$110,000	\$550,000	\$0	\$440,000	\$0
Volunteer Driver and Transit Enhancement Grant	TRAN	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000	\$0	\$0	\$0

Project	Phase	MFT	Matching	Bridge	Option	RTA	Total County Costs	Total Project Cost	State	Federal	Local/Other
Highway Lighting Systems-Power	MAINT	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$0	\$0	\$0
County Engineer Salary Program	ENGR	\$153,453	\$0	\$0	\$0	\$0	\$77,286	\$153,453	\$0	\$76,166	\$0
County Wide Traffic Counts	ENGR	\$0	\$75,000	\$0	\$0	\$0	\$75,000	\$75,000	\$0	\$0	\$0
Volunteer Driver and Transit Enhancement Program	TRAN	\$0	\$0	\$0	\$0	\$65,000	\$65,000	\$65,000	\$0	\$0	\$0
Thayer Road Township Bridge (SN056-3115)	ROW	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$50,000	\$0	\$0	\$0
Low-Cost Safety Improvement Program	CONST	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$50,000	\$0	\$0	\$0
Flat Iron Road Bridge (SN056-3019) (TIP#11-08-0027)	ROW	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$50,000	\$0	\$0	\$0
Snow Fence (Living)	MAINT	\$0	\$0	\$0	\$45,000	\$0	\$45,000	\$45,000	\$0	\$0	\$0
Thayer Road Township Bridge (SN056-3115)	ENGR2	\$0	\$0	\$200,000	\$0	\$0	\$40,000	\$200,000	\$0	\$160,000	\$0
Flat Iron Road Bridge (SN056-3019) (TIP#11-08-0027)	ENGR2	\$0	\$0	\$200,000	\$0	\$0	\$40,000	\$200,000	\$0	\$160,000	\$0
Tree Trimming & Removal Program	MAINT	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$30,000	\$0	\$0	\$0
Snow Removal Contract	MAINT	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$30,000	\$0	\$0	\$0
Culvert Materials	MAINT	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$25,000	\$0	\$0	\$0
Water Quality Treatment Structure Cleaning	MAINT	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$20,000	\$0	\$0	\$0
TOTALS		\$5,728,453	\$75,000	\$1,190,000	\$1,250,000	\$9,881,350	\$17,201,661	\$21,206,803	\$0	\$2,756,166	\$1,248,975

Table 16: FY2018 Estimated Expenditures

Project	Phase	MFT	Matching	Bridge	Option	RTA	Total County Costs	Total Project Cost	State	Federal	Local/Other
Randall Road	CONST	\$2,000,000	\$5,500,000	\$0	\$7,500,000	\$1,000,000	\$15,000,000	\$30,272,850	\$0	\$14,272,850	\$1,000,000
Randall Road Resurfacing	CONST	\$0	\$4,000,000	\$0	\$1,000,000	\$1,000,000	\$6,000,000	\$6,000,000	\$0	\$0	\$0
General Resurfacing (22.2 lane miles/year)	CONST	\$0	\$0	\$0	\$0	\$3,750,000	\$3,750,000	\$3,750,000	\$0	\$0	\$0
Randall Road	ENGR3	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$1,500,000	\$0	\$0	\$0
Snow Removal Materials	MAINT	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000	\$1,100,000	\$0	\$0	\$0
Alden Road Rehabilitation (TIP#11-07-0015)	ENGR2	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$500,000	\$0	\$0	\$0
MCRide Dial-a-Ride Service Pace Contract	TRAN	\$0	\$0	\$0	\$0	\$930,000	\$403,025	\$1,655,000	\$0	\$0	\$1,251,975
Pavement Marking Maintenance	MAINT	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$2,000,000	\$0	\$1,600,000	\$0
North Union Road Bridge (SN056-3026)	CONST	\$0	\$0	\$400,000	\$0	\$0	\$400,000	\$2,000,000	\$0	\$1,600,000	\$0
Flat Iron Road Bridge (SN056-3019) (TIP#11-08-0027)	CONST	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0	\$0
Traffic Signal/Lighting Maintenance	MAINT	\$0	\$0	\$0	\$350,000	\$0	\$350,000	\$350,000	\$0	\$0	\$0
General Microsurfacing	CONST	\$0	\$0	\$0	\$0	\$350,000	\$350,000	\$350,000	\$0	\$0	\$0
Non Dedicated Subdivision Road Paving	CONST	\$280,000	\$0	\$0	\$0	\$0	\$280,000	\$280,000	\$0	\$0	\$0
General Crack Sealing	CONST	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$250,000	\$0	\$0	\$0
Community Bicycle and Pedestrian	CONST	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$250,000	\$0	\$0	\$0
Thayer Road Township Bridge (SN056-3115)	CONST	\$0	\$0	\$234,007	\$0	\$0	\$234,007	\$2,000,000	\$165,993	\$1,600,000	\$0
Bridge Inspections	ENGR	\$230,000	\$0	\$0	\$0	\$0	\$230,000	\$230,000	\$0	\$0	\$0
Non Dedicated Subdivision Road Maintenance	CONST	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Materials Testing	ENGR	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Bridge Repairs	CONST	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$200,000	\$0	\$0	\$0
Alden Road Pavement Management	CONST	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
Misc. Projects	MISC	\$0	\$0	\$0	\$175,000	\$0	\$175,000	\$175,000	\$0	\$0	\$0
Striping Paint & Glass Beads	MAINT	\$170,000	\$0	\$0	\$0	\$0	\$170,000	\$170,000	\$0	\$0	\$0
Miscellaneous Culverts	MAINT	\$165,000	\$0	\$0	\$0	\$0	\$165,000	\$165,000	\$0	\$0	\$0
O'Brien Road Township Bridge (SN056-3118)	CONST	\$0	\$0	\$134,007	\$0	\$0	\$134,007	\$1,500,000	\$165,993	\$1,200,000	\$0
Sign Materials	MAINT	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$125,000	\$0	\$0	\$0
Volunteer Driver and Transit Enhancement	TRAN	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000	\$0	\$0	\$0

Project	Phase	MFT	Matching	Bridge	Option	RTA	Total County Costs	Total Project Cost	State	Federal	Local/Other
Grant											
Traffic Signal Re-lamping	MAINT	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
Highway Lighting Systems-Power	MAINT	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$0	\$0	\$0
Oak Grove Road Township Bridge (SN056-3035)	CONST	\$0	\$0	\$0	\$0	\$80,000	\$80,000	\$2,000,000	\$320,000	\$1,600,000	\$0
County Engineer Salary Program	ENGR	\$156,522	\$0	\$0	\$0	\$0	\$78,832	\$156,522	\$0	\$77,690	\$0
Volunteer Driver and Transit Enhancement Program	TRAN	\$0	\$0	\$0	\$0	\$65,000	\$65,000	\$65,000	\$0	\$0	\$0
Low-Cost Safety Improvement Program	CONST	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$50,000	\$0	\$0	\$0
Snow Fence (Living)	MAINT	\$0	\$0	\$0	\$45,000	\$0	\$45,000	\$45,000	\$0	\$0	\$0
Tree Trimming & Removal Program	MAINT	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$30,000	\$0	\$0	\$0
Snow Removal Contract	MAINT	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$30,000	\$0	\$0	\$0
Miscellaneous IDOT Intersection	CONST	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$25,000	\$0	\$0	\$0
Culvert Materials	MAINT	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$25,000	\$0	\$0	\$0
Water Quality Treatment Structure Cleaning	MAINT	\$0	\$0	\$0	\$20,000	\$0	\$20,000	\$20,000	\$0	\$0	\$0
Armory Road Township Bridge (SN056-3089) (TIP#11-08-0006)	ENGR1	\$0	\$0	\$125,000	\$0	\$0	\$5,000	\$125,000	\$20,000	\$100,000	\$0
TOTALS		\$4,676,522	\$9,500,000	\$893,014	\$9,750,000	\$10,625,000	\$33,719,871	\$58,694,372	\$671,985	\$22,050,540	\$2,251,975

APPENDIX D: GLOSSARY

The following are definitions of key terms and acrynms used in this document listed in alphabetical order.

80,000 lb. Trucks – The current weight limit on all highways unless otherwise posted. In 2009, the State of Illinois increased the maximum weight limit from 73,280 lbs to 80,000 lbs. This increase in weight will enable trucking firms to use fewer vehicles and fuel but will contribute to more rapid pavement deterioration.

[AASHTO](#) – American Association of State Highway and Transportation Officials. A Washington, DC-based interest group involved in research, advocacy and technical assistance. AASHTO has established guidelines for various transportation facilities, including bicycles. MCDOT is an affi liate member of AASHTO.

[ADA](#) – Americans with Disabilities Act. Federal civil rights legislation for disabled persons passed in 1990. The ADA along with the Clean Air Act Amendments of 1990 (CAAA90) and the Intermodal Surface Transportation Effi ciency Act of 1991 (ISTEA) form the foundation for establishing priorities in transportation improvement programming in the United States. This legislation is currently being supplemented by PROWAG (See PROWAG).

Add Lanes – Roadway construction which increases the number of through traffi c lanes on an existing roadway.

ADT – Average daily traffic. Expressed as the total 2-way volume of vehicles on a roadway in a 24 hour period.

[APA](#) – American Planning Association. The American Planning Association was created in 1978 by the consolidation of two separate planning organizations, but its roots grow all the way back to 1909 and the first National Conference on City Planning in Washington, D.C. APA is an independent, not-for-profit educational organization that provides leadership in the development of vital communities. County staff are active members in the County Planning Division, the Transportation Planning Division, and the Economic Development Division of the APA.

Apportioned – The annual congressional process by which authorized funds are appropriated/approved for release. An appropriation may be less than, but cannot exceed, authorized levels. These funds are available until the end of the third fiscal year following the federal fiscal year in which they were apportioned.

Appropriation (State) – A measure authorizing the expenditure of specifi ed amounts of state funds for designated purposes. Typically, an appropriation bill will contain dozens, hundreds—even thousands—of line items.

[APWA](#) – American Public Works Association. The American Public Works Association is an international educational and professional association of public agencies, private sector companies, and individuals dedicated to providing high quality public works goods and services. APWA is a 501(c)(3) charitable organization, incorporated in the State of Illinois. Originally chartered in 1937, APWA is the largest and oldest organization of its kind in the

world, with headquarters in Kansas City, Missouri, an office in Washington, D.C., and 64 chapters throughout North America. APWA provides a forum in which public works professionals can exchange ideas, improve professional competency, increase the performance of their agencies and companies, and bring important public works-related topics to public attention in local, state and federal arenas. The association is a highly participatory organization, with hundreds of opportunities for leadership and service, and a network of several dozen national committees in every area of public works. Governed by a 17-member board of directors, elected at both the regional and national levels, APWA is an open, flexible association with a diversified membership of 29,000 and a reputation for quality services and products.

[ARTBA](#) – American Road and Transportation Builders Association. ARTBA is a federation whose primary goal is to aggressively grow and protect transportation infrastructure investment to meet the public and business demand for safe and efficient travel. In support of this mission, ARTBA also provides programs and services designed to give its members a global competitive edge. The transportation design and construction industry ARTBA represents generates more than \$200 billion in U.S. economic activity annually and employs 2.5 million Americans. LCDOT is a member of the Transportation Officials Division of the ARTBA.

Arterial Street – A level of functional classification for a major thoroughfare used primarily for through traffic rather than access to adjacent land uses, and characterized by high vehicular capacity. Arterials are functionally classified below expressways, but above collectors. Within the arterial class there are Strategic Regional Arterials, other major arterials, and minor arterials.

[ASCE](#) – American Society of Civil Engineers. Founded in 1852, the ASCE represents more than 133,000 members of the civil engineering profession worldwide, and is America’s oldest national engineering society. ASCE’s vision is to position engineers as global leaders building a better quality of life. Comprised of Regional Councils, Younger Member Councils, Sections, Branches, Student Chapters and Clubs and International Student Groups, the Society and its volunteers are fully engaged in making this a better world by design. There is an Illinois section of ASCE.

Attainment Area – A geographic area within which monitored levels of a criteria air pollutant meets the health-based primary standard (national ambient air quality standard, or NAAQS) for the pollutant. An area may have an acceptable level for one criteria air pollutant, but may have unacceptable levels for others. Thus, an area could be in both attainment and non-attainment at the same time. Attainment areas are defined using federal air concentration limits set by the U.S. Environmental Protection Agency. McHenry County has been a non-attainment area for particulate matter of 2.5 since 1997. Fine particulate matter (PM_{2.5}) is an air pollutant that is a concern for people's health when levels in air are high. PM_{2.5} are tiny particles in the air that reduce visibility and cause the air to appear hazy when levels are elevated. Outdoor PM_{2.5} levels are most likely to be elevated on days with little or no wind or air mixing. The term fine particles, or particulate matter 2.5 (PM_{2.5}), refers to tiny particles or droplets in the air that are two and one half microns or less in width. Like inches, meters and miles, a micron is a unit of measurement for distance. There are about 25,000 microns in an inch. The widths of the larger particles in the PM_{2.5} size range would be about thirty times smaller than that of a human hair. The smaller particles are so small that several thousand of them could fit on the period at the end of this sentence. McHenry County is considered marginal attainment for 8 hour Ozone levels since 2008. Breathing air containing ozone can reduce lung function and increase respiratory symptoms, thereby aggravating asthma or other respiratory conditions. Ozone exposure also has been associated with increased susceptibility to respiratory infections, medication use by asthmatics, doctor visits, and emergency department visits and hospital admissions for individuals with respiratory disease. Ozone exposure may

contribute to premature death, especially in people with heart and lung disease. High ozone levels can also harm sensitive vegetation and forested ecosystems.

Awarded – The acceptance of a bid for a project element for construction, or, in the case of engineering, a firm being contracted to prepare plans.

Base Levy – The levy in the County Bridge Tax fund and in the Matching Tax fund that is considered the minimum de facto starting point for projections for each year in the 5-Year Program based on the county board approved annual budget..

Bicycle Facility – A path, route or lane and appurtenances designed to accommodate bicycles.

Bike Lane – An on-street facility designated for bicycle use. Bike lanes are specifically designated by a painted line and symbols and signage on the roadway surface separating the bike lane from the auto lane. Without the markings and signage, the paved area is just a paved shoulder.

Bike Path – An off -street facility, paved or unpaved, designed to accommodate bicycles.

Bike Route – An on-street facility, marked by signs only, designed to accommodate bicycles.

Bikeway – A path, route or lane designed to accommodate bicycles.

[BLOS](#) – Bicycle Level of Service (BLOS) is a nationally-used measure of on-road bicyclist comfort level as a function of a roadway’s geometry and traffic conditions. Developed by Sprinkle Consulting, BLOS is in the Highway Capacity Manual. Roadways with a better (lower) score are more attractive (and usually safer) for cyclists (See Highway Capacity Manual).

Bond Funding – The act of issuing debt certificates (bonds) to generate temporary revenue and using that revenue (bond proceeds) to supplement and accelerate the County’s five year transportation program. With the addition of bond funding to the County’s five (5) capital funds used for highway projects, more and larger construction projects can be built sooner, resulting in noticeable improvements to safety and congestion mitigation sooner rather than later.

[Bureau of Local Roads & Streets \(BLRS\)](#) – IDOT The IDOT Bureau that interfaces with local agencies for locally lead MFT and federally funded projects on the various local highway systems. The BLRS has a central office in Springfield and an office in each IDOT District.

[Bureau of Programming](#) – The IDOT Bureau that programs for state lead state funded and federally funded projects on the state highway system. The Bureau of Programming has a central office in Springfield (OPP) and an office in each IDOT District (See OPP).

Capacity – The maximum number of vehicles that can safely pass over a given section of a lane or roadway in one direction, or

through an intersection, during a given period of time under prevailing roadway traffic conditions. The maximum weight that a bridge can carry. The maximum number of passengers in a bus coach or railcar. The availability of a service at a certain hour during certain days of the week.

Collector – A functional classification for a street serving neighborhood circulation and providing a balance between accessibility to sites and the through movement of traffic. Collectors link streets/neighborhoods with arterial streets.

Complete Streets – Streets that are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move along and across a complete street. In Illinois, as of 10/17/2007 IDOT per Public Act 095-0665 (605 ILCS 5/4-220 new) must give consideration in its state highway program to complete streets.

Conformity – A process to assess the compliance of a transportation plan, project or program with the State Implementation Plan (SIP) for a non-attainment area. In northeastern Illinois, the Transportation Improvement Program (TIP) and the long range regional transportation plan (2030 Plan Update = RTP) must “conform” to the region’s air quality commitments as contained in the SIP. Projected emissions attributable to implementation of the Regional Transportation Plan (RTP) or the Transportation Improvement Program (TIP) must be less than or equal to the motor vehicle emission budgets for the analysis years established in the SIP.

CONST – Construction; This is the phase of the project that includes utility relocation, vegetation mitigation, earthwork, etc. as necessary to build a motorized vehicle, bicycle, or pedestrian project as designed.

County Arterials – Those County Highways that provide connectivity between the municipal street system and other County or State Highways or serve as a connection between County Highways.

County Designated Freeway – Those roadways that, in accordance with 605 5/8-101 of the Illinois Compiled Statutes, as amended, have been designated by the County Board as freeways and as such are intended to provide the highest level of mobility within the County Highway System. They are intended to provide very low accessibility.

County Highway – Roads that meet the criteria for secondary arterial highways as established by State law, having been designated by the county board and approved by the State of Illinois. Similar but secondary to state highways, county highways crisscross each of the 102 counties in the state and extend through municipalities. In McHenry County, these highways are marked with the pentagonal blue and gold signs.

County Principal Arterials – Those County Highways that, by their length and connectivity with other county and/or state highways within or adjacent to McHenry County, provide for a high degree of mobility and supplement the mobility of State Highways and freeways.

[CMAP](#) – The Chicago Metropolitan Agency for Planning; CMAP is the federally designated Metropolitan Organization for the Chicago Region responsible for programming certain federal transportation dollars and maintaining a Transportation Improvement Program with all state and federally funding transportation projects in the region. CMAP also provides all the forecasted traffic volumes used during the highway design process.

CMAQ – Congestion Mitigation and Air Quality funds. CMAQ funds are federal transportation funds awarded and administered by the Chicago Metropolitan Planning Organization (See MPO and CMAP). These funds have been used in the County to fund highway bottleneck eliminations on Walkup Road and Johnsburg Road, a bicycle crossing over Rakow Road, and a park and ride lot at Virginia Road and IL Route 31.

Demand-Response Transit Service- Generic transit term used to describe transit services arranged and scheduled by individuals. This is in contrast to regularly scheduled bus service that operates on a fixed schedule (See MCRide and Pace Dial-a-Ride Transit Service).

Debt Service – Debt service is the payments of the principal and interest required to retire bond debt (See Bond Funding).

Design Policies – The design policies for highway projects.

EA – Environmental Assessment. A less detailed environmental report than an Environmental Impact Statement. The findings contained in an EA may require the preparation of an EIS.

Earmarks – Projects which are specifically listed in federal or state funding legislation

EIS – Environmental Impact Statement. A report which details the economic, social and environmental effects of a proposed project that involves the use of federal funds.

ENGR1- Phase One Engineering includes developing the purpose and need for a highway project, identifying major environmental and social impacts, public input, and alternatives analysis. This phase of engineering must be coordinated with IDOT and the FHWA before a project is eligible to receive state or federal funding.

ENGR2 – Phase Two Engineering includes the development of construction ready documents for highway projects and identifying needed land acquisition and utility relocation work.

ENGR3 – Phase Three Engineering includes the management and documentation of construction activities as dictated by the funding source, (MFT, federal, township, etc).

[Environmental Defenders of McHenry County](#) – A citizen organization dedicated to the preservation and improvement of the environment. The group is committed to building sound ecological relationships between people and the natural world that supports all life. To achieve the aim of environmental preservation and improvement, the group provides the community with educational programs and volunteer action on pollution prevention, sustainable land use and energy and natural resource conservation. The group advocates policies which protect drinking water supplies and conserve land for open space and agriculture. They also demonstrate waste reduction through recycling drives and reuse centers. The group also encourages natural resource protection through native landscaping and stream protection programs.

ESA – Environmental Site Assessment. Used to identify potential environmental hazards associated with real property. There are three potential phases: Phase I Assessment involves a site inspection and examination of background information and documents. Phase II Investigation, if deemed necessary by Phase I, involves site sampling and analysis to examine contamination. Phase III Remediation involves correction of environmental hazards.

Expressway – A multilane, high speed facility with controlled access, designed to carry through traffic.

FAP – Federal Aid primary route. A road on a specific highway system established by the Federal Highway Administration and IDOT.

FAS – Federal Aid secondary route. A road on a specific highway system established by the Federal Highway Administration and IDOT.

FAU – Federal Aid urban route. A road on a specific highway system established by the Federal Highway Administration and IDOT.

[FHWA](#) – Federal Highway Administration. A division of the United States Department of Transportation. The FHWA is responsible for overseeing the planning and programming of highway related transportation projects and programs.

Fixed-Route Service – Generic transit term referring to a transit service that operates on a regular route on a regular schedule.

[FRA](#) – Federal Railroad Administration. A division of the United States Department of Transportation. The FRA has the responsibility for ensuring railroad safety throughout the nation. The FRA issues rules on railroad operations and monitors compliance with federally-mandated standards and regulations. The FRA also funds research and development related to emerging technologies in high-speed rail transportation and projects that support its safety mission. The FRA approves “Quiet Zones” in which railroad companies do not have to blow train horns at railroad grade crossings.

[FTA](#) – Federal Transit Administration. The federal agency responsible for overseeing the planning and programming of transit- related projects and programs. The FTA is a division of the US Department of Transportation. The FTA was renamed in ISTEA and previously was known as the Urban Mass Transit Administration (UMTA)

Functional Classification – The process by which streets and highways are grouped into classes, or systems, according to the type of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not function independently in any major way. Rather, most travel involves movement through a network of roads and a variety of land uses. Functional classification defines the role that any particular road or street should play in accommodating the flow of traffic through a highway network given adjacent land uses.

Fiscal Year – 12-month period for which spending authority is set out by the budget. Fiscal years are numbered by the calendar year in which they end. CFY: McHenry County’s fiscal year: 12/1 - 11/30, SFY: State fiscal year: 7/1 - 6/30, FFY: federal fiscal year: 10/1 - 9/30.

[Five Year Transportation Program](#) - Five Year Transportation Program is a 5 year scheduling component of the County’s Long Range Transportation Plan. It is a 5 year agenda of transportation projects and is fiscally constrained by the total amount of revenue that the County is anticipated to receive

over the next 5 years. Projects are described in phases and years of expected expenditure by fund. The program fulfills a portion of Section 5-301 of the Illinois Road and Bridge Laws which requires the County Engineer to prepare a 5 year program.

GIS – Geographic Information System. A system of hardware, software and data for collecting, storing, analyzing and disseminating information about areas of the earth. GIS graphically integrates a variety of spatial data, analyzes results and can display them in map form.

[GO TO 2040](#) – The current plan adopted by the Metropolitan Planning Organization for land use and transportation. The agency has committees at the policy, advisory, coordinating, and working levels that play integral roles in implementing GO TO 2040. The plan is intended to guide growth for Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties. In addition to land use and transportation, GO TO 2040 also addresses the full range of quality-of-life issues, including the natural environment, economic development, housing, and human services such as education, health care and other social services.

Grade Separation – A bridge for a crossing of a highway, railroad, or pedestrian/bike path over another highway, railroad, or pedestrian/bike path.

HBP – Highway Bridge Program. A funding component of the Intermodal Surface Transportation Efficiency Act, HBP provides funding for bridge repair projects on any public road. Reauthorized under a new name in SAFETEA-LU, this is the successor to the Highway Bridge Replacement and Rehabilitation Program (HBRRP).

HCM – Highway Capacity Manual. A publication of the Transportation Research Board (TRB) which describes methods to determine the capacity of highways and intersections.

HPP – High Priority Projects. Projects which in USDOT transportation funding reauthorization legislation are specifically listed, also called earmarks. The amount of funding, which is fixed, can be used for no other projects (See Earmarks).

Highway Assets – A more common term used with GIS for all of the constituent components subordinate to but none the less necessary for the operation, function and or maintenance of a roadway such as storm sewers, lighting, signage, and traffic control devices, etc.

HSIP – Highway Safety Improvement Program Funds. A Federal Funding Program administered by the Illinois Department of Transportation, Bureau of Safety Engineering. The Illinois HSP supports state and community highway safety programs and projects designed to reduce traffic crashes and resulting deaths and injuries, and property damage. Projects are chosen by IDOT on a cost-benefit for the project.

[IACE](#) – Illinois Association of County Engineers. The IACE is the collective forum of the 102 appointed county officials in direct charge of county highway transportation in Illinois. Since 1914, the Association has served to provide for the exchange of ideas and information aimed at improving the county highway engineering profession and county highway engineering services to the public. Lake County's County Engineer is a member of IACE.

[ICC](#) – Illinois Commerce Commission. State regulatory agency responsible for railroad crossings.

[IDNR](#) – Illinois Department of Natural Resources. State agency charged with promoting an understanding and appreciation of the state’s natural resources and to protect and manage these resources to ensure a high quality of life for present and future generations. IDNR was formed by combining the following state agencies and departments: Illinois Department of Conservation, Mines & Minerals, Energy and Natural Resources, Division of Water Resources, Abandoned Mine Reclamation Council, Water Survey, Historic Survey and the Geologic Survey. The IDNR has jurisdictional authority over wetlands in Illinois and the permitting process included in the new Interagency Wetlands Policy Act.

[IDOT](#) – The Illinois Department of Transportation; the Illinois Department of Transportation establishes design and procedural guidelines for all projects utilizing state MFT, other state funding, and federal transportation funding. The McHenry County Division of Transportation works closely with the Bureau of Local Roads in IDOT’s District One/Region 1 which encompasses most of the Chicago urban area. IDOT’s offices for District One/Region 1 are in Schaumburg.

IDS – Intersection Design Study. An evaluation of the level of service provided by an intersection given specific traffic and operating characteristics.

[IEPA](#) – Illinois Environmental Protection Agency. The state agency established by the 1970 Environmental Protection Act to coordinate federal, state, local and private environmental activities by managing federal and state regulatory programs.

[IHPA](#) – Illinois Historic Preservation Agency. Determines if a proposed transportation project may have an adverse effect on any adjacent historic sites, buildings or artifacts. Also works with IDOT in reviewing and evaluating historic preservation projects submitted for funding through the STP Enhancement Program.

[I-Last](#) – The Illinois Livable and Sustainable Transportation Initiative. A performance metric system developed by the Illinois highway design and construction industry to establish a simple and efficient method of evaluating transportation projects with respect to livability, sustainability and effect on the natural environment and to promote and recognize the use of sustainable practices.

[Illinois Highway Code](#) – The body of law that governs the administration of the various highway systems of the state. Generally 605 ILCS 5/1-101 et. Sec. See also Road and Bridge Laws. The legislative declaration in Sec 1-102 is: It is the intent and declared policy of the legislature that an integrated system of highways and streets is essential to the general welfare and to the agricultural, industrial, recreational, and social development of the State. In view of the rapid growth of the State’s economy and increased use of public highways, the provision of safe and efficient highway transportation is a matter of public concern. It is the declared and continuous policy of the legislature to provide for improvement of highways and the highway transportation system as well as the preservation of investment in highways. To that end it is intended to provide for integrated and systematic planning and orderly development in accordance with actual needs. It is further declared that the provision of such a system with efficient management, operation, and control, and the elimination of congestion, accident reduction, and safety is an urgent problem and proper objective of highway legislation. It is further declared that highway transportation system development requires the cooperation of State, county, township, and municipal highway agencies and coordination of their activities on a continuous and partnership basis and the legislature intends such cooperative relationships to accomplish this purpose.

[IMUTCD](#) – Illinois Manual on Uniform Traffic Control Devices. The federal MUTCD (See MUTCD) and the Illinois Supplement by Illinois law provide for a uniform system of traffic control devices on all public streets in Illinois.

Interest Payment on Bonds – The fee charged by the lender (the bond holders) to the borrower (the County) for the use of borrowed money, expressed as a percentage of the principal.

Intermodal – Refers to the interconnectability of different types of transportation systems (i.e.: trains and automobiles).

Intermodal Facility – Transportation facility that accommodates different modes of transportation and provides for access between them.

Intersection Improvement Projects designed to improve the efficiency of an intersection of two or more roadways.

Interstate Highway System – The Dwight D. Eisenhower National System of Interstate and Defense Highways, commonly called the Interstate Highway System (or simply, the Interstate System), is a limited-access network of highways (also called freeways or expressways) in the United States that is named for the President who was in office and championed its creation. The Interstate Highway System is a separate system within the larger National Highway System. The entire system, as of 2004, had a total length of 46,837 miles making it both the largest highway system in the world and the largest public works project in history. While Interstate highways usually receive substantial federal funding and comply with federal standards, they are owned, built, and operated by the states or toll authorities. The system serves nearly all major U.S. cities, with many Interstates passing through downtown areas. The distribution of virtually all goods and services involves Interstate highways at some point. In McHenry County a little over 9 miles of Interstate 90 crosses the rural southwest corner of the County.

[IRTBA](#) – Illinois Road and Transportation Builders Association. Formed in 1938 to promote the transportation needs of the state, the Illinois Road and Transportation Builders Association is now the largest statewide organization of companies designing, building and maintaining the state highways, transit systems, railways and aviation systems. The core purpose of IRTBA’s existence is: “to protect, improve & promote the transportation design & construction industry in Illinois.” McHenry County is a member of IRTBA.

[ISTHA](#) – Illinois State Toll Highway Authority. The state agency responsible for the planning, construction, maintenance and operation of the Illinois tollway system.

[ITE](#) – Institute of Transportation Engineers. The Institute of Transportation Engineers is an international educational and scientific association of transportation professionals who are responsible for meeting mobility and safety needs. ITE facilitates the application of technology and scientific principles to research, planning, functional design, implementation, operation, policy development and management for any mode of transportation. Through its products and services, ITE promotes professional development of its members, supports and encourages education, stimulates research, develops public awareness programs and serves as a conduit for the exchange of professional information. Founded in 1930, ITE is a community of transportation professionals acting as a source for expertise, knowledge and ideas. ITE is a gateway to knowledge and advancement through meetings,

seminars and publications and its network of nearly 17,000 members working in more than 92 countries. There is an Illinois Section of ITE. MCDOT staff are very active members of the ITE and use the ITE trip generation manual as reference to estimate traffic impacts.

ITEP – Illinois Transportation Enhancement Program. A federal funding program administered by the Illinois Department of Transportation to fund additions to highway projects such as street-scaping elements that are outside of the purpose and need of a particular highway project.

JARC/NF – The Job Access Reverse Commute/ New Freedom Program. This is an annual grant program of the RTA using federal funds, available to local units of governments and transportation agencies for operating and capital projects derived from the RTA Coordinated Public Transit-Human Services Plan (HSTP) that enhance mobility for seniors, disabled, low-income populations, address reverse commute market, and/or provide access to jobs. The MCRide transit service was awarded \$788,000 in 2011 to fund the start-up of the service in 2012 through 2014.

[JULIE](#) – Joint Utility Locating Information for Excavators. A corporation that provides contractors, excavators, homeowners and others who may be disturbing the earth, with a single phone number to call for the locating and marking of underground utility facilities. JULIE serves the entire state of Illinois, except the city of Chicago. McHenry County is a member of JULIE.

Jurisdiction – Governmental agency having the statutory authority to control a street or highway. In Illinois, the governmental agencies having such authority are: ISTHA with respect to the state's toll roads, IDOT with respect to state highways and federal highways, the county board with respect to county highways, the corporate authorities of a municipality with respect to municipal streets, or the Township Highway Commissioner with respect to dedicated roads in unincorporated areas (See ISTHA, IDOT, Township Road District).

Jurisdictional Transfer – Transfer of authority and obligation to administer, control, construct, maintain, and operate a roadway from one government agency to another.

Lane Mile – Measurement of the length of a lane of a highway. A 2-lane highway, 1 mile long, would equate to 2 lane miles.

LAPP – Local Agency Pavement Preservation. Federally-funded projects that address the repair and resurfacing of existing urban and rural roadways that function within the network as a collector or above. LAPP projects are intended to provide an interim solution until a rehabilitation or reconstruction improvement can be funded.

[League of Illinois Bicyclists](#) – League of Illinois Bicyclists is a not-for-profit organization dedicated to improving bicycling conditions in Illinois. The organization is a statewide advocate for all Illinois bicyclists, promoting bicycle access, education, and safety.

Letting – The receiving and public opening of bids for a construction contract. In McHenry County, highway projects are typically let by the Illinois Department of Transportation (IDOT). As such, the contracts are paid by IDOT first and then the County pays its required share of the costs when invoices by IDOT.

Local Street – A street intended solely for access to properties contiguous to it.

[Long Range Transportation Plan](#) – An update to the policy, goals, objectives, strategies, and projects that guide the activities of the McHenry County Division of Transportation and provides a framework for future decision-making by the County Board.

LOS – Level of Service. A letter designation which grades the traffic operation of a roadway segment or an intersection. Roadway segments are graded A (best) through E (worst), and intersections are graded A (best) through F (worst). An A level of service means traffic is flowing with little or no delay, and at the design speed of the facility. Level of service grades worsen as traffic speeds decrease/delay times increase. IDOT’s desired post-improvement level of service is C or better for intersections, and D or better for roadway segments.

Maintenance – Performance of all things necessary to keep a highway in serviceable condition for vehicular traffic as allowed for by State Statute (See 605 ILCS 5/2-214 in the Illinois Highway Code).

Matching Tax – Real estate taxes levied by the county for highway improvements. This funding mechanism is available to counties with populations less than 1 million (all but Cook County).

[McHenry County Access Control and Right of Way Management Ordinance](#) – Ordinance adopted by the County Board on January 1, 2009 to facilitate the proper management and operation of the County Highway’s infrastructure to promote safety, economic growth, and quality of life in McHenry County.

[MCDOT](#) – The McHenry County Division of Transportation is an agency of the County of McHenry charged by state statute to prepare this annual five year transportation program to demonstrate effective use of the state motor fuel tax and other transportation funds.

Matching – Matching fund; this tax is a property tax levy that is established and set by the County Administrator. This funding has been reduced from a high of \$3.4 million to \$1.1 million in recent years as a result of County budget tightening.

MFT – Motor Fuel Tax; this tax is levied on each gallon of fuel sold. In Illinois, the MFT is 19 cents per gallon for the State. MFT is allotted to all the Counties based on a formula including the number of vehicles registered in each County.

[McHenry County Bicycle Advocates](#) – An organization formed to advocate on behalf of all McHenry County bicycle riders. The group has a goal to motivate the county, the municipalities and townships within the county, to provide adequate accommodations both on the roads and in the form of bicycle paths. The group is working to improve non-motorized transportation and recreation.

[MCEDC](#) – The McHenry County Economic Development Corporation.

[McHenry County Council of Governments](#) – The McHenry County Council of Governments is a 501 (c) (3) non-profit organization created in 1976 to foster intergovernmental cooperation among municipalities and other local governments in McHenry County and to address issues of mutual

concern. The organization was made more formal in 2002-2003 with the adoption of by-laws. In 2004, member municipalities began paying dues in proportion to their population and assessed valuation and in 2005, the first part-time Executive Director was hired. The MCCG is recognized as one of several regional councils of government and is a member of the Metropolitan Mayors Caucus.

[McHenry County Council of Mayors](#) – The McHenry County, Illinois Council of Mayors is authorized by the Chicago Metropolitan Agency for Planning Policy Committee to provide input into the region's transportation policy decisions, facilitate communication and establish the priorities for the local STP program (See CMAP and STP).

[MCRide](#) – Pace dial-a-ride service provided through a contract with McHenry County. In-town service is provided and funded by the City of Crystal Lake, the City of McHenry, and the City of Woodstock. Service outside and between these communities is funded by McHenry County with the RTA Sales Tax. Limited service for individuals with disabilities and seniors are provided in Greenwood and Dorr Township outside of Woodstock and Crystal Lake. MCRide coordinates trip requests and vehicle dispatch with the McHenry Township Senior Express utilizing the Pace call center located in the City of McHenry. MCRide has been awarded and continues to be supported with federal JARC and NF grants as well as County Senior Services grants (See Pace Dial-a-Ride Services)

[Metra](#) – The Regional Transportation Authority (RTA) service board responsible for commuter rail service in northeastern Illinois. One of three service boards under the auspices of the RTA. Metra's official name is the Northeastern Illinois Regional Commuter Railroad Corporation.

MPO – Metropolitan Planning Organization. The regional organization recognized by the state and federal government as the entity responsible for developing the long range transportation plan and the Transportation Improvement Program (TIP) for the region and the formal forum for cooperative transportation decision making regarding federal funds for the metropolitan planning area. In northeastern Illinois, the MPO is the Policy Committee of CMAP (See CMAP).

Municipal Roads and Streets – A public road in the incorporated area of the county which is not a state or county highway (See Jurisdiction).

[MUTCD](#) – The federal Manual on Uniform Traffic Control Devices. The document approved by the Federal Highway Administration which contains the standards for all signs, signals, markings, and devices to be placed on, over or adjacent to a street or highway by authority of a public body or official having jurisdiction to regulate, warn or guide traffic (See IMUTCD).

[NACE](#) – National Association of County Engineers. NACE was founded in July 1956, with membership open to county engineers or engineers serving in equivalent capacities in counties of the United States. Since that time the membership has been expanded to allow for non-engineers who are in responsible charge of a county operation to become a voting member. It has also been expanded to welcome members from any country who have similar goals. The four prime objectives of NACE are: 1) To advance county engineering and management by providing a forum for exchange of ideas and information aimed at improving service to the public, 2) To foster and stimulate the growth of individual state organizations of county engineers and county road officials, 3) To improve relations and the spirit of cooperation among county engineers and other agencies, and 4) To monitor national

legislation effecting county transportation/public works departments and through NACo, provide NACE's legislative opinions. McHenry County's County Engineer is a member of NACE.

[NACo](#) – National Association of County Officials. NACo is the only national organization that represents county governments in the United States. Founded in 1935, NACo provides essential services to the nation's 3,066 counties. NACo advances issues with a unified voice before the federal government, improves the public's understanding of county government, assists counties in finding and sharing innovative solutions through education and research, and provides value-added services to save counties and taxpayers money. McHenry County is a member of NACo.

NBIS – National Bridge Inspection System. The federally-required inventory and rating system maintained by IDOT for all bridges over 20 feet in length.

NHS – National Highway System. A nationwide highway system including the Interstate Highway System, the creation of which was mandated by the ISTEA legislation. The stated purpose is to provide an interconnected system of principal arterial routes (consisting of approximately 155,000 total miles) which will serve major population centers, international border crossings, ports, airports, public transportation facilities and other intermodal transportation facilities and other major travel destinations; meet defense requirements and serve interstate and interregional travel.

Non-Dedicated Subdivision Roads – Private roads that are not under the jurisdiction of any public agency. These roads extend from an access point with a public road into a platted subdivision to provide access from the public road to individual properties within the subdivision (See Jurisdiction).

Non-Motorized Travel Accommodation – County highway improvements that accommodate, to some reasonable degree, non-motorized users in the form of pedestrians, bicyclists and bus riders in a context-sensitive solution design process.

NPDES Phase II – A federally required program, administered by the IEPA, for the control of non-point discharge of pollution. The goal of Phase II is to preserve, protect, and improve water quality resources by reducing pollutants in stormwater runoff .

[NSPE](#) – National Society of Professional Engineers. The NSPE stands today as the only national organization committed to addressing the professional concerns of licensed PEs across all disciplines. The Vision of NSPE is to be the recognized voice and advocate of licensed Professional Engineers. The Mission of NSPE, in partnership with the State Societies, is the organization of licensed Professional Engineers (PEs) and Engineer Interns (EIs). Through education, licensure advocacy, leadership training, multi-disciplinary networking, and outreach, NSPE enhances the image of its members and their ability to ethically and professionally practice engineering. The Values of NSPE are: 1) Protection of the public welfare above all other considerations, 2) Ethical and competent practice of engineering 3) Innovation through the creative application of math, science and engineering, 4) The PE license as the highest standard of professionalism in engineering. 5) Continuous learning for professional growth, 6) Growth in the number of licensed Professional Engineers 7) Teamwork, unity and fellowship of all PE's across all disciplines, and 7) Commitment to the future of the licensed Professional Engineer (See PE).

Obligated – Federal highway funds which have been committed to a specific project and are therefore not available for other projects. The commitment occurs when a project agreement is executed between the county and IDOT to proceed with a particular project phase and IDOT then receives FHWA approval of the project agreement.

Off –Peak – The times and directions of travel not normally associated with the major commuting movement (i.e. not rush-hour).

OPP or (OP&P)– The Office of Planning & Programming of IDOT. OPP is primarily responsible for developing programs aimed at improving the state’s transportation system. The Office develops IDOT’s position for federal legislative programs. Also among its duties, the Office coordinates/oversees the contract between each of the eleven regional Councils of Mayors, the State of Illinois, Cook County and the CMAP. OPP monitors the Planning Liaison program and provides assistance to the Council of Mayors system.

Option MFT – County Option Motor Fuel Tax; this tax is levied on each gallon of fuel sold. In McHenry County, the County Board established a 4 cent per gallon tax in the early 1990’s.

[Pace](#) – The suburban bus division of the Regional Transportation Authority.

Paratransit – Non-fixed route transit service, using small vehicles, used by Pace to provide Pace ADA Service to individuals with disabilities (See Pace ADA Paratransit Service)

Pace ADA Paratransit Service – Pre-arranged curb-to-curb service for persons with disabilities whose eligibility has been determined by the regional certification process. Pace’s ADA Paratransit Services operate in all suburban areas that are within 3/4 mile of Pace’s regular fixed routes and during the same days and hours as the regular fixed route service.

Pace Dial-a-Ride Service – Non-fixed route service utilizing vans and small buses to provide prearranged trips to and from specific locations within the Dial-a-Ride service area to individuals deemed eligible based on local requirements. In McHenry County, these services open to the general public in the municipalities of Harvard, Marengo, Woodstock, Crystal Lake, and McHenry (See MCRide).

Parkway – A broad scenic highway, often divided by a landscaped median.

Parkway Area – That portion of a public roadway right-of-way running parallel to the roadway and located either, (1) between the edge of shoulder on a rural cross-section and the right-of-way line; or (2) between the back of curb on an urban crosssection and the right-of-way line. This area is where parkway trees , public utilities (i.e. electricity, communications and gas lines) and facilities (i.e. sidewalks, street lights, sewer and water lines) are generally located.

Particulate Matter – A criteria pollutant emitted primarily from fuel combustion. The USEPA has established an annual and daily fine particulate matter (PM2.5) emissions standard to replace the coarse particulate matter (PM10) emissions standard.

Pay as You Go – Use of cash on hand versus bond funding to build projects.

PDR – Project Development Report. Product of Phase 1 Engineering usually done for a federally funded project that details the information in a Phase I study of a proposed highway improvement project as to the recommended roadway design, drainage features, environmental mitigation, right of way needed and public coordination (See Project Phases).

PE – Professional Engineer. A licensed individual authorized to practice engineering under the Illinois Professional Engineering Act. A PE is required to oversee acts for public works involving professional engineering (225 ILCS 325/41) (See NSPE).

Project Agreements – Necessary agreements between government agencies for the construction of a highway project as in situations involving state and or federal funding.

Project Phases – The various steps of a highway project established by the Illinois Department of Transportation (IDOT) for projects funded with motor fuel tax, state, or federal funding:

- ENGR 1 – Phase I Engineering. A preliminary engineering report involving a project's geometric design, right-of-way requirements and environmental studies. In projects involving federal funds, Phase I Engineering concludes upon receipt of design approval from IDOT.
- ROW – Right of Way. The acquisition of necessary rights-of-way and easements. In projects involving federal funds, formal negotiations with property owners may not begin until Phase I Engineering approval is given by IDOT.
- ENGR 2 – Phase II Engineering. Translates the Phase I Engineering report into contract plans, specifications and cost estimates for land acquisition and construction as well as execution of local-state joint project agreements.
- ENGR 3 – Includes the construction of the project and the associated construction engineering activities such as surveys, staking, inspections, materials testing, checking shop drawings, supervision of contractors, field adjustments and plan revisions, record keeping and documentation.

[PROWAG](#) – the public right of way accessibility guidelines have been developed by the Department of Justice in response to the lack of compliance being made under the long-established American with Disabilities Act to build infrastructure that can accommodate persons with wide-ranging mobility abilities (See ADA).

PS&E – Plans, Specifications and Estimates. The documents prepared by the county engineer's office for the preparation of bids by a contractor.

Railroad Quiet Zones – A stretch of railroad grade crossings at which trains are prohibited from sounding their horns in order to decrease the noise level for nearby residential communities. Train horns can be silenced only when other safety measures compensate for the absence of the horns. Rules for establishing quiet zones are created and administered by the Federal Railroad Administration (FRA). To qualify, communities wishing to establish quiet zones must equip proposed grade crossings with adequate safety measures to overcome the decrease in safety created by silencing the train horns.

Reconstruction – Removal and replacement of a deteriorated roadway with updated roadway geometrics where prudent.

Resurfacing – The replacement of the upper layer of a roadway surface and with occasional full-depth patching.

Reverse Commute – Travel between home and work against the main direction of traffic.

Ride Share – An arrangement in which two or more occupants share the use of a vehicle and/or the cost of traveling between fixed points on a regular schedule. Commonly associated with the trip to and from work. Carpooling is a common example of ride sharing.

ROW – Right-Of-Way. General term used to describe land, property or interest therein, usually in the form of a linear strip acquired for or devoted to public roadway purposes but also including areas needed for stormwater management basins and wetland mitigation. The term is also used in the context of describing property owned by railroads and utility companies such as ComEd.

[RTA](#) – Regional Transportation Authority; the RTA is a state agency that oversees the budgets and planning activities of the Metra, Pace, and Chicago Transit Authority service boards.

RTA Sales Tax – The RTA Sales Tax is a 0.25 cent per dollar purchase sales tax established by the State of Illinois as part of the RTA Mass Transit Funding and Reform Act of 2008, PA 95-708 (HB 656), which provides the collar counties with funds under the control of each county board from a ¼% of general sales tax increase collected in each county by the Illinois Department of Revenue. This provision was put in effect by an ordinance of the RTA Board, passed 1/28/08. The new RTA taxes were effective April 1, 2008 with the first distribution to the collar counties, by the Illinois Department of Revenue, to be allocated to the counties based upon point of sale, made in July 2008. The funds are restricted to be used only for highways, transit or public safety purposes. The McHenry County Board has adopted a policy to dedicate this funding to transportation and public safety.

Safe Routes to School Program (SRTS) – A Federal Funding Program administered by the Illinois Department of Transportation. The Illinois SRTS Program supports projects and programs that enable and encourage walking and bicycling to and from school. The program applies to schools serving grades Kindergarten through 8th grade. Schools and municipalities are the logical applicants for this program, rather than highway agencies as the program calls for a plan to school sites which would thus cross roads of several highway jurisdictions.

Secretary of Transportation, Illinois – The chief administrative official of the Illinois Department of Transportation, appointed by the Governor and confirmed by the Illinois Senate.

Section Number – An eleven-digit IDOT numbering system for the identification of highway projects and portions thereof, e.g. 05-00314-00-WR.

Service Bulletin – The Service Bulletin is issued by the Illinois Department of Transportation (IDOT). It contains the projects for which IDOT is requesting bids.

Signalization – Installation of traffic signals at a previously unsignalized intersection.

SRA – Strategic Regional Arterial. A roadway selected through the regional transportation planning process to accommodate regional traffic movements. Part of a 1,300-mile system of highways in northeastern Illinois designated to supplement the expressway system by carrying regional through traffic.

State Capital Bill – The current state law that authorizes the expenditure of funds for any number of stipulated categories of capital improvements.

State Highway – Roads that meet the criteria for interstate and arterial highways as established by State law, having been designated by the Illinois Department of Transportation. State highways are the primary arterial highways in McHenry County generally extending from one end of the county to the other and extend through all municipalities. These highways are marked with U.S. or IL route markers (e.g. U.S. 14 and IL 173).

STP- Surface Transportation Program. The STP program is a federal funding grant programmed administered through CMAP by the 12 Council of Mayors in the Chicago Region. The McHenry County Council of Mayors has a call for projects every two to three years and awards projects based on established criteria (See McHenry County Council of Mayors and CMAP).

Sub-regional Planning Program – An annual grant program of the RTA, available to counties, for the planning of the transit component of countywide plans and other efforts on developing specific transit market opportunities and transit service restructuring. The Transit Component of the McHenry County 2040 Long Range Transportation Plan was funded with this grant.

Sufficiency Rating, Bridge – A federal rating system, as administered by IDOT that is used for bridges with a width of at least 20 feet. Ratings are by structural number scale 0-100. Bridges with problems are rated as “deficient”—either structurally deficient or functionally obsolete. Most bridges that are structurally deficient are not in danger of falling down, but they are likely to be load-posted so that heavier trucks will be required to take an alternative, longer route. Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve the traffic demand or those that may be occasionally flooded. These values help understand the rate of deterioration of a structure and are important for federal funding eligibility. For example, the federal funding used for bridge replacements requires a rating of 50 out of 100.

TDM – Travel Demand Management. Projects and programs designed to reduce the transportation demand a particular roadway experiences.

[TFIC](#) – Transportation for Illinois Coalition. An organization uniting major transportation industry groups with labor, business, governmental bodies and affiliated entities throughout the state to focus on principles and program concepts that have a common objective: to maintain, improve and expand Illinois’ transportation infrastructure.

[TIP](#) – Transportation Improvement Program. The TIP is northeastern Illinois’ five year agenda of surface transportation projects. The TIP includes all projects for which federal money is sought, federal transit operating assistance, and for information purposes regionally significant non-federally funded projects scheduled for implementation in the next five years.

TIP Amendment – An amendment made to the Transportation Improvement Program required as a result of a change to a project’s cost, limits, work type, staging, programming or scheduled implementation date.

TOD- Transit Oriented Development. Development that is influenced by and oriented to transit service and that takes advantage of the market created by transit patronage. Elements of TOD projects include good pedestrian access, moderate and high density housing with complementing public uses, jobs, retail businesses and services concentrated in mixed-use developments along the regional transit system.

Township General Funds – Any non-MFT funds that a township road district has to improve township roads.

Township Highway Commissioner – The elected chief administrative official who is in charge of a township road district. The Township Highway Commissioner and the Road District are separate from and independent of the Township Board.

Township Road District – In McHenry County, each Township has a Township Road District. The District is administered by the elected Township Highway Commissioner and has the authority and responsibility to construct, maintenance, and manage the township roads. The Township Highway Commissioner and the Road District are separate from and independent of the Township Board.

Township Roads – A public road in the unincorporated area of the county which is not a state or county highway.

Transportation Committee-MPO – Working committee of CMAP dealing with transportation matters which also reports directly to the MPO Policy Committee.

[TRB](#) – Transportation Research Board. The mission of the Transportation Research Board is to provide leadership in transportation innovation and progress through research and information exchange, conducted within a setting that is objective, interdisciplinary, and multimodal. TRB is one of six major divisions of the National Research Council— a private, nonprofit institution that is the principal operating agency of the National Academies in providing services to the government, the public, and the scientific and engineering communities. The National Research Council is jointly administered by the National Academy of Sciences, the National Academy of Engineering, and the Institute of Medicine. TRB’s varied activities—described below—annually engage more than 7,000 engineers, scientists, and other transportation researchers and practitioners from the public and private sectors and academia, all of whom contribute their expertise in the public interest by participating on TRB committees, panels, and task forces. The program is supported by state transportation departments, federal agencies including the component administrations of the U.S. Department of Transportation, and other organizations and individuals interested in the development of transportation. The services of TRB are to be a resource to the nation and to the transportation community worldwide. The TRB portfolio of services include: 1) Opportunities for information exchange on current transportation research and practice, 2) Management of cooperative research and other research programs, 3) Analyses of national transportation policy issues and guidance on federal and other research programs, and 4) Publications and access to research information from around the world.

[USEPA](#) – United States Environmental Protection Agency also referred to as just EPA. The federal agency that is responsible for establishing and enforcing national air and water quality standards.

UWP – Unified Work Program of the MPO. The annual list of the planning programs that are funded via federal planning funds allocated to the MPO. Projects are selected by the UWP committee of the MPO.

VMT – Vehicle Miles Traveled. Measure used to indicate the level of automobile usage and congestion on a roadway network. A vehicle-mile represents one vehicle traveling one mile.

VOCs – Volatile Organic Compounds. Another name for hydrocarbons, a component, along with oxides of nitrogen (NOx) and sunlight, responsible for the formation of ozone. These emissions are a product of partial fuel combustion, fuel evaporation and refueling losses caused by spillage and vapor leakage. VOC reduction is one criteria used to determine the anticipated benefits of projects submitted for Congestion Mitigation & Air Quality (CMAQ) Program funding.

Wetland Mitigation Bank – A wetland mitigation bank is a wetland, stream, or other aquatic resource area that has been restored, established, enhanced, or (in certain circumstances) preserved for the purpose of providing compensation for unavoidable impacts to aquatic resources permitted under Section 404 or a similar state or local wetland regulation. Mitigation bank may be created when a government agency, corporation, nonprofit organization, or other entity undertakes these activities under a formal agreement with a regulatory agency.

APPENDIX E: CHANGES FROM LAST YEAR'S PROGRAM

The following is a list of significant differences between the 2013-2017 Highway Improvement Program (HIP) and the proposed McHenry County 2014-2018 Five Year Transportation Program:

1. Renamed from Highway Improvement Program to Five Year Transportation Program.
2. County Board Strategic Plan section updated.
3. Updated FY2013 Highlights.
4. Updated FY2014-2018 Program Highlights to include discussion of the Illinois Route 23 and Interstate 90 Marengo Interchange project.
5. Updated anticipated revenues and expenditures.
6. The individual program sections were renamed and reorganized. The Maintenance Program was renamed the County Highway Maintenance Program. The Pavement Preservation Program was changed to the County Highway Pavement Preservation Program. The Bridge Program was renamed the County and Township Bridge Program. The Operational and Capacity Improvements Programs were combined into the County Highway Operational and Capacity Program. The State Highway Program was renamed the State Highway and Access to Interstate Program. The Transit Program was renamed the Bicycle, Pedestrian, and Transit Program.
7. The Facilities Program was removed. The remote weather information systems was added to the County Highway Maintenance Program.
8. The non-dedicated subdivision road project was moved from County Highway Pavement Preservation Program to the Miscellaneous Program.
9. A regional salt storage facility was added to the Miscellaneous Program.
10. The Wilmot Road, Bay Road, and Chapel Hill Road bridge rehabilitation projects were added to the County and Township Bridge Program.
11. The Main Street bridge repairs projects was added to the County and Township Bridge Program.
12. Congestion Mitigation and Air Quality grant monies were included for the Randall Road and Algonquin Road intersection project.
13. The Algonquin Road Extension Project was replaced with Main Street and Marengo Road intersection projects in the County Operational and Capacity Improvements Program.
14. The River Road and Chapel Hill Road Improvements project was removed from the County Operational and Capacity Improvements Program.
15. The Debt Certificate Service (\$50 million in 2016) miscellaneous financial item was removed from the Miscellaneous Program.



*For more information contact the
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