



McHenry County

Division of Transportation

Joseph R. Korpalski, Jr., P.E.
Director of Transportation/County Engineer

Transportation Committee Meeting Wednesday, December 21, 2011, 8:15 A.M. McHenry County Division of Transportation Main Conference Room

- 1.0 CALL TO ORDER**
- 2.0 PUBLIC COMMENT**
- 3.0 APPROVAL OF MEETING MINUTES**
 - 3.05 November 16, 2011
- 4.0 PRESENTATIONS**
 - 4.05 2040 Long Range Transportation Plan
 - 4.10 Miller Road
 - 4.15 Johnsburg Road
- 5.0 RESOLUTION APPROVING AN AMENDED ENGINEERING AGREEMENT AND APPROPRIATING FUNDS FOR THE WALKUP ROAD PROJECT**
- 6.0 RESOLUTION APPROVING THE 2012 TO 2016 HIGHWAY IMPROVEMENT PROGRAM**
- 7.0 RESOLUTION AUTHORIZING AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE COUNTY OF MCHENRY AND PACE SUBURBAN BUS FOR MCRIDE TRANSIT SERVICES IN 2012**
- 8.0 RESOLUTION TO APPROVE ADOPT-A-HIGHWAY VOLUNTEER GROUP AGREEMENTS**
- 9.0 RESOLUTION APPROVING THE ACQUISITION OF RIGHT-OF-WAY FOR HIGHWAY PURPOSES AND APPROPRIATING FUNDS FOR THE HILL ROAD TOWNSHIP BRIDGE PROJECT OVER THE NIPPERSINK CREEK**
- 10.0 RESOLUTION APPROVING AN INTERGOVERNMENTAL AGREEMENT WITH THE STATE OF ILLINOIS FOR THE HILL ROAD TOWNSHIP BRIDGE PROJECT OVER THE NIPPERSINK CREEK**
- 11.0 RESOLUTION APPROVING AN INTERGOVERNMENTAL AGREEMENT WITH THE CITY OF CRYSTAL LAKE FOR ENGINEERING AND CONSTRUCTION FOR THE SOUTH MAIN STREET/PYOTT ROAD INTERSECTION PROJECT AND APPROPRIATING FUNDS FOR ENGINEERING**
- 12.0 PROJECT STATUS REPORT**

13.0 OLD / NEW BUSINESS

13.05 Old Business

13.05.05 Request for Qualifications – Bridge Condition Reports

13.10 New Business

14.0 EXECUTIVE SESSION

14.05 Meeting Minutes, Land Acquisition, and Pending Litigation

15.0 MEMBER COMMENTS

16.0 NEXT MEETING DATE & LOCATION

16.05 8:15 A.M. on January 4, 2012 – Division of Transportation

17.0 ADJOURNMENT

**Transportation Committee
Meeting Minutes
Wednesday, November 16, 2011 – 8:15 A.M.
McHenry County Division of Transportation
Main Conference Room
Woodstock, Illinois 60098**

Chairperson Anna May Miller
Vice-Chairperson Paula Yensen Scott Breeden
Diane Evertsen Virginia Peschke
Nick Provenzano Sandra Salgado

CALL TO ORDER

Vice-Chairperson Yensen called the meeting to order at 8:15 A.M.

MEMBERS IN ATTENDANCE

Paula Yensen, Diane Evertsen, Sandra Salgado, Scott Breeden and Nick Provenzano

MEMBERS NOT IN ATTENDANCE

Chairperson Miller and Virginia Peschke

Mr. Provenzano arrived at 8:28 A.M.

OTHER ATTENDEES

In attendance were: Ken Koehler, County Board Chairman; Peter Austin, County Administrator; Joseph Korpalski, Director of Transportation/County Engineer; Christina Webb, State's Attorney Office (SAO); Jeff Young, Division of Transportation, Assistant County Engineer; Wally Dittrich, Division of Transportation, Design Manager; Charlie Eldredge, McHenry County Economic Development Corporation (MCEDC); Bob Rollings, Bollinger Lach & Associates, Inc. (BLA); Tom Gill, Thomas Engineering Group; Bjorn Mattsson, resident; Mark Dammyer, Division of Transportation, Construction Manager; Cha Lee, Division of Transportation, Consultant Project/Design Engineer; Ed Markison, Division of Transportation, Assistant Maintenance Superintendent; Christopher Reinhard, Conrad Schultz, and Ronnie Hayhurst, Division of Transportation, Maintenance Staff; Chalen Daigle, Division of Transportation, Planning Liaison; Debra Kroll, Division of Transportation, Administrative Specialist.

PUBLIC COMMENT

None

APPROVAL OF MEETING MINUTES – November 2, 2011

On a motion by Ms. Evertsen, seconded by Mr. Breeden, the meeting minutes of November 2, 2011, were approved as presented.

A voice vote was taken with all members present voting "aye"; motion carried.

RESOLUTION APPROVING AN ENGINEERING SERVICES AGREEMENT AND APPROPRIATING FUNDS FOR THE NOE ROAD TOWNSHIP BRIDGE PROJECT

The McHenry County Division of Transportation (MCDOT) staff requests the approval of the resolutions approving a design engineering services agreement with Strand Associates, Inc. for the Township owned bridge and corresponding intergovernmental agreement (IGA) with the Illinois Department of Transportation (IDOT) for Noe Road Bridge over Rush Creek.

The MCDOT needed to facilitate the replacement of the Noe Road Bridge in Marengo Township, due to its Sufficiency Rating of 34.9 out of 100. The Phase I Project Development Report (PDR) is expected to be approved by IDOT in December 2011. As the consultant, Strand Associates, Inc., has processed the Phase I engineering on this project satisfactorily, MCDOT staff recommends continuing with them for the next phase of the project per the Consultant Selection Policy. The Phase II design engineering services agreement has been negotiated by MCDOT

staff and has been reviewed and approved by the IDOT. The Phase I selection of Strand Associates, Inc. was approved by the Transportation Committee on June 6, 2007.

Noe Road Bridge was closed in March 2009 due to beam failure. The MCDOT saw the opportunity to realign the road around Rush Creek, thereby not having to adversely impact Rush Creek and its associated wetlands. This stream is a Class A stream due to its water quality and high quality fish habitat. The preferred alternative was pursued with the Federal Highway Authority (FHWA). They approved to fund the bridge removal and road realignment alternative with Highway Bridge Program (HBP) funds in February 2011.

This project meets the requirements of the Federal Highway Bridge Program (HBP) which will fund the project 80% for Phase II preliminary design engineering of this project. The agreement identifies that the County will be reimbursed \$121,619.000 for the Phase II engineering design services agreement for the HBP eligible portion. Further funding for Phase III construction will require additional agreements if funding is available. The County's local match obligation for Phase II is \$30,405.00.

A motion was made by Ms. Salgado, seconded by Mr. Breeden, to approve the resolutions approving an engineering services agreement and an IGA with the State of Illinois and appropriating funds for the Noe Road Township Bridge project were approved with a recommendation to the County Board.

A roll call vote was taken with all members present voting "yes"; motion carried.

RESOLUTION ADOPTING MCHENRY COUNTY SNOW & ICE CONTROL POLICY

The McHenry County Division of Transportation (MCDOT) staff requests the approval of the resolution adopting the 2011 - 2012 McHenry County Snow and Ice Control Policy for FY 2012.

One of the primary functions of the MCDOT is to provide for the efficient removal of snow and ice on the County highway system during the winter months. Snow and ice removal is considered emergency work in that, highways must be cleared any time of the day or night to provide for the safe transportation of people and goods, especially emergency services such as police, fire, and rescue operations.

In order to effectively administer and manage the snow and ice removal operations of the County highways, a formal policy has been developed to define the service level to be provided for the motoring public on the County highway system and to guide the MCDOT staff in performing snow and ice removal operations.

This is an annual program and an update of the current policy. The only updates to the policy in 2011 were new maps. This policy has been reviewed and approved by the State's Attorney Office (SAO).

A motion was made by Ms. Salgado, seconded by Ms. Evertsen, to approve the resolution adopting the McHenry County Snow & Ice Control Policy and was approved with a recommendation to the County Board.

A roll call vote was taken with all members present voting "yes"; motion carried.

RESOLUTION APPROPRIATING FUNDS FOR ICE CONTROL MAINTENANCE MATERIALS

The McHenry County Division of Transportation (MCDOT) staff requests the approval of the resolution appropriating funds for FY 2012 ice control materials.

As an annual expense, the necessary materials are salt, calcium chloride and a natural deicing product. The materials are being purchased either through the Illinois Department of Central Management Services (CMS) or the County's own bid process, administered by the Purchasing Department. Traditionally, MCDOT purchases approximately 10,000 tons of salt, 10,000 gallons calcium chloride, and 40,000 gallons of natural organic deicing product. Treated salt will be used for the fourth year at the MCDOT at the same cost as last season. The natural organic deicing product came in at a reduced cost compared to last season.

The treated salt will be provided by North American Salt Company of Overland Park, Kansas at \$75.40/ton (same as last year). The MCDOT must purchase 10,000 tons of salt, but can purchase up to 12,000 tons.

The calcium chloride will be provided again by SICALCO Ltd of Hinsdale, Illinois and will be \$0.56 per/gal, the same as last year. The Ice Bite (natural deicing) will be from Univar USA, Inc. of Saint Paul, Minnesota and will be \$1.05 per gal. This is 10 cents less than last season. The liquid quantities will be similar to last year's 200,000 gallon total, which is enhanced brine, our blended Supermix product. However, we hope that the use of liquids increases to reduce our reliance on rock salt.

The budgeted amount for FY 2012 is \$1,200,000.00 from Motor Fuel Tax (MFT) fund, however bids came in at \$958,180.00.

A motion was made by Ms. Evertsen, seconded by Ms. Salgado, to approve the resolution appropriating funds for ice control maintenance materials was approved with a recommendation to the County Board.

A roll call vote was taken with all members present voting "yes"; motion carried.

RESOLUTION APPROVING AN INTERGOVERNMENTAL AGREEMENT WITH THE STATE OF ILLINOIS AND APPROPRIATING FUNDS FOR THE MODERNIZATION AND MAINTENANCE OF TRAFFIC SIGNALS FOR VARIOUS COUNTY/STATE ROUTE INTERSECTIONS

The McHenry County Division of Transportation (MCDOT) staff requests approval of the resolution approving an intergovernmental agreement (IGA) with the State of Illinois for improvements to the traffic signals at various intersections where County routes intersect with State routes.

The Illinois Department of Transportation (IDOT) has prepared plans to modernize the existing traffic signals at 43 intersections across McHenry County. There are seven (7) locations where the County has jurisdiction on at least one (1) of the legs of the intersection. Per the standard IDOT cost participation agreements, the State requests reimbursement from the local agencies having jurisdiction of the local legs. The improvements consist of converting the signal lenses to Light Emitting Diode (LED), installing pedestrian countdown signals where applicable and uninterruptable power supplies (UPS).

The following County intersections are included in this project: U.S. Route 14 @ Cary/Algonquin Road; Illinois Route 176 @ River Road; Illinois Route 176 @ Roberts Road; County Line Road @ Haegers Bend Road; U.S. Route 12 @ Winn Road/Spring Grove Road; Illinois Route 23 @ Coral Road and Illinois Route 120 @ Chapel Hill Road. As such, the County's cost responsibility is up to 5% (1/2 of the local match) of the overall cost of the intersections that have County roadways.

The cost to the MCDOT is \$210.00 for engineering and \$8,185.00 for construction for a total of \$8,395.00. This agreement has been reviewed and approved by the McHenry County State's Attorney Office (SAO).

A motion was made by Ms. Salgado, seconded by Mr. Breeden, to approve the resolution approving an IGA with the State of Illinois and appropriating funds for the modernization and maintenance of traffic signals for various County/State route intersections was approved with a recommendation to the County Board.

A roll call vote was taken with all members present voting "yes"; motion carried.

RESOLUTION APPROPRIATING MOTOR FUEL TAX FUNDS UNDER THE ILLINOIS HIGHWAY CODE IN COMPLIANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION

The McHenry County Division of Transportation (MCDOT) staff requests approval of the resolution appropriating Motor Fuel Tax funds under the Illinois Highway Code in compliance with the Illinois Department of Transportation (IDOT).

IDOT had not performed an annual audit of the Motor Fuel Tax (MFT) funds that are allotted to McHenry County in over ten (10) years. The audit letter received from IDOT requested documentation on 166 projects dating back to 1991. The MCDOT in working with the County Clerk, were able to reproduce documents requested by IDOT.

The resolution is one of the final documents required by IDOT regarding the authorization of the County for the expenditure of MFT funds on various projects. The projects listed have already been approved by the County Board

through previous resolutions and this resolution is to reaffirm the expenditure of MFT funds. The MFT funds listed have already been expended in compliance with IDOT MFT procedures.

On a motion by Ms. Evertsen, seconded by Mr. Breeden, to approve the resolution appropriating MFT funds under the Illinois Highway Code in compliance with the Illinois Department of Transportation audit was approved with a recommendation to the County Board.

Mr. Provenzano arrived at 8:28 A.M.

A roll call vote was taken with all members present voting “yes”; motion carried.

PROJECT STATUS REPORT

McHenry County Division of Transportation staff updated the Committee on the following projects:

Rakow Road

- All traffic will be redirected onto the new pavement next week. Work continues on the storm sewers, the pedestrian bridge and the noise abatement wall at Ackman Road and Randall Road.

MCDOT staff noted that four (4) out of six (6) bridges have been completed.

Dunham Road Bridge

- The bridge completion has been delayed until next year, due to utility issues.

Blivin Street Bridge

- The project is ongoing. The north half of the bridge has been completed, with work continuing on the south half.

OLD / NEW BUSINESS

Old Business

None

New Business

New Staff

- MCDOT staff stated that the County Board Five-Year Highway Improvement Program (HIP) Workshops were well attended and that comments received at these workshops will be compiled by MCDOT and presented to the Committee, with revisions to the draft program, for their consideration at a future date.
- The MCDOT welcomed Mr. Christopher (Chris) Reinhard to their staff as one of the newest Maintenance employees. Chris has been assigned to the MCDOT's Road section where he will assist in the day to day operations of road maintenance. Mr. Reinhard comes to us with over seven (7) years of snow plowing and road maintenance experience, working previously for the Village of Fox River Grove and the Village of Barrington. Chris is a lifelong resident of McHenry County, having been born and raised in the McHenry area. Chris and his wife, Mandy, reside in the McHenry area. Chris is an avid Milwaukee Brewer's baseball fan. Chris spends his free time during the summer months coaching little league baseball.
- The MCDOT welcomed Mr. Conrad Schultz to their staff as one of the newest Maintenance employees. Conrad has been assigned to the MCDOT's Vegetation section where he will assist in the day to day operations. Conrad previously taught heavy equipment operations at the high school level and most recently worked at McGrath auto group as a technician. He is a lifelong resident of McHenry County, currently residing in the Union area. Conrad has been married to his wife Sandra for twenty-three years and they have two teenage daughters. He enjoys spending his free time supporting his girls sporting activities and working on his small hobby farm.
- The MCDOT welcomed Mr. Ronnie Hayhurst to their staff as the newest Maintenance employee. Mr. Hayhurst has been assigned to MCDOT's Shop section where he will assist in the day to day operations.

Mr. Hayhurst brings with him the knowledge he learned while owning and running his own repair shop, he is also certified in brakes, air conditioning , electrical, fleet maintenance and training certificates through International Trucks while working for Chicago International Trucks in Huntley and Grayslake. Mr. Hayhurst is a *Do It Yourself* (DIY) network fan and also enjoys water sports, especially boating and snorkeling. He has two grandsons that he loves to spend time with. Mr. Hayhurst is a resident of McHenry County and is currently residing in Wonder Lake.

MEMBER COMMENTS

- Ms. Evertsen inquired if MCDOT staff had received an e-mail regarding a new laser cutting pavement technique. This perhaps is a new concept and MCDOT staff stated that they will research this technique.
- Mr. Provenzano advised that several months ago, the Legislative Committee discussed the non-dedicated road issues. There was also some discussion with Chairman Heisler about creating a task force or subcommittee who will act as a liaison, in an effort to bring these roads into the fold. Mr. Provenzano has received feedback from concerned residents and believes that the Transportation Committee should participate by becoming a part of the whole component, stating that different committee structures are affected and involved.

Mr. Breeden stated that this issue has been discussed many times before and that this Committee has had some decision making processes that are in place and the people who are affected realize what they need to do in order to be brought into the fold. He does not feel the need for this issue to be readdressed.

Chairman Koehler advised that a he was at a meeting held this past week pertaining to the next steps of involvement that included Peter Austin and the State's Attorney Office (SAO). A meeting will be scheduled with Mr. Robert Miller, Algonquin Township Road Commissioner, to obtain a better perspective regarding limitations, as to what the Townships can and cannot put into action. From that point, it will need to be brought to the Legislative Committee who will then make a decision regarding the current situation.

Ms. Salgado stated that this issue has been addressed and explained to all involved factions that the County could not resolve this issue and that the Coalition would have to take this matter to the State level.

Some Committee members felt that the County should act as a catalyst in assisting these stakeholders if only, to help direct them on the right course.

NEXT MEETING DATE & LOCATION

Transportation Committee meeting on Wednesday, December 7, 2011 at 8:15 – McHenry County Division of Transportation

ADJOURNMENT

On a motion by Ms. Salgado, seconded by Mr. Breeden, the meeting adjourned at 8:50 A.M.

A voice vote was taken with all members present voting "aye"; motion carried.

RESOLUTION
APPROVING A SUPPLEMENTAL CONSTRUCTION ENGINEERING SERVICES
AGREEMENT AND APPROPRIATING FUNDS FOR THE WALKUP ROAD
PROJECT

WHEREAS, McHenry County has determined that there is a need to improve Walkup Road between Illinois Route 176 in Crystal Lake and Bull Valley Road in McHenry, which is part of the approved FY 2011 to 2015 Highway Improvement Program, as the existing road is congested due to inadequate roadway geometry for the current and future traffic volumes; and

WHEREAS, said improvements will require the services of a consulting engineering firm to provide a public involvement plan and construction management and inspection services for the proposed construction contract; and

WHEREAS, the Transportation Committee selected Baxter & Woodman, Inc. (B&W) to perform these services on August 30, 2011; and

WHEREAS, on October 4, 2011, the County Board of McHenry County approved an Early Start Up Engineering Services Agreement with B&W for a not to exceed amount of \$49,662.00, to provide an advance public involvement plan, utility coordination, and advance surveying services; and

WHEREAS, the Transportation Committee has reviewed and recommends approval of the attached Supplemental Engineering Services Agreement with B&W for a not to exceed amount of \$1,329,909.00, in addition to the Early Start Up Agreement bringing the total contract value to \$1,379,571.00, said Agreement attached hereto and hereby made a part hereof.

NOW, THEREFORE BE IT RESOLVED, by the County Board of McHenry County that the Supplemental Engineering Services Agreement between McHenry County and Baxter & Woodman, Inc., of Crystal Lake, Illinois is hereby approved in the not to exceed amount of \$1,329,909.00; and

BE IT FURTHER RESOLVED, that there is hereby appropriated the sum of one million, three hundred and thirty thousand dollars (\$1,330,000.00) from the County Option Motor Fuel Tax Fund, OCA code 820125-4455, for said agreement; and

BE IT FURTHER RESOLVED, that the Chairman is hereby authorized to execute said agreement; and

BE IT FURTHER RESOLVED, that this project is hereby designated as Section 00-00246-02-FP; and

BE IT FURTHER RESOLVED, that the County Clerk is hereby directed to transmit a certified copy of this resolution to the Director of Transportation/County Engineer.

DATED at Woodstock, Illinois this 3rd day of January, A.D., 2012.

KENNETH D. KOEHLER, Chairman
McHenry County Board

ATTEST:

KATHERINE C. SCHULTZ, County Clerk

Municipality	L O C A L A G E N C Y	 Illinois Department of Transportation Preliminary/Construction Engineering Services Agreement For Motor Fuel Tax Funds Supplement 1	C O N S U L T A N T	Name
Township				Baxter & Woodman, Inc.
County				Address
McHenry County Div of Transportation				8678 Ridgefield Road
Section				City
00-00246-02-FP				Crystal Lake
				State
				Illinois

THIS AGREEMENT is made and entered into this _____ day of _____, _____ between the above Local Agency (LA) and Consultant (ENGINEER) and covers certain professional engineering services in connection with the improvement of the above SECTION. Motor Fuel Tax Funds, allotted to the LA by the State of Illinois under the general supervision of the State Department of Transportation, hereinafter called the "DEPARTMENT", will be used entirely or in part to finance ENGINEERING services as described under AGREEMENT PROVISIONS.

Section Description

Name Walkup/Crystal Lake Route 0085 Length 12077 KM(2.29 Miles)(Structure No. _____)

Termini Ill Rte 176 to Bull Valley R with an omission from 1,649 ft N of Crystal Springs Rd to 2,147 ft S of Bull Valley Rd

Description

SUPPLEMENT 1 - This is a supplement to the Early Start-Up agreement. This agreement is for the Phase III Construction Engineering services for the Walkup Rd/IL 176 improvements as well as the Crystal Lake Rd widening. The Project consists of the reconstruction of Walkup Road and IL Route 176 intersection to a 6-lane cross section, and the northern improvements on Crystal Lake Road widening and resurfacing the roadway to a 3-lane cross section.

Agreement Provisions

The Engineer Agrees,

1. To perform or be responsible for the performance of the following engineering services for the LA in connection with the proposed improvement herein before described, and checked below:
 - a. Make such detailed surveys as are necessary for the preparation of detailed roadway plans.
 - b. Make stream and flood plain hydraulic surveys and gather high water data and flood histories for the preparation of detailed bridge plans.
 - c. Make or cause to be made such soil surveys or subsurface investigations including borings and soil profiles and analyses thereof as may be required to furnish sufficient data for the design of the proposed improvement. Such investigations are to be made in accordance with the current requirements of the DEPARTMENT.
 - d. Make or cause to be made such traffic studies and counts and special intersection studies as may be required to furnish sufficient data for the design of the proposed improvement.
 - e. Prepare Army Corps of Engineers Permit, Division of Water Resources Permit, Bridge waterway sketch and/or Channel Change sketch, Utility plan and locations and Railroad Crossing work agreements.
 - f. Prepare Preliminary Bridge Design and Hydraulic Report, (including economic analysis of bridge or culvert types) and high water effects on roadway overflows and bridge approaches.

Note Four copies to be submitted to the Regional Engineer

- g. Make complete general and detailed plans, special provisions, proposals and estimates of cost and furnish the LA with five (5) copies of the plans, special provisions, proposals and estimates. Additional copies of any or all documents, if required shall be furnished to the LA by the ENGINEER at his actual cost for reproduction.
- h. Furnish the LA with survey and drafts in quadruplicate of all necessary right-of-way dedications, construction easements and borrow pit and channel change agreements including prints of the corresponding plats and staking as required.
- i. Assist the LA in the receipt and evaluation of proposals and the awarding of the construction contract.
- j. Furnish or cause to be furnished:
- (1) Proportioning and testing of concrete mixtures in accordance with the "Manual of Instructions for Concrete Proportioning and Testing" issued by the Bureau of Materials and Physical Research, of the DEPARTMENT and promptly submit reports on forms prepared by said Bureau.
 - (2) Proportioning and testing of bituminous mixtures (including extracting test) in accordance with the "Manual of Instructions for Bituminous Proportioning and Testing" issued by the Bureau of Materials and Physical Research, of the DEPARTMENT, and promptly submit reports on forms prepared by said Bureau.
 - (3) All compaction tests as required by the specifications and report promptly the same on forms prepared by the Bureau of Materials and Physical Research.
 - (4) Quality and sieve analyses on local aggregates to see that they comply with the specifications contained in the contract.
 - (5) Inspection of all materials when inspection is not provided at the sources by the Bureau of Materials and Physical Research, of the DEPARTMENT and submit inspection reports to the LA and the DEPARTMENT in accordance with the policies of the said DEPARTMENT.
- k. Furnish or cause to be furnished
- (1) A resident engineer, inspectors and other technical personnel to perform the following work: (The number of such inspectors and other technical personnel required shall be subject to the approval of the LA.)
 - a. Continuous observation of the work and the contractor's operations for compliance with the plans and specifications as construction proceeds, but the ENGINEER does not guarantee the performance of the contract by the contractor.
 - b. ~~Establishment and setting of lines and grades.~~
 - c. Maintain a daily record of the contractor's activities throughout construction including sufficient information to permit verification of the nature and cost of changes in plans and authorized extra work.
 - d. Supervision of inspectors, proportioning engineers and other technical personnel and the taking and submitting of material samples.
 - e. Revision of contract drawings to reflect as built conditions.
 - f. Preparation and submission to the LA in the required form and number of copies, all partial and final payment estimates, change orders, records and reports required by the LA and the DEPARTMENT.
 2. That all reports, plans, plats and special provisions to be furnished by the ENGINEER pursuant to this agreement will be in accordance with the current standard specifications and policies of the DEPARTMENT, it being understood that all such reports, plats, plans and drafts shall before being finally accepted, be subject to approval by the LA and the said DEPARTMENT.
 3. To attend conferences at any reasonable time when requested to do so by the LA or representatives of the DEPARTMENT.
 4. ~~In the event plans, surveys or construction staking are found to be in error during the construction of the SECTION and revisions of the plans or survey or construction staking corrections are necessary, the ENGINEER agrees that he will perform such work without expense to the LA, even though final payment has been received by him. He shall give immediate attention to these changes so there will be a minimum delay to the contractor.~~
 5. The basic survey notes and sketches, charts, computations and other data prepared or obtained by the ENGINEER pursuant to this agreement will be made available upon request to the LA or the DEPARTMENT without cost and without restriction or limitations as to their use.
 6. To make such changes in working plans, including all necessary preliminary surveys and investigations, as may be required after the award of the construction contract and during the construction of the improvement.
 7. That all plans and other documents furnished by the ENGINEER pursuant to the AGREEMENT will be endorsed by him and will show his professional seal where such is required by law.

8. To submit, upon request by the LA or the DEPARTMENT a list of the personnel and the equipment he/she proposes to use in fulfilling the requirements of this AGREEMENT.

The scope of services for this Early Start-Up agreement are attached as Exhibit B.

The LA Agrees,

1. To pay the ENGINEER within fifteen (15) days following the LA's approval of ENGINEER's invoices as compensation for all services performed as stipulated in paragraphs 1j, 1k, 2, 3, 5 and 6, under "The LA Agrees", on a Cost Plus Fixed Fee basis according to the Schedule of Compensation contained in Exhibit A of the agreement for the successful completion of the services. The total compensation shall not exceed \$1,379,571.00 in its entirety.

- a. A sum of money equal to _____ percent of the awarded contract cost of the proposed improvement as approved by the DEPARTMENT.
- b. A sum of money equal to the percentage of the awarded contract cost for the proposed improvement as approved by the DEPARTMENT based on the following schedule:

Schedule for Percentages Based on Awarded Contract Cost

Awarded Cost Under \$50,000	Percentage Fees <u>Cost Plus Fixed Fee</u> (see note) <u>See Exhibit A</u> _____ _____ _____ _____	% % % %
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Note: Not necessarily a percentage. Could use per diem, cost-plus or lump sum.

2. To pay for services stipulated in paragraphs 1b, 1c, 1d, 1e, 1f, 1h, 1j and 1k of THE ENGINEER AGREES at the hourly rates stipulated below for personnel assigned to this SECTION as payment in full to the ENGINEER for the actual time spent in providing these services the hourly rates to include profit, overhead, readiness to serve, insurance, social security and retirement deductions. Traveling and other out-of-pocket expenses will be reimbursed to the ENGINEER at his actual cost. Subject to the approval of the LA, the ENGINEER may sublet all or part of the services provided under paragraphs 1b, 1c, 1d, 1e, 1f, 1j and 1k of THE ENGINEER AGREES. If the ENGINEER sublets all or a part of this work, the LA will pay the cost to the ENGINEER plus a five (5) percent service charge. "Cost to ENGINEER" to be verified by furnishing the LA and the DEPARTMENT copies of invoices from the party doing the work. The classifications of the employees used in the work should be consistent with the employee classifications for the services performed. If the personnel of the firm including the Principal Engineer perform routine services that should normally be performed by lesser-salaried personnel, the wage rate billed for such services shall be commensurate with the work performed.

Grade Classification of Employee	Hourly Rate
Principal Engineer	<u>See Exhibit A</u>
Resident Engineer	_____
Chief of Party	_____
Instrument Man	_____
Rodmen	_____
Inspectors	_____
_____	_____
_____	_____
_____	_____
_____	_____

The hourly rates itemized above shall be effective the date the parties, hereunto entering this AGREEMENT, have affixed their hands and seals and shall remain in effect until _____. In event the services of the ENGINEER extend beyond _____, the hourly rates will be adjusted yearly by addendum to this AGREEMENT to compensate for increases or decreases in the salary structure of the ENGINEER that are in effect at that time.

3. ~~That payments due the ENGINEER for services rendered pursuant to this AGREEMENT will be made as soon as~~

practicable after the services have been performed, in accordance with the following schedule:

- a. ~~Upon completion of detailed plans, special provisions, proposals and estimate of cost - being the work required by paragraphs 1a through 1g under THE ENGINEER AGREES - to the satisfaction of the LA and their approval by the DEPARTMENT, 90 percent of the total fee based on the above fee schedule and the approved estimate of cost.~~
- b. ~~Upon award of the contract for the improvement by the LA and its approval by the DEPARTMENT, 100 percent of the total fee (excluding any fees paragraphs 1j and 1k of the ENGINEER AGREES), based on the above fee schedule and the awarded contract cost, less any previous payment.~~
- c. ~~Upon completion of the construction of the improvement, 90 percent of the fee due for services stipulated in paragraphs 1j and 1k.~~
- d. ~~Upon completion of all final reports required by the LA and the DEPARTMENT and acceptance of the improvement by the DEPARTMENT, 100 percent of the total fees due under this AGREEMENT, less any amounts previously paid.~~

~~By mutual agreement, partial payments, not to exceed 90 percent of the amount earned, may be made from time to time as the work progresses.~~

4. That should the improvements be abandoned at any time after the ENGINEER has performed any part of the services provided for in paragraphs 1a and 1g, and prior to the completion of such services the LA shall reimburse the ENGINEER for his actual costs plus _____ percent incurred up to the time he is notified in writing of such abandonment "actual cost" being defined as material costs plus actual payrolls, insurance, social security and retirement deductions. Traveling and other out-of-pocket expenses will be reimbursed to the ENGINEER at his actual cost.
5. That should the LA require changes in any of the detailed plans, specifications or estimates (except for those required pursuant to paragraph 4 of THE ENGINEER AGREES) after they have been approved by the DEPARTMENT, the LA will pay the ENGINEER for such changes on the basis of actual cost plus _____ percent to cover profit, overhead and readiness to serve - "actual cost" being defined as in paragraph 4 above. It is understood that "changes" as used in this paragraph shall in no way relieve the ENGINEER of his responsibility to prepare a complete and adequate set of plans.
6. That should the LA extend completion of the improvement beyond the time limit given in the contract, the LA will pay the ENGINEER, in addition to the fees provided herein, his actual cost incurred beyond such time limit - "actual cost" being defined as in paragraph 4 above.

See Exhibit 1 for revisions/deletions.

It is Mutually Agreed,

1. That any difference between the ENGINEER and the LA concerning the interpretation of the provisions of this AGREEMENT shall be referred to a committee of disinterested parties consisting of one member appointed by the ENGINEER one member appointed by the LA and a third member appointed by the two other members for disposition and that the committee's decision shall be final.
2. This AGREEMENT may be terminated by the LA upon giving notice in writing to the ENGINEER at his last known post office address. Upon such termination, the ENGINEER shall cause to be delivered to the LA all drawings, specifications, partial and completed estimates and data if any from traffic studies and soil survey and subsurface investigations with the understanding that all such material becomes the property of the LA. The ENGINEER shall be paid for any services completed and any services partially completed in accordance with Section 4 of THE LA AGREES.
3. ~~That if the contract for construction has not been awarded one year after the acceptance of the plans by the LA and their approval by the DEPARTMENT, the LA will pay the ENGINEER the balance of the engineering fee due to make 100 percent of the total fees due under the AGREEMENT, based on the estimate of cost as prepared by the ENGINEER and approved by the LA and the DEPARTMENT.~~
4. That the ENGINEER warrants that he/she has not employed or retained any company or person, other than a bona fide employee working solely for the ENGINEER, to solicit or secure this contract and that he/she has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the ENGINEER, any fee, commission, percentage, brokerage fee, gifts or any other consideration contingent upon or resulting from the award or making of this contract. For breach or violation of this warranty the LA shall have the right to annul this contract without liability.
5. ENGINEER shall not commence performance of any services under this agreement until the LA has issued a written Notice to Proceed.

IN WITNESS WHEREOF, the parties have caused this AGREEMENT to be executed in quadruplicate counterparts, each of which shall be considered as an original by their duly authorized offices.

Executed by the LA:

McHenry County of the
(Municipality/Township/County)

ATTEST:

State of Illinois, acting by and through its

By _____
County Clerk

County Board ,

(Seal)

By _____
Title: County Board Chairman

Executed by the ENGINEER:

Baxter & Woodman, Inc.

8678 Ridgefield Road

ATTEST:

Crystal Lake, IL 60012

By _____

Title: Deputy Secretary

Title: Vice President

Approved

Date
Department of Transportation

Regional Engineer

**McHenry County DOT
WALKUP RD/CRYSTAL LAKE RD RECON/WIDENING**

EXHIBIT A

CONSTRUCTION ENGINEERING

Route: FAU 85 (Walkup Road)
 Local Agency: MCHENRY COUNTY
 (Municipality/Township/County)
 Section: 00-00246-02-FP
 Project: CMM-M-9003(496)
 Job No.: C-91-102-10

*Firm's **approved rates** on file with IDOT's
 Bureau of Accounting and Auditing:

Overhead Rate (OH) 152%
 Complexity Factor (R) 0
 COMPLETION DATE 11/1/12 + 10 WD
 Est dates of Service: 10/10/11 to 2/29/13

Method of Compensation:
 Cost Plus Fixed Fee 1 14.5%[DL + R(DL) + OH(DL) + IHDC]
 Cost Plus Fixed Fee 2 14.5%[DL + R(DL) + 1.4(DL) + IHDC]
 Cost Plus Fixed Fee 3 14.5%[(2.8 + R)DL] + IHDC
 Specific Rate
 Lump Sum

Cost Estimate of Consultant's Services in Dollars

Element of Work	Employee Classification	Man-Hours	Payroll Rate	Payroll Costs (DL)	Overhead*	Services by Others	In-House Direct Costs (IHDC)	Profit	Total
A. 2011 FALL CONSTRUCTION SEASON									
Construction Administration	Sr Engineer V	296	\$57.10	\$16,902.00	\$25,691.00		\$205.00	\$6,206.00	\$49,004.00
Field Observations	Eng Tech V	579	\$52.80	\$30,571.00	\$46,468.00		\$545.00	\$11,250.00	\$88,834.00
	Eng Tech III	20	\$35.80	\$716.00	\$1,088.00		\$35.00	\$267.00	\$2,106.00
	Eng Tech II	20	\$27.76	\$555.00	\$844.00			\$203.00	\$1,602.00
GIS Integration	CADD Op II	80	\$30.28	\$2,422.00	\$3,681.00		\$4,500.00	\$1,537.00	\$12,140.00
B. 2012 CONSTRUCTION SEASON									
Construction Administration	Sr Engineer V	528	\$57.10	\$30,149.00	\$45,826.00		\$1,315.00	\$11,207.00	\$88,497.00
Meetings	Sr Engineer V	132	\$57.10	\$7,537.00	\$11,456.00			\$2,754.00	\$21,747.00
								\$0.00	\$0.00
Field Observations	Eng Tech V	1320	\$52.80	\$69,696.00	\$105,938.00		\$2,150.00	\$25,779.00	\$203,563.00
	Eng Tech III	1000	\$35.80	\$35,800.00	\$54,416.00		\$1,000.00	\$13,226.00	\$104,442.00
	Eng Tech III	1100	\$35.80	\$39,380.00	\$59,858.00		\$2,100.00	\$14,694.00	\$116,032.00
	Eng Tech III	1100	\$35.80	\$39,380.00	\$59,858.00		\$2,100.00	\$14,694.00	\$116,032.00
	Eng Tech III	50	\$35.80	\$1,790.00	\$2,721.00		\$85.00	\$666.00	\$5,262.00
	Eng Tech II	50	\$27.76	\$1,388.00	\$2,110.00			\$507.00	\$4,005.00
	Engineer I	1450	\$31.74	\$46,023.00	\$69,955.00		\$1,330.00	\$17,010.00	\$134,318.00
	Sr Engineer II	100	\$45.00	\$4,500.00	\$6,840.00		\$220.00	\$1,676.00	\$13,236.00
	Clerical	64	\$23.95	\$1,533.00	\$2,330.00			\$560.00	\$4,423.00

C. PUBLIC INVOLVEMENT									
	Principal	211	\$68.49	\$14,451.00	\$21,966.00			\$5,280.00	\$41,697.00
	Sr Engineer II	252	\$45.00	\$11,340.00	\$17,237.00		\$890.00	\$4,273.00	\$33,740.00
	Engineer I	175	\$31.74	\$5,555.00	\$8,444.00			\$2,030.00	\$16,029.00
	Sr Engineer V	170	\$57.10	\$9,707.00	\$14,755.00			\$3,547.00	\$28,009.00
	CADD Op II	26	\$30.28	\$787.00	\$1,196.00			\$288.00	\$2,271.00
D. COMPLETE PROJECT									
	Sr Engineer V	80	\$57.10	\$4,568.00	\$6,943.00		\$165.00	\$1,693.00	\$13,369.00
	Eng Tech V	160	\$52.80	\$8,448.00	\$12,841.00		\$220.00	\$3,119.00	\$24,628.00
	Engineer I	160	\$31.74	\$5,078.00	\$7,719.00		\$330.00	\$1,903.00	\$15,030.00
	Eng Tech III	50	\$35.80	\$1,790.00	\$2,721.00		\$85.00	\$666.00	\$5,262.00
	Eng Tech II	50	\$27.76	\$1,388.00	\$2,110.00			\$507.00	\$4,005.00
	CADD Op II	25	\$30.28	\$757.00	\$1,151.00			\$277.00	\$2,185.00
E. PROJECT CLOSEOUT									
	Sr Engineer V	80	\$57.10	\$4,568.00	\$6,943.00		\$90.00	\$1,682.00	\$13,283.00
	Eng Tech V	320	\$52.80	\$16,896.00	\$25,682.00		\$355.00	\$6,225.00	\$49,158.00
				\$0.00	\$0.00			\$0.00	\$0.00
F. MATERIAL TESTING									
							\$116,000.00	\$0.00	\$116,000.00
	TOTALS	9,648		\$ 413,675	\$ 628,788	\$ 116,000	\$ 17,720	\$ 153,726	\$ 1,329,909.00

In-House Direct Costs:

VEHICLE EXPENSES - TRAVEL (\$/mile)	22,215	@	\$ 0.555	\$ 12,330.00
PRINTING AND WEB SITE FEES				\$ 890.00
GPS UNIT RENTAL				\$ 4,500.00
Services by Others:				\$ 116,000.00
			S.T.A.T.E. Testing	

Start-up Agreement	\$49,662.00
Supplement #1 Agreement	\$1,329,909.00
Total	\$1,379,571.00

MCHENRY COUNTY DIVISION OF TRANSPORTATION
WALKUP ROAD STAGE 2 & STAGE 3
CONSTRUCTION ENGINEERING SERVICES

EXHIBIT B

SCOPE OF SERVICES

The following tasks are included in the Construction Engineering Services Agreement related to the Walkup Road Stages 2 & 3 Improvements.

Construction Engineering Services

It is anticipated that the contractor will begin work in the fall of 2011 on the water main and other pre-stage items of work.

During the 2012 construction season the man-hours required are based on full-time monitoring of the Project and that the Contractor will have multiple crews and work extended hours and Saturdays on this expedited schedule. Stage 2 and Stage 3 will essentially be 2 separate contracts that will progress independently of each other. With this assumption, an additional observation crew will be required to staff Stage 3 for an assumed 22 weeks. The man-hours provided are based on the Contractor completing the work on time. Any additional work due to an extended schedule caused by the Contractor's performance or unanticipated delays due to site conditions will warrant a contract addendum.

Baxter & Woodman will provide adequate staffing as dictated by the Project and contractor schedule. The various tasks associated with the construction observation services provided by Baxter & Woodman are:

A. 2011 FALL CONSTRUCTION SEASON

1. Construction Administration

Craig Mitchell (Senior Engineer) will provide the management oversight of the Project which will consist of attendance at meetings in 2011 (preconstruction meeting at IDOT, progress meetings with contractors, meeting with stakeholders, etc.), daily job site visits, review of Project progress, documentation, staffing needs, scheduling, and general correspondence between all stakeholders.

2. Field Observations

Baxter & Woodman will provide full-time Construction Observation Services while the Contractor is working. Baxter & Woodman will be on-site to observe and verify that items being constructed and materials being utilized

are in general conformance with the approved plans and specifications and the Illinois Department of Transportation Standard Specifications for Road and Bridge Construction.

Items to be completed by the field personnel - Inspector Daily Reports (IDRs), daily diary, measurement and documentation of contract quantities, complete payment estimates, change orders, and weekly reports will be maintained daily. Weekly Reports will be submitted to IDOT, the Contractor and MCDOT as per the documentation requirements. Materials incorporated into the Project will be verified to be in compliance with the Project Procedures Guide (PPG), plans and specs for the Project. Before-construction cross-sections will be gathered, documented and formatted to ensure accurate determination of quantities. Baxter & Woodman will keep MCDOT, IDOT, and additional stakeholders informed of the progress of construction.

Per IDOT Standard Specifications, Baxter & Woodman will review the condition of the traffic control twice daily noting the review in the daily diary. Traffic Control Condition Reports will be completed after each review to ensure the Contractor is in compliance with all required traffic control standards. Bi-weekly nighttime traffic control surveillance observations will occur and be documented during the time of construction and when traffic control devices are in place. Traffic control reviews will be conducted for the entire construction zone, including detour routes.

Erosion and sedimentation control observations will be conducted and documented on a weekly basis and after a ½" rainfall, in accordance with the permit requirements. Repairs and/or replacement recommendations will be given to the Contractor to correct deficiencies in the erosion and sedimentation control devices.

3. GIS Integration

Baxter & Woodman will provide a handheld GPS data collector to the field staff for documentation of underground utilities during the water main installation phase. This data will be downloaded and processed for integration into the County and City of Crystal Lake GIS.

B. 2012 CONSTRUCTION SEASON

1. Construction Administration

Craig Mitchell (Senior Engineer) will provide the management oversight of the Project which will consist of review of the project execution, daily job site visits, review of Project progress, documentation, staffing needs, scheduling, and general correspondence between all stakeholders. 16 hours/week are allotted for 33 weeks March 16, 2012 through November 1, 2012.

2. Meetings

Baxter & Woodman anticipates 4 hours each week for meeting attendance and preparation by the Senior Engineer for 33 weeks of the Project, totaling 132 hours. The agenda, minutes and distribution are included in the allotment.

3. Field Observations

As stated in A. 2. above the duties and responsibilities of the field observations in the 2012 Construction Season will be provided. Additional staffing will be required during this stage to assist in the amount of work being performed. Stage 2 construction at the intersection of IL 176 and Walkup Road will require 2 additional inspectors for this work, 1 for 29 weeks and 1 for 20 weeks. Stage 3 construction on Crystal Lake Road will also require 2 inspectors for 22 weeks to complete this section. Surveyor time is included for intermediate work needed during construction and for our Registered Land Surveyor (RLS) to assist with any right-of-way (ROW) issues that may occur.

C. PUBLIC INVOLVEMENT

Construction will adversely impact anyone who resides in, has an interest in, or does business in the Walkup Road project area. The public involvement plan needs to be an integral component before construction begins and on-site for public contact during the day-to-day construction activities. In addition to the tasks listed in the Project start-up agreement, Baxter & Woodman will develop, revise and prepare many of the communications tools that will be used throughout the Project, including:

1. Meeting with Residents and Business Owners

- a) Revise door hanger layout and content (if needed), print for spring canvassing
- b) Canvas Project site in early spring with door hangers (knock on doors)
- c) Deliver door hangers to the Talisman subdivision (mail box)
- d) Distribute information at METRA station
- e) Discuss safety measures (temp signals)
- f) Attend Construction progress meetings for latest info needed for the website, newsletter, etc.
- g) Meet individually with residents and business owners throughout the Project

2. Public Information Meeting

- a) Prepare exhibits for 2nd public meeting
- b) Review comments from County
- c) Attend meeting

3. Electronic Media
 - a) Revise (if needed) and continue to host website
 - b) Update website weekly
 - c) Use Twitter account to send weekly (2 or 3) updates
 - d) Send quarterly press release to local publications

4. Agency Meetings
 - a) Meet with various agencies (CL Chamber and Downtown CL merchants; City of Crystal Lake; Crystal Lake Park District; School District 155)
Printed Media
 - b) Revise/update trifold brochure content and layout (include detour maps)
 - c) Coordinate printing and distribution of trifold brochures
 - d) Develop project newsletter; updated quarterly; sent via email and through website
 - e) Develop construction alert notices; coordinate printing and delivery of alert notices

5. Online Contact Log
 - a) provide updates to online contact log for owners (county staff and officials)

D. COMPLETE PROJECT

The contract stipulates 10 guaranteed working days will be allowed after the November 1, 2012 completion date. The month of November per IDOT specifications typically has 15 workable days, therefore the complete project phase is assumed to be November 1, 2012 through November 30, 2012. During this time frame the punch list will be completed and all work is scheduled to be complete. Baxter & Woodman will reduce staffing during this stage and anticipates staffing to consist of Senior Engineer V, Engineering Tech V, Engineer I, Survey for final cross-sections, and CADD Op II to plot and determine cuts/fills on the sections for final payment.

E. PROJECT CLOSEOUT

Baxter & Woodman estimates 8 weeks to complete the project closeout and final documentation for the Project. Engineering Tech V and Senior Engineer V are anticipated to complete this task. The final job records will be compiled per IDOT policy allowing the federal audit to be completed by IDOT. All quantity measurements and calculations will be checked and referenced, material inspections will be submitted and deficiencies rectified, closeout forms will be prepared and printed, all pertinent job files and field books will be indexed and the job box prepared for final submittal.

F. MATERIAL TESTING

S.T.A.T.E. Testing, LLC will provide material testing services for the Project. Quality assurance testing for asphalt and concrete will be completed in accordance with IDOT QC/QA requirements. S.T.A.T.E. Testing will also provide geotechnical testing as needed, and has included HMA & PCC plant inspections in the proposal due to IDOT's elimination of these inspections on local agency projects. S.T.A.T.E. Testing's proposal is attached at the end of Exhibit A.

The construction Contractor is a separate company from the Engineers. The County understands and acknowledges that the Engineers are not responsible for the Contractor's construction means, methods, techniques, sequences or procedures, time of performance, compliance with Laws and Regulations, or safety precautions and programs in connection with the Project, and the Engineers do not guarantee the performance of the Contractor and are not responsible for the Contractor's failure to execute the work in accordance with the construction contract documents.

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RESOLUTION
APPROVING 2012 TO 2016 HIGHWAY IMPROVEMENT PROGRAM

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

WHEREAS, the Illinois Highway Code and the County's Agreement of Understanding with the Illinois Department of Transportation requires County Engineers of counties with a population in excess of 185,000 to annually prepare a five year Highway Improvement Program; and

WHEREAS, said Highway Improvement Program is a planning document and is therefore intended as a guide for future improvements and is subject to change; and

WHEREAS, the County Engineer and Division of Transportation staff have prepared the FY2012 to 2016 Highway Improvement Program; said program attached hereto and made a part hereof; and

WHEREAS, the Transportation Committee has reviewed and recommends approval of the FY2012 to 2016 Highway Improvement Program.

NOW, THEREFORE BE IT RESOLVED, by the County Board of McHenry County that the FY2012 to 2016 Highway Improvement Program is hereby adopted as the official five year program for the McHenry County Division of Transportation; and

BE IT FURTHER RESOLVED, that the FY2012 to 2016 Highway Improvement Program be given the widest circulation possible including a formal press release and posting it on the Division of Transportation's website at www.McHenryCountyDOT.org; and

BE IT FURTHER RESOLVED, that the County Clerk is hereby authorized to distribute a certified copy of this resolution to the County Administrator, the Associate County Administrator Finance, Director of Purchasing, the County Auditor, and two certified copies to the Director of Transportation/County Engineer, one of which will be forwarded to the Illinois Department of Transportation through its regional engineer's office at Schaumburg, Illinois.

DATED at Woodstock, Illinois this 17th day of January, A.D., 2012.

KENNETH D. KOEHLER, Chairman
McHenry County Board

ATTEST:

KATHERINE C. SCHULTZ
McHenry County Clerk



McHENRY COUNTY
DIVISION OF TRANSPORTATION

2012-2016 Highway Improvement Program

October 2011 Draft



Rakow Road Construction

Table of Contents

Executive Summary	4
2011 Highlights	5
2012-2016 Program Highlights	5
2012-2016 Program Development	5
Funding Priorities	6
Maintenance.....	6
Bridge Improvements.....	6
Pavement Management.....	6
Public Safety.....	6
Anticipated Revenues	6
Revenue Sources.....	6
Impacts of the Recession.....	6
Financial Constraints.....	7
Debt Certificates.....	7
Anticipated Expenditures	7
Randall Road Financing.....	8
Maintenance Program Details	10
Culvert Materials.....	12
Highway Lighting Systems-Power.....	12
Pavement Marking Maintenance.....	12
Sign Materials.....	12
Snow Removal Contract.....	12
Snow Removal Materials.....	12
Striping Paint & Glass Beads.....	13
Traffic Signal/Lighting Maintenance.....	13
Traffic Signal Re-Lamping.....	13
Maintenance Equipment Program.....	13
Tree Trimming & Removal Program.....	13

Water Quality Treatment Structure Cleaning.....	13
---	----

Bridge Program	14
Armory Road Township Bridge (SN056-3089) (TIP#11-08-0006).....	15
County Line Road Township Bridge (SN056-3040) (TIP#11-08-0025).....	15
Deerpass Road Bridge (SN056-3029) (TIP# 11-10-0003).....	15
Flat Iron Road Bridge (SN056-3019) (TIP#11-08-0027).....	15
Franklinville Road Bridge (SN056-3016) (TIP#11-08-0026).....	16
Franklinville Road Bridge (SN056-3017) (TIP#11-08-0028).....	16
Hill Road Township Bridge (SN056-3045) (TIP#11-08-0029).....	16
Jankowski Road Township Bridge (SN056-3116) (TIP# PENDING).....	16
Lawrence Road Bridge (SN056-3010) (TIP#11-08-0031).....	17
Lawrence Road Bridge (SN056-3012) (TIP#11-08-0032).....	17
Noe Road Township Bridge (SN056-3048) (TIP#11-08-0033).....	17
North Union Road Bridge (SN056-3026) (TIP# PENDING).....	17
Oak Grove Road Township Bridge (SN056-3035) (TIP# PENDING).....	18
O'Brien Road Township Bridge (SN056-3118) (TIP# PENDING).....	18
Thayer Road Township Bridge (SN056-3115).....	18
Bridge Inspections.....	18
Bridge Repairs.....	19
Miscellaneous Culverts.....	19
Pavement Management Program	20
Alden Road Pavement Management.....	21
Alden Road Rehabilitation (TIP#11-07-0015).....	21
Condition Evaluation/GIS Pavement Management Updates.....	21
Fleming Road Rehabilitation.....	21
General Crack Sealing.....	21
General Pavement Preservation.....	21
General Resurfacing.....	22
Materials Testing.....	22
Non-Dedicated Subdivision Roads.....	22
Public Safety Program	23
Charles Road and Raffel Road Intersection (TIP# 11-09-0001).....	23
Future Intersection Projects.....	23

IL 173 & Wilmot Road	24
Low-Cost Safety Improvement Program.....	24
River Road and Dowell Road Intersection (TIP#11-08-0021)	24
U.S. 20, Marengo Road, South Union Road, & Beck Road Triangle	24
Operational Improvements Program	25
Community Bicycle and Pedestrian Improvement Projects	25
Johnsburg Road (TIP#11-04-001).....	26
Marengo Road (Harmony and Hemmer Signal Interconnect)	26
Virginia Road and Pyott Road Intersection	26
Capacity Improvements Program	27
Algonquin Road Extension (TIP#11-00-0016)	27
Charles J. Miller Road Capacity Improvements (TIP#11-06-0032 and 11-06-0043)	28
James R. Rakow Road Capacity Improvements (TIP#11-03-0017)	28
Randall Road Improvements (TIP#11-03-0018).....	29
Randall Road Improvements Phase II Engineering	29
Randall Road and Algonquin Road Intersection Improvements	29
Randall Road and Huntington Drive Intersection	30
Village of Algonquin Randall Road Crossing	30
Randall Road Adaptive Traffic Control.....	30
Randall Road Resurfacing	30
River Road and Chapel Hill Road Improvements	31
State Highway Improvements Program	32
High Priority Project.....	32
I-90 and Illinois Route 47 Interchange Improvements (TIP#09-06-0011).....	33
Western Algonquin Bypass Signal Interconnect (TIP#11-00-0201)	33

Illinois Route 31 between Rakow Road and the Bypass.....	33
Miscellaneous IDOT Signal Projects.....	34
Transit Improvements Program	35
Virginia Road & Illinois Route 31 Park and Ride Lot (TIP#11-07-0001)	35
Transit Support	36
Facility Improvements Program	37
New Office Building	37
Remote Weather Information System	37
Remote Salt Storage & Maintenance Facilities	37
Other Improvements Program	38
County Engineer's Salary	38
County Wide Traffic Counts.....	38
Debt Certificate Service (\$50,000,000 in 2007).....	39
Debt Certificate Service (\$50,000,000 in 2016).....	39
2040 Long-Range Transportation Planning	39
Miscellaneous Projects.....	39

APPENDIX A: MPO TRANSPORTATION IMPROVEMENT PROGRAM

40

APPENDIX B: ROADWAY STANDARDS.....

41

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

42

List of Tables

Table 1: Tax Receipts Allocated to Funds (2007-2011)	6
Table 2: Recent Five-Year Programs Comparison (\$Millions)	7
Table 3: Programmed Expenditures by Project Type (\$Millions)	8
Table 4: Maintenance Program Summary	10
Table 5: Bridge Program Summary	14
Table 6: Pavement Management Program Summary	20
Table 7: Public Safety Program Summary	23
Table 8: Operational Improvements Program Summary	25
Table 9: Capacity Improvements Program	27
Table 10: State Improvements Program	32
Table 11: Transit Improvements Program	35
Table 12: Facilities Improvement Program Summary	37
Table 13: Other Improvements Program Summary	38
Table 14: FY2012 Estimated Expenditures	42
Table 15: FY2013 Estimated Expenditures	44
Table 16: FY2014 Estimated Expenditures	46
Table 17: FY2015 Estimated Expenditures	48
Table 18: FY2016 Estimated Expenditures	50

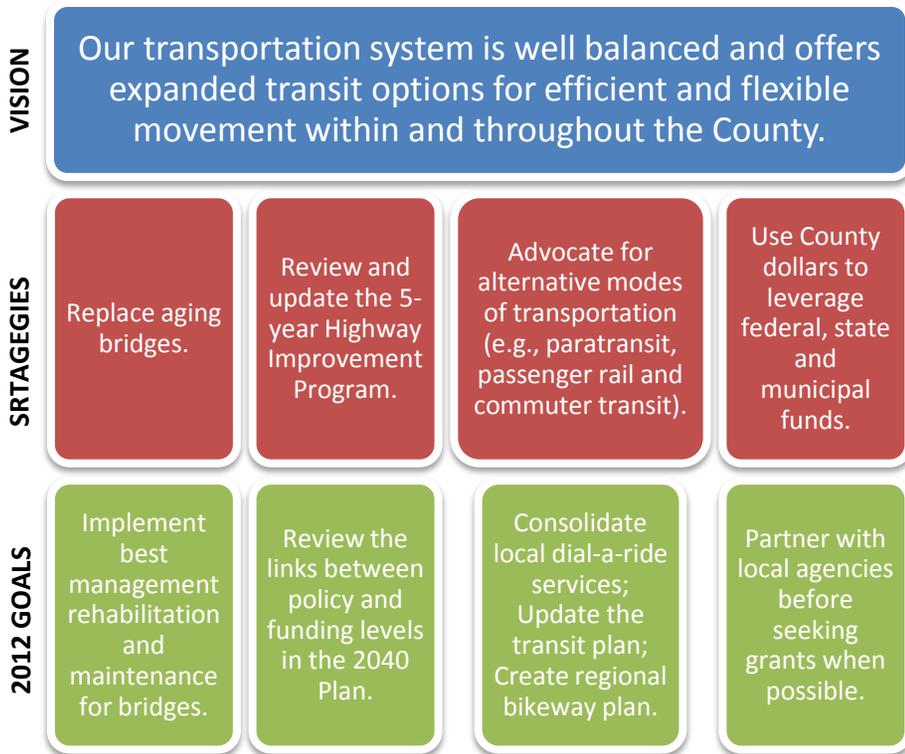
List of Figures

Figure 1: Strategic Plan Transportation Vision and Strategies.....	4
Figure 2: County Strategic Plan Implementation	4
Figure 3: Dunham Road Bridge	5
Figure 4: Program Revenue Chart FY2012-2016 (\$Millions).....	7
Figure 5: Programmed Project Locations Map	9
Figure 6: Year-End Fund Balances	9
Figure 7: County's Winter Operations (De-Icing)	10
Figure 8: Setting Deck Beams on Dunham Road.....	19
Figure 9: Let's Fix What's Broken First 2040 Plan "Big Idea"	20
Figure 10: Pavement Preservation Program Field Observation.....	22
Figure 11: Bike More 2040 Plan "Big Idea"	25
Figure 12: Ribbon-Cutting Ceremony for New County Service on February 19, 2010	36
Figure 13: Remote Weather Information System on Harmony Road....	37

Executive Summary

In May 2009, the County Board adopted a Strategic Plan for McHenry County. This 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 Transportation and Infrastructure section of the Strategic Plan (see Figure 1) through the Long-Range Transportation Plan, the five-year Highway Improvement Program, the annual budget, and individual projects.

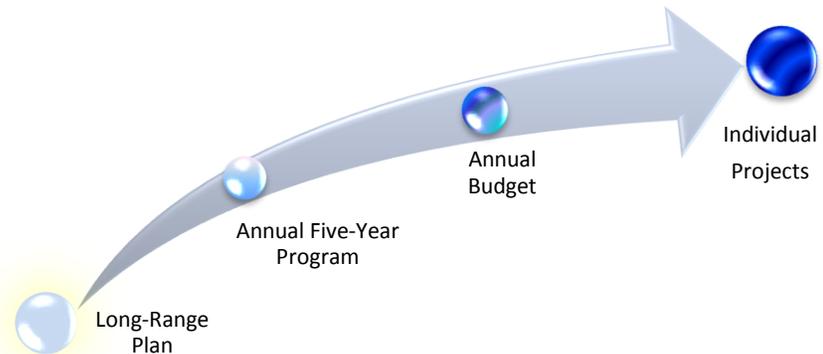
Figure 1: Strategic Plan Transportation Vision and Strategies



The Fiscal Year 2012-2016 McHenry County Highway Improvement 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.

The annual five-year program presented here is an update the McHenry County Long-Range Transportation Plan approved in 2005. This update conforms to the Strategic Plan and is developed as part of the annual budgeting process for the McHenry County Division of Transportation (See Figure 2). At this time, the County is undertaking a comprehensive public involvement process, evaluating the entire transportation system, and conducting a financial analysis to update the Long-Range Transportation Plan for the year 2040.

Figure 2: County Strategic Plan Implementation



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.

2011 Highlights

The McHenry County Division of Transportation expended \$21,274,000 in 2011 and had encumbered an additional \$30,522,000 through 2010 to maintain and improve the County's transportation network. Highlights from 2011 include:

- Began construction on the Rakow Road widening project.
- Replaced the Dunham Road Bridge (See Figure 3) and the Alden Road Bridge with roadway improvements.
- Replaced one bridge over Graf Road.
- Replaced a bridge over Lawrence Road.
- Replaced the N. Union Road Bridge.
- Began construction on the Blivin Street Bridge.
- Completed the American Recovery and Reinvestment Act (ARRA) Burlington Road resurfacing project.
- Resurfaced 18 lane miles and performed crack filling 42 lane miles of County Highways.
- Continued construction on the Walkup Road project.

Figure 3: Dunham Road Bridge



2012-2016 Program Highlights

The McHenry County Division of Transportation 2012-2016 Highway Improvement Program identifies \$258.6 in funding for projects including these:

- \$37,000,000 for intersection improvements at Randall Road and Algonquin Road.
- \$30,974,000 for half of 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.
- \$27,800,000 for Charles J. Miller Road from Illinois Route 31 to River Road to be constructed in FY2012 and FY2013.
- \$14,711,000 to continue the construction to widen Rakow Road from McHenry Avenue to Illinois Route 31 in FY2012.

The program also includes \$4,109,000 in funding from the County General Fund for equipment replacement and new equipment needed to maintain the County's expanding highway systems.

2012-2016 Program Development

In updating the Highway Improvement Program, system preservation projects (general maintenance, bridge improvements and replacement, pavement preservation, and safety) are funding priorities. System modernization projects (operational improvements) are secondary priorities. System expansion projects (highway capacity, transit, State highway, and facility improvements) are programmed after funding is designated for system preservation and modernization. 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.

To fully evaluate the ability to meet and exceed these programming priorities, the program has been financially constrained to retain positive fund balances while preserving the system and improving safety.

Funding Priorities

Maintenance – 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 \$12.0 million for highway maintenance.

Bridge Improvements – 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 \$19.8 million for 18 bridge replacement projects and other bridge work.

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 \$30.6 million for pavement management projects.

Public Safety – The public safety 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, \$12.4 million is programmed for public safety projects.

Anticipated Revenues

Revenue Sources – The Highway Improvement 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.

Impacts of the Recession –Between 2007 and 2009, the State Motor Fuel Tax allocation (MFT) and the County Option Motor Fuel Tax (Option) declined (See Table 1). Additionally, \$2.5 million less in County General Revenue is being allocated to the County Matching fund. To make up for this loss, revenues currently allocated to the Bridge fund are proposed to be allocated to the Matching fund beginning in fiscal year 2013. Matching funds can be used for many project types including bridges. As a result, the Bridge fund will have a \$0 balance at the end of FY2016.

Table 1: Tax Receipts Allocated to Funds (2007-2011)

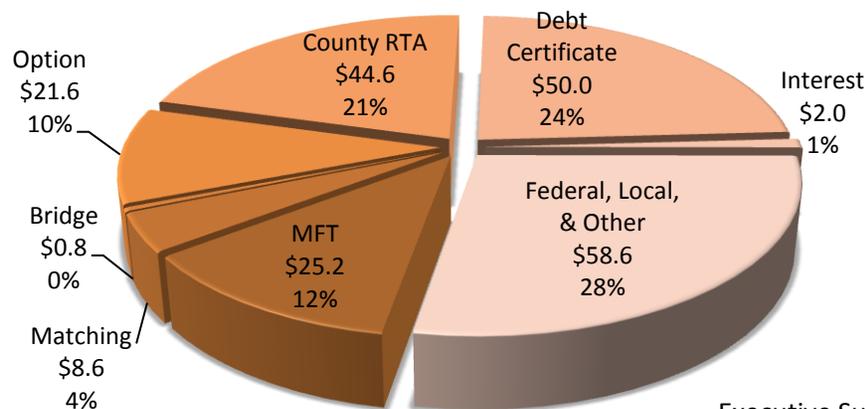
	MFT	Matching	Bridge	Option	County RTA	TOTAL
2007 Actual (\$millions)	\$5.3	\$2.5	\$0.4	\$4.7	\$0.0	\$12.9
2008 Actual (\$millions)	\$5.1	\$3.4	\$1.0	\$4.3	\$3.8	\$17.6
2009 Actual (\$millions)	\$4.8	\$3.4	\$1.0	\$4.2	\$8.2	\$21.5
2010 Actual (\$millions)	\$5.3	\$1.0	\$1.0	\$4.1	\$8.2	\$19.5
2011 Estimated (\$millions)	\$4.9	\$0.9	\$0.9	\$4.2	\$8.4	\$19.4
% Δ 2007 to 2011	-7.5%	-65.2%	97.5%	-9.8%	N/A	48.7%

In 2008, a new tax was instated by the Illinois General Assembly and \$3.8 million was collected from the County Regional Transportation Authority Sales Tax (County RTA and \$8.2 million in 2009). Also in 2008, \$600,000 more was allocated from the County General Revenue to the bridge fund. These tax receipts helped increase the total collected annually over 48% (or \$6.5 million) between 2007 and 2011. However, due to increases in salt and asphalt prices and a required debt certificate payment of \$6.2 million each year; this funding increase does not indicate any greater ability for the County to undertake new projects.

In short, funding for new projects is slightly higher than 2007 levels. As a result of salt and asphalt cost inflation the County has half the purchasing power for salt and roadway projects. To address these impacts, the County has limited the addition of new projects.

Financial Constraints – Over the next 5 years, \$212 million is estimated in revenues (See Figure 4). Beginning in 2012, it is anticipated that MFT, Option, and County RTA revenues will increase 1% annually and County RTA will increase 2% annually beginning in 2012.

Figure 4: Program Revenue Chart FY2012-2016 (\$Millions)



Debt Certificates – In 2007, the County issued \$50.0 million in debt certificates. At that time, a wide range of debt certificate scenarios were created and evaluated based on their ability to accelerate project implementation while meeting the County’s highway maintenance needs.

The 2012-2016 program includes \$30,975,000 in payments for half of the debt used to help finance the major improvements to Algonquin Road from Randall Road to Illinois Route 47 as well as used to accelerate projects such as the Rakow Road, Charles J. Miller road, Walkup Road, and Johnsburg Road projects. In 2017, \$6,193,000 will remain to be paid in order to retire this debt. The 2012-2016 program includes \$50,000,000 in debt certificates to fund improvements to Randall Road and a high priority project to be identified as part of the 2040 Long-Range Transportation Plan. The program assumes a 10 year repayment period of approximately \$6,300,000 each year beginning in 2017.

Anticipated Expenditures

Over the next five years, an estimated \$250.5 million in project work will be undertaken by the McHenry County Division of Transportation on 75 projects (See Table 2).

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

Programmed Amounts	2008-2012	2009-2013	2010-2014	2011-2015	Proposed 2012-2016
Expenditures	\$197	\$247.8	\$215.1	\$224.4	\$250.5
Revenues	\$193	\$213.1	\$166.1	\$185.4	\$212.0
Expenditures - Revenues	\$4.0	\$34.6	\$48.9	\$39	\$38.5
Expenses/Revenues	1.02	1.16	1.29	1.21	1.18
Number of Projects	81	87	81	75	73

Like last year’s program, the 2012-2016 Program has fewer projects than the previous year. Even so, this program has \$26.6 million more

expenditures than anticipated revenues; the difference will be covered by the estimated funds remaining at the end of FY2010.

The 2012-2016 Highway Improvement Program includes work in all districts of the County (see Figure 5: Programmed Project Locations Map). The program includes \$60.7 million dedicated towards five “Add Lanes” projects (see Table 3). The program includes \$15.9 million for 15 bridge projects including 12 bridge replacements.

Recent upward trends in salt and asphalt prices and downward trends in revenue are likely to continue. Additionally, other material costs, for example steel, could see rapid inflation. As such, it is important to note that the project costs estimated in this program represent the County’s best effort to account for these trends while being able to make critical payments at the beginning of the County fiscal year.

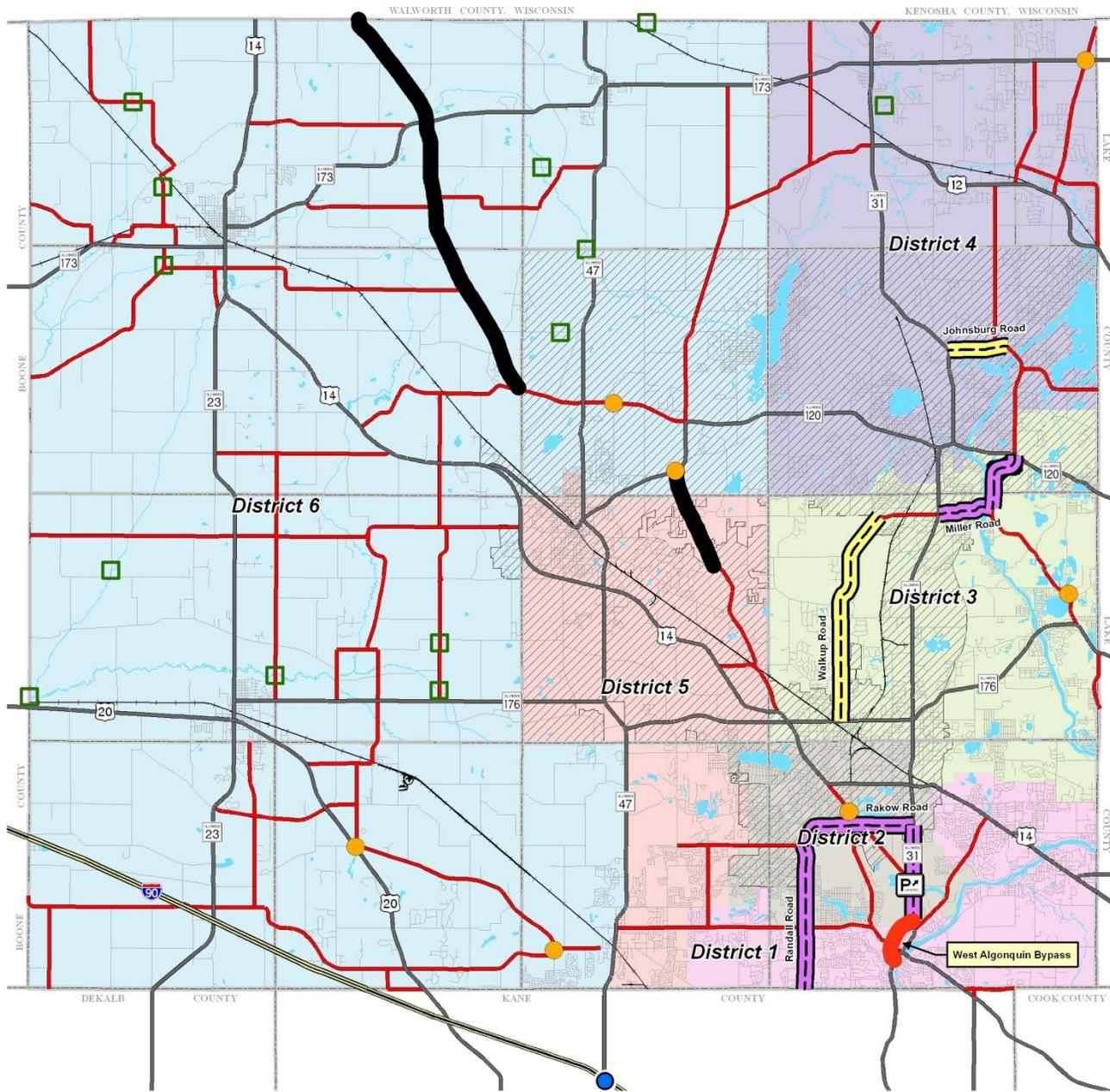
Figure 5 shows the end-of-year balances for the 2012-2016 Highway Improvement Program. The program begins with an estimated end-of-year fund balance of \$42.7 million in 2011 and ends with \$3.1 million in 2016. Over the next couple of years, this lack of estimated fund balance at the end of 2016 will have to be monitored as it is currently less than what is required to start fiscal year 2017. 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. If construction bids do not come in lower than expected, additional cuts to the improvement program will need to be explored next year.

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

	Projects	County	State	Federal	Local Other	Total
Add Lanes	5	\$29.4	\$4.2	\$26.0	\$0.3	\$59.9
Debt Service	2	\$51.0	\$0.0	\$0.0	\$0.0	\$51.0
Bridge Replacement	12	\$3.0	\$0.6	\$12.3	\$0.0	\$15.9
Bridge Rehabilitation	3	\$0.3	\$0.0	\$0.7	\$0.0	\$1.1
Pavement Management	7	\$25.8	\$0.0	\$0.0	\$0.0	\$25.8
Transit	2	\$2.3	\$0.0	\$1.8	\$5.4	\$9.5
Intersection Improvements	12	\$51.5	\$0.5	\$2.8	\$1.0	\$55.7
Maintenance	11	\$8.7	\$0.0	\$0.0	\$0.0	\$8.7
Snow & Ice Removal	2	\$5.5	\$0.0	\$0.0	\$0.0	\$5.5
Materials						
General Engineering	5	\$2.2	\$0.0	\$0.4	\$0.0	\$2.6
New/Extended Road	3	\$1.5	\$0.0	\$0.3	\$0.0	\$1.8
Other	4	\$2.7	\$0.0	\$0.0	\$0.0	\$2.7
Bicycle and Pedestrian	2	\$0.7	\$0.0	\$2.8	\$0.4	\$3.8
Miscellaneous IDOT Signal	1	\$0.4	\$0.0	\$0.0	\$0.0	\$0.4
Rehabilitation	2	\$6.2	\$0.0	\$0.0	\$0.0	\$6.2
Totals	73	\$191.1	\$5.2	\$47.1	\$7.0	\$250.5

Randall Road Financing – The 2012-2016 Highway Improvement Program includes \$51,775,000 in funding for portions of the Randall Road project currently being designed. The estimated total cost for the project being designed is over \$80,000,000. Although, the County will continue to pursue federal and local financial support for this project, this program puts forward a financially constrained plan to fund critical aspects of the corridor. These projects include adding capacity to the Algonquin Road and Randall Road intersection, adding a right turn lane off of northbound Randall Road onto Huntington Road, and general resurfacing of the remainder of the roadway.

Figure 5: Programmed Project Locations Map



- Bridge Replacements
- Park-N-Ride Facility
- Intersection Projects
- Interchange Improvements
- Rehabilitation
- Highway Bypass
- 3 Lane Project
- 4-6 Lane Project
- MCRide

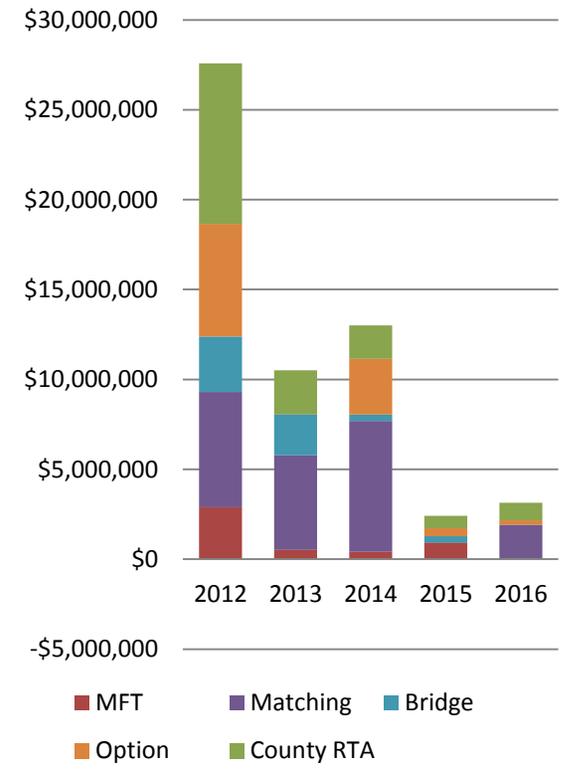


Figure 6: Year-End Fund Balances

Figure 7: County's Winter Operations (De-Icing)



Maintenance Program Details

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 \$15.9 million in funding will be required over the next five years (see Table 4 below).

Table 4: Maintenance Program Summary

	2012-2016 Programmed Costs
Culvert Materials	\$105,000
Highway Lighting Systems-Power	\$460,000
Pavement Marking Maintenance	\$2,000,000
Sign Materials	\$631,000
Snow Removal Contract	\$120,000
Snow Removal Materials	\$5,430,000
Striping Paint & Glass Beads	\$850,000
Traffic Signal Re-Lamping	\$200,000
Traffic Signal/Lighting Maintenance	\$1,750,000
Tree Trimming & Removal Program	\$150,000
Water Quality Treatment Structure Cleaning	\$50,000
Maintenance Equipment Program	\$4,129,000
TOTAL	\$15,875,000

The 2012-2016 Highway Improvement Program includes \$4.1 million from the County General Fund to replace old maintenance and road crew equipment and to purchase new equipment to maintain the new lanes of highway. The McHenry County Division of Transportation currently owns 132 vehicles/pieces of equipment. Standard industry practice would be to automatically sell a piece of equipment after a pre-determined time frame in order to maximize the salvage value it has, which can be used towards new equipment. While this practice has its advantages, it requires a higher level of commitment each year in the budget to work effectively. The standard replacement policy that has been in effect for the MCDOT is to keep the equipment until it reaches the end of its useful life, then purchase a replacement while selling the old piece of equipment at auction. This practice has made it possible to effectively manage our fleet while being sensitive to the strains to the budget that capital expenditures can place on it. In the past three years, the County has put off significant purchase

requests to assist the overall budgeting needs in these economic times.

Over the next 5 years, the MCDOT would need to replace 70 pieces of equipment/vehicles at an estimated cost of nearly \$3 million. This does not include any additional/new pieces of equipment that will be required to take care of our ever growing County Highway system.

As capacity projects have been adding to the amount of lane miles the MCDOT needs to maintain every year, the MCDOT has been asked to do more with less every year including keeping requests for equipment and staff down to a bare minimum. With the opening of the newly expanded Rakow Road next year, the MCDOT is approaching the tipping point with respect to the level of service it is able to provide (especially in the southeast portion of the County) without additional resources. The MCDOT is currently working on updating its staffing plan to better determine the needs it will have in the future for both staff and equipment in order to continue providing the high level of service that McHenry County residents expect. The following section provides the estimated expenditures by funding source for each maintenance item for each year of the program.

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
2012	\$20,000	\$0	\$0	\$0	\$0	\$20,000
2013	\$20,000	\$0	\$0	\$0	\$0	\$20,000
2014	\$20,000	\$0	\$0	\$0	\$0	\$20,000
2015	\$20,000	\$0	\$0	\$0	\$0	\$20,000
2016	\$25,000	\$0	\$0	\$0	\$0	\$25,000
2012-2016 Program	\$105,000	\$0	\$0	\$0	\$0	\$105,000

Pavement Marking Maintenance

This funding is for pavement & reflective pavement markers installation.

Year	MFT	Matching	Bridge	Option	RTA	Total
2012	\$400,000	\$0	\$0	\$0	\$0	\$400,000
2013	\$400,000	\$0	\$0	\$0	\$0	\$400,000
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
2012-2016 Program	\$1,800,000	\$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
2012	\$0	\$0	\$0	\$0	\$0	\$0
2013	\$0	\$0	\$0	\$30,000	\$0	\$30,000
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
2012-2016 Program	\$0	\$0	\$0	\$120,000	\$0	\$120,000

Highway Lighting Systems-Power

This funding is for the installation of lighting power systems.

Year	MFT	Matching	Bridge	Option	RTA	Total
2012	\$90,000	\$0	\$0	\$0	\$0	\$90,000
2013	\$90,000	\$0	\$0	\$0	\$0	\$90,000
2014	\$90,000	\$0	\$0	\$0	\$0	\$90,000
2015	\$90,000	\$0	\$0	\$0	\$0	\$90,000
2016	\$100,000	\$0	\$0	\$0	\$0	\$100,000
2012-2016 Program	\$460,000	\$0	\$0	\$0	\$0	\$460,000

Sign Materials

This funding is for the annual purchase of sign materials.

Year	MFT	Matching	Bridge	Option	RTA	Total
2012	\$131,000	\$0	\$0	\$0	\$0	\$131,000
2013	\$125,000	\$0	\$0	\$0	\$0	\$125,000
2014	\$125,000	\$0	\$0	\$0	\$0	\$125,000
2015	\$125,000	\$0	\$0	\$0	\$0	\$125,000
2016	\$125,000	\$0	\$0	\$0	\$0	\$125,000
2012-2016 Program	\$631,000	\$0	\$0	\$0	\$0	\$631,000

Snow Removal Materials

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

Year	MFT	Matching	Bridge	Option	RTA	Total
2012	\$0	\$0	\$0	\$0	\$930,000	\$930,000
2013	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
2014	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
2015	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000
2016	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000
2012-2016 Program	\$0	\$0	\$0	\$0	\$5,430,000	\$5,430,000

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
2012	\$170,000	\$0	\$0	\$0	\$0	\$170,000
2013	\$170,000	\$0	\$0	\$0	\$0	\$170,000
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
2012-2016 Program	\$850,000	\$0	\$0	\$0	\$0	\$850,000

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
2012	\$0	\$0	\$0	\$0	\$0	\$0
2013	\$0	\$0	\$0	\$0	\$0	\$0
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
2012-2016 Program	\$0	\$0	\$0	\$200,000	\$0	\$200,000

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
2012	\$0	\$0	\$0	\$30,000	\$0	\$30,000
2013	\$0	\$0	\$0	\$30,000	\$0	\$30,000
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
2012-2016 Program	\$0	\$0	\$0	\$150,000	\$0	\$150,000

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. In 2013, an additional \$200,000 has been added to re-optimize the traffic signals in the Southeastern portion of the County including signals on Algonquin Road, Pyott Road, Randall Road, Rakow Road, and Virginia Road.

Year	MFT	Matching	Bridge	Option	RTA	Total
2012	\$0	\$0	\$0	\$300,000	\$0	\$300,000
2013	\$0	\$0	\$0	\$500,000	\$0	\$500,000
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
2012-2016 Program	\$0	\$0	\$0	\$1,750,000	\$0	\$1,750,000

Maintenance Equipment Program

This funding is to purchase 70 pieces of replacement equipment and new equipment needed to maintain new facilities as they come on line. The amount equals two percent of the total construction costs for new highway, add lane, and intersection projects in each year.

Year	Replacement	New Equipment	Total
2012	\$600,000	\$229,000	\$829,000
2013	\$600,000	\$431,000	\$1,031,000
2014	\$600,000	\$387,000	\$987,000
2015	\$600,000	\$31,000	\$631,000
2016	\$600,000	\$51,000	\$651,000
2012-2016 Program	\$3,000,000	\$1,129,000	\$4,129,000

Water Quality Treatment Structure Cleaning

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

Year	MFT	Matching	Bridge	Option	RTA	Total
2012	\$0	\$0	\$0	\$10,000	\$0	\$10,000
2013	\$0	\$0	\$0	\$10,000	\$0	\$10,000
2014	\$0	\$0	\$0	\$10,000	\$0	\$10,000
2015	\$0	\$0	\$0	\$10,000	\$0	\$10,000
2016	\$0	\$0	\$0	\$10,000	\$0	\$10,000
2012-2016 Program	\$0	\$0	\$0	\$50,000	\$0	\$50,000

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 2012 and 2016, \$19.8 million in bridge work is programmed including funding to replace 9 bridges and begin designing 6 additional bridge replacements or rehabilitations. In the 2012-2016 Highway Improvement Program, the category "Emergency Bridge Repairs" was changed to "Bridge Repairs" to provide funding for engineering and construction to better undertake preventative maintenance and repairs as well as fund unexpected yet needed bridge repairs.

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 5: Bridge Program Summary

	2012-2016 Programmed Costs
Armory Road Township Bridge (SN056-3089) (TIP#11-08-0006)	\$850,000
County Line Road Township Bridge (SN056-3040) (TIP#11-08-0025)	\$2,000,000
Deerpass Road Bridge (SN056-3029) (TIP# 11-10-0003)	\$3,225,000
Flat Iron Road Bridge (SN056-3019) (TIP#11-08-0027)	\$1,300,000
Franklinville Road Bridge (SN056-3016) (TIP#11-08-0026)	\$1,675,000
Franklinville Road Bridge (SN056-3017) (TIP#11-08-0028)	\$925,000
Hill Road Township Bridge (SN056-3045) (TIP#11-08-0029)	\$1,500,000
*Jankowski Road Township Bridge (SN056-3116)	\$350,000
Lawrence Road Bridge (SN056-3010) (TIP#11-08-0031)	\$1,750,000
Lawrence Road Bridge (SN056-3012) (TIP#11-08-0032)	\$1,175,000
Noe Road Township Bridge (SN056-3048) (TIP#11-08-0033)	\$750,000
North Union Road Bridge (SN056-3026)	\$350,000
*Oak Grove Road Township Bridge (SN056-3035)	\$350,000
O'Brien Road Township Bridge (SN056-3118)	\$350,000
*Thayer Road Township Bridge (SN056-3115)	\$350,000
Bridge Inspections	\$460,000
Bridge Repairs	\$1,400,000
Miscellaneous Culverts	\$1,060,000
TOTAL	\$19,820,000

**These projects are going to be pursued as potential rehabilitation projects.*

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. Construction is anticipated in 2016.

Year	Phase	County	State	Federal	Other	Total
2014	ENGR1	\$5,000	\$20,000	\$100,000	\$0	\$125,000
2015	ENGR2	\$5,000	\$20,000	\$100,000	\$0	\$125,000
2015	ROW	\$50,000	\$0	\$0	\$0	\$50,000
2016	Construction	\$22,000	\$88,000	\$440,000	\$0	\$550,000
2012-2016 Program		\$82,000	\$128,000	\$640,000	\$0	\$850,000

County Line Road Township Bridge (SN056-3040) (TIP#11-08-0025)



This funding is for the replacement of an existing township bridge structure over 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 2012.

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
2011	ROW	\$50,000	\$0	\$0	\$0	\$50,000
2012	Construction	\$234,238	\$165,763	\$1,600,000	\$0	\$2,000,000
2012-2016 Program		\$234,238	\$165,763	\$1,600,000	\$0	\$2,000,000

Deerpass Road Bridge (SN056-3029) (TIP# 11-10-0003)



This funding is for the replacement of an existing bridge structure over the Kishwaukee River on the Marengo and Seneca Township boundary. The existing bridge was built in 1966 and is posted for legal weight loads only. It had a sufficiency rating of 45.5/100 in 2009. Construction is anticipated in 2015.

Year	Phase	County	State	Federal	Other	Total
2010	ENGR1	\$35,000	\$0	\$140,000	\$0	\$175,000
2013	ENGR2	\$35,000	\$0	\$140,000	\$0	\$175,000
2014	ROW	\$50,000	\$0	\$0	\$0	\$50,000
2015	Construction	\$600,000	\$0	\$2,400,000	\$0	\$3,000,000
2012-2016 Program		\$685,000	\$0	\$2,540,000	\$0	\$3,225,000

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 2009. Construction is anticipated in 2016.

Year	Phase	County	State	Federal	Other	Total
2013	ENGR1	\$25,000	\$0	\$100,000	\$0	\$125,000
2015	ENGR2	\$25,000	\$0	\$100,000	\$0	\$125,000
2015	ROW	\$50,000	\$0	\$0	\$0	\$50,000
2016	Construction	\$200,000	\$0	\$800,000	\$0	\$1,000,000
2012-2016 Program		\$25,000	\$0	\$100,000	\$0	\$125,000

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 52.1/100 in 2009. Construction is anticipated in 2014.

Year	Phase	County	State	Federal	Other	Total
2010	ENGR1	\$25,000	\$0	\$100,000	\$0	\$125,000
2013	ENGR2	\$25,000	\$0	\$100,000	\$0	\$125,000
2013	ROW	\$50,000	\$0	\$0	\$0	\$50,000
2014	Construction	\$300,000	\$0	\$1,200,000	\$0	\$1,500,000
2012-2016 Program		\$375,000	\$0	\$1,300,000	\$0	\$1,675,000

Hill Road Township Bridge (SN056-3045) (TIP#11-08-0029)



This funding is for the replacement of an existing township bridge structure over the North Branch of the Nippersink Creek in Richmond Township. The existing bridge was built in 1958. It had a sufficiency rating of 35.1/100 in 2009. Construction is anticipated in 2012.

Year	Phase	County	State	Federal	Other	Total
2009	ENGR1	\$5,480	\$21,920	\$109,600	\$0	\$137,000
2010	ENGR2	\$55,000	\$20,000	\$100,000	\$0	\$175,000
2010	ROW	\$50,000	\$0	\$0	\$0	\$50,000
2012	Construction	\$134,238	\$165,763	\$1,200,000	\$0	\$1,500,000
2012-2016 Program		\$134,238	\$165,763	\$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 45.3/100 in 2009 and has posted limit of 27 tons. Construction is anticipated in 2013.

Year	Phase	County	State	Federal	Other	Total
2010	ENGR1	\$25,000	\$0	\$100,000	\$0	\$125,000
2012	ENGR2	\$25,000	\$0	\$100,000	\$0	\$175,000
2012	ROW	\$50,000	\$0	\$0	\$0	\$50,000
2013	Construction	\$150,000	\$0	\$600,000	\$0	\$750,000
2012-2016 Program		\$225,000	\$0	\$700,000	\$0	\$925,000

Jankowski Road Township Bridge (SN056-3116) (TIP# PENDING)

This funding is for the replacement or rehabilitation of an existing township bridge structure over a Branch of the Nippersink Creek near Raycraft Road in Greenwood Township. The existing bridge was built in 1975. It had a sufficiency rating of 65.9/100 in 2011. Construction is anticipated in 2017.

Year	Phase	County	State	Federal	Other	Total
2014	ENGR1	\$30,000	\$0	\$120,000	\$0	\$150,000
2016	ENGR2	\$30,000	\$0	\$120,000	\$0	\$150,000
2016	ROW	\$50,000	\$0	\$0	\$0	\$50,000
2017	Construction	\$400,000	\$0	\$1,600,000	\$0	\$2,000,000
2012-2016 Program		\$110,000	\$0	\$240,000	\$0	\$350,000

Lawrence Road Bridge (SN056-3010) (TIP#11-08-0031)



This funding is for the replacement of an existing bridge structure over the Lawrence Creek in Chemung Township. The existing bridge was built in 1958. It had a sufficiency rating of 30.0/100 in 2009. Construction is anticipated in 2012.

Year	Phase	County	State	Federal	Other	Total
2009	ENGR1	\$22,700	\$0	\$90,800	\$0	\$113,500
2011	ENGR2	\$80,000	\$0	\$120,000	\$0	\$200,000
2011	ROW	\$50,000	\$0	\$0	\$0	\$50,000
2012	Construction	\$350,000	\$0	\$1,400,000	\$0	\$1,750,000
2012-2016 Program		\$350,000	\$0	\$1,400,000	\$0	\$2,000,000

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 30.7/100 in 2009 and has a posted limit of 32 tons. Construction is anticipated in 2013.

Year	Phase	County	State	Federal	Other	Total
2010	ENGR1	\$25,000	\$0	\$100,000	\$0	\$125,000
2012	ENGR2	\$25,000	\$0	\$100,000	\$0	\$125,000
2012	ROW	\$50,000	\$0	\$0	\$0	\$50,000
2013	Construction	\$200,000	\$0	\$800,000	\$0	\$1,000,000
2012-2016 Program		\$275,000	\$0	\$900,000	\$0	\$1,175,000

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 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
2012	ROW	\$50,000	\$0	\$0	\$0	\$50,000
2014	Construction	\$8,000	\$137,763	\$254,238	\$0	\$400,000
2012-2016 Program		\$102,000	\$153,763	\$494,238	\$0	\$750,000

North Union Road Bridge (SN056-3026) (TIP# PENDING)



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 63.6/100 in 2011. Construction is anticipated in 2018.

Year	Phase	County	State	Federal	Other	Total
2014	ENGR1	\$30,000	\$0	\$120,000	\$0	\$150,000
2016	ENGR2	\$30,000	\$0	\$120,000	\$0	\$150,000
2016	ROW	\$50,000	\$0	\$0	\$0	\$50,000
2018	Construction	\$400,000	\$0	\$1,600,000	\$0	\$2,000,000
2012-2016 Program		\$110,000	\$0	\$240,000	\$0	\$350,000

Oak Grove Road Township Bridge (SN056-3035) (TIP# PENDING)



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 has a posted load limit of 30 tons. Construction is anticipated in 2017.

Year	Phase	County	State	Federal	Other	Total
2013	ENGR1	\$30,000	\$0	\$120,000	\$0	\$150,000
2015	ENGR2	\$30,000	\$0	\$120,000	\$0	\$150,000
2015	ROW	\$50,000	\$0	\$0	\$0	\$50,000
2017	Construction	\$10,713	\$409,288	\$1,680,000	\$0	\$2,100,000
2012-2016 Program		\$110,000	\$0	\$240,000	\$0	\$350,000

Thayer Road Township Bridge (SN056-3115)

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 68.8/100 in 2011. Construction is anticipated in 2019.

Year	Phase	County	State	Federal	Other	Total
2014	ENGR1	\$30,000	\$0	\$120,000	\$0	\$150,000
2016	ENGR2	\$30,000	\$0	\$120,000	\$0	\$150,000
2016	ROW	\$50,000	\$0	\$0	\$0	\$50,000
2019	Construction	\$234,238	\$165,763	\$1,600,000	\$0	\$2,000,000
2012-2016 Program		\$110,000	\$0	\$240,000	\$0	\$350,000

O'Brien Road Township Bridge (SN056-3118) (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 62.5/100 in 2011. Construction is anticipated in 2018.

Year	Phase	County	State	Federal	Other	Total
2014	ENGR1	\$30,000	\$0	\$120,000	\$0	\$150,000
2016	ENGR2	\$30,000	\$0	\$120,000	\$0	\$150,000
2016	ROW	\$50,000	\$0	\$0	\$0	\$50,000
2018	Construction	\$400,000	\$0	\$1,600,000	\$0	\$2,000,000
2012-2016 Program		\$110,000	\$0	\$240,000	\$0	\$350,000

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
2013	ENGR	\$230,000	\$0	\$0	\$0	\$230,000
2015	ENGR	\$230,000	\$0	\$0	\$0	\$230,000
2012-2016 Program		\$460,000	\$0	\$0	\$0	\$460,000

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.

Figure 8: Setting Deck Beams on Dunham Road



Year	Phase	County	State	Federal	Other	Total
2012	Construction	\$120,000	\$0	\$0	\$0	\$120,000
2013	Construction	\$200,000	\$0	\$0	\$0	\$200,000
2013	ENGR	\$150,000	\$0	\$0	\$0	\$150,000
2014	Construction	\$200,000	\$0	\$0	\$0	\$200,000
2014	ENGR	\$150,000	\$0	\$0	\$0	\$150,000
2015	Construction	\$200,000	\$0	\$0	\$0	\$200,000
2015	ENGR	\$150,000	\$0	\$0	\$0	\$150,000
2016	Construction	\$200,000	\$0	\$0	\$0	\$200,000
2016	ENGR	\$150,000	\$0	\$0	\$0	\$150,000
2012-2016 Program		\$920,000	\$0	\$0	\$0	\$920,000

Miscellaneous Culverts

This funding is for the rehabilitation of roadway culverts under various County Highways. In 2012, additional funding is included for needed culvert replacements.

Year	Phase	County	State	Federal	Other	Total
2012	Construction	\$400,000	\$0	\$0	\$0	\$400,000
2013	MAINT	\$165,000	\$0	\$0	\$0	\$165,000
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
2012-2016 Program		\$825,000	\$0	\$0	\$0	\$825,000

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. Eventually, a roadway must be completely reconstructed. In this program, Alden Road, Fleming Road, Pyott Road, and River Road have been identified as needed to be reconstructed or rehabilitated. Such improvements are necessary to maintain the investment the public has made in the County Highway System. Like maintenance activities, these improvements are considered a first priority for funding. Neglecting pavement management needs can result in safety hazards, serious deterioration of the infrastructure, and increased future improvement costs. Between 2012 and 2016, \$30.6 million in pavement management projects are programmed (see Table 6 below).

Table 6: Pavement Management Program Summary

	2012-2016 Programmed Costs
Alden Road Pavement Management	\$1,000,000
Alden Road Rehabilitation	\$700,000
Condition Evaluation/GIS Pavement Management Updates	\$250,000
Fleming Road Rehabilitation	\$5,500,000
General Crack Sealing	\$1,250,000
General Pavement Preservation	\$1,750,000
General Resurfacing	\$17,750,000
Materials Testing	\$1,000,000
Non-Dedicated Subdivision Roads	\$1,400,000
TOTAL	\$30,600,000

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
2012	\$200,000	\$0	\$0	\$0	\$200,000
2013	\$200,000	\$0	\$0	\$0	\$200,000
2014	\$200,000	\$0	\$0	\$0	\$200,000
2015	\$200,000	\$0	\$0	\$0	\$200,000
2016	\$200,000	\$0	\$0	\$0	\$200,000
2012-2016 Program	\$1,000,000	\$0	\$0	\$0	\$1,000,000

Condition Evaluation/GIS Pavement Management Updates

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

Year	MFT	Matching	Option	RTA	Total
2012	\$0	\$0	\$0	\$0	\$0
2013	\$125,000	\$0	\$0	\$0	\$125,000
2014	\$0	\$0	\$0	\$0	\$0
2015	\$125,000	\$0	\$0	\$0	\$125,000
2016	\$0	\$0	\$0	\$0	\$0
2012-2016 Program	\$250,000	\$0	\$0	\$0	\$250,000

General Crack Sealing

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

Year	MFT	Matching	Option	RTA	Total
2012	\$0	\$0	\$0	\$250,000	\$250,000
2013	\$0	\$0	\$0	\$250,000	\$250,000
2014	\$0	\$0	\$0	\$250,000	\$250,000
2015	\$0	\$0	\$0	\$250,000	\$250,000
2016	\$0	\$0	\$0	\$250,000	\$250,000
2012-2016 Program	\$0	\$0	\$0	\$1,250,000	\$1,250,000

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
2012	ENGR2	\$0	\$500,000	\$0	\$0	\$500,000
2012	ROW	\$0	\$200,000	\$0	\$0	\$200,000
2012-2016 Program		\$0	\$500,000	\$0	\$0	\$1,000,000

Fleming Road Rehabilitation

This funding is to reconstruct Fleming Road while minimizing property, vegetation, and visual impacts.

Year	Phase	MFT	Matching	Option	RTA	Total
2009	ENGR	\$300,000	\$0	\$0	\$0	\$300,000
2012	ROW	\$500,000	\$0	\$0	\$0	\$500,000
2013	Construction	\$850,000	\$0	\$0	\$4,150,000	\$5,000,000
2012-2016 Program		\$1,350,000	\$0	\$0	\$4,150,000	\$5,500,000

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
2012	\$0	\$0	\$0	\$350,000	\$350,000
2013	\$0	\$0	\$0	\$350,000	\$350,000
2014	\$0	\$0	\$0	\$350,000	\$350,000
2015	\$0	\$0	\$0	\$350,000	\$350,000
2016	\$0	\$0	\$0	\$350,000	\$350,000
2012-2016 Program	\$0	\$0	\$0	\$1,750,000	\$1,750,000

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
2012	\$3,500,000	\$0	\$0	\$0	\$3,500,000
2013	\$3,500,000	\$0	\$0	\$0	\$3,500,000
2014	\$3,500,000	\$0	\$0	\$0	\$3,500,000
2015	\$3,500,000	\$0	\$0	\$0	\$3,500,000
2016	\$0	\$0	\$0	\$3,750,000	\$3,750,000
2012-2016 Program	\$14,000,000	\$0	\$0	\$3,750,000	\$17,750,000

Non-Dedicated Subdivision Roads

This funding is allocated each year for non-dedicated private 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.

Year	MFT	Matching	Option	RTA	Total
2012	\$0	\$0	\$280,000	\$0	\$280,000
2013	\$0	\$0	\$280,000	\$0	\$280,000
2014	\$0	\$0	\$280,000	\$0	\$280,000
2015	\$0	\$0	\$280,000	\$0	\$280,000
2016	\$0	\$0	\$280,000	\$0	\$280,000
2012-2016 Program	\$0	\$0	\$1,400,000	\$0	\$1,400,000

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
2012	\$0	\$0	\$0	\$200,000	\$200,000
2013	\$0	\$0	\$0	\$200,000	\$200,000
2014	\$0	\$0	\$0	\$200,000	\$200,000
2015	\$0	\$0	\$0	\$200,000	\$200,000
2016	\$0	\$0	\$0	\$200,000	\$200,000
2012-2016 Program	\$0	\$0	\$0	\$1,000,000	\$1,000,000

Figure 10: Pavement Preservation Program Field Observation



Public Safety 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 “straightening” out a curve are examples of safety improvements. Between 2012 and 2016, \$12.4 million in public safety improvements are programmed (see Table 7 below).

Table 7: Public Safety Program Summary

2012-2016 Programmed Costs

Charles & Raffel Road	\$3,070,000
Future Intersection Projects (Various/Various)	\$4,800,000
Illinois Route 173 and Wilmot Road	\$500,000
Low-Cost Safety Improvement Program	\$250,000
River Road and Dowell Road Intersection	\$2,300,000
US 20, Marengo Road, S. Union, and Beck Road	\$1,500,000
TOTAL	\$12,420,000

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 2013 or as soon as possible.

Year	Phase	MFT	Matching	Option	RTA	Total
2011	ENGR2	\$0	\$0	\$290,000	\$100,000	\$390,000
2012	ROW	\$0	\$70,000	\$0	\$0	\$70,000
2013	Construction	\$100,000	\$0	\$0	\$2,900,000	\$3,000,000
2012-2016 Program		\$100,000	\$70,000	\$0	\$2,900,000	\$3,700,000

Future Intersection Projects

This funding is to make improvements at yet to be identified intersections to reduce the likelihood of severe crashes.

Year	Phase	MFT	Matching	Option	RTA	Total
2015	ENGR1	\$0	\$0	\$0	\$900,000	\$900,000
2016	ENGR2	\$900,000	\$0	\$0	\$0	\$900,000
2016	ROW	\$500,000			\$2,500,000	\$3,000,000
2017	CONST	\$2,000,000	\$0	\$0	\$3,000,000	\$5,000,000
2012-2016 Program		\$1,400,000	\$0	\$0	\$3,700,000	\$4,800,000

IL 173 & Wilmot Road

This funding is to provide the County's share of expenses for a highway safety improvement project led by the Illinois Department of Transportation.

Year	Phase	MFT	Matching	Option	RTA	Total
2014	Construction	\$0	\$0	\$0	\$500,000	\$500,000
2012-2016 Program		\$0	\$0	\$0	\$500,000	\$500,000

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
2012	ROW	\$300,000	\$0	\$0	\$0	\$300,000
2014	Construction	\$1,000,000	\$0	\$600,000	\$400,000	\$2,000,000
2012-2016 Program		\$1,300,000	\$0	\$600,000	\$400,000	\$2,300,000

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
2012	Construction	\$0	\$0	\$0	\$50,000	\$50,000
2013	Construction	\$0	\$0	\$0	\$50,000	\$50,000
2014	Construction	\$0	\$0	\$0	\$50,000	\$50,000
2015	Construction	\$0	\$0	\$0	\$50,000	\$50,000
2016	Construction	\$0	\$0	\$0	\$50,000	\$50,000
2012-2016 Program		\$0	\$0	\$0	\$250,000	\$250,000

U.S. 20, Marengo Road, South Union Road, & Beck Road Triangle

This funding is to provide the County's share of expenses for a highway safety improvement project led by the Illinois Department of Transportation.

Year	Phase	MFT	Matching	Option	RTA	Total
2012	ROW	\$0	\$0	\$500,000	\$0	\$500,000
2013	Construction	\$0	\$0	\$0	\$1,000,000	\$1,000,000
2012-2016 Program		\$0	\$0	\$500,000	\$1,000,000	\$1,500,000

Operational Improvements Program

Operational improvement projects are intended to reduce “spot” delays at a particular intersection. Dedicated turn lanes, modern roundabouts, and traffic signals are examples of operational improvements. If left unaddressed, operational problems may become safety problems. Between 2012 and 2016, \$11.2 million in operational improvements is programmed (see Table 8 below).

Table 8: Operational Improvements Program Summary

	2012-2016 Programmed Costs
Community Bicycle and Pedestrian Improvement Projects	\$300,000
Johnsburg Road	\$7,331,540
Marengo Road (Harmony and Hemmer Signal Interconnect)	\$2,200,000
Virginia Road & Pyott Road Intersection	\$1,375,000
TOTALS	\$11,206,540

Community Bicycle and Pedestrian Improvement 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.

Year	MFT	Matching	Option	RTA	Total
2012	\$0	\$0	\$0	\$0	\$0
2013	\$0	\$0	\$0	\$0	\$0
2014	\$0	\$0	\$0	\$100,000	\$100,000
2015	\$0	\$0	\$0	\$100,000	\$100,000
2016	\$0	\$0	\$0	\$100,000	\$100,000
2012-2016 Program	\$0	\$0	\$0	\$300,000	\$300,000

Figure 11: Bike More 2040 Plan "Big Idea"

Johnsburg Road (TIP#11-04-001)



This funding is for operational improvements to 1.4 miles of Johnsburg Road in the Village of Johnsburg from Illinois Route 31 to Chapel Hill Road. Improvements include but will not be limited to center left turn lanes, roadway resurfacing, a roundabout, and other intersection improvements. Federal Congestion Mitigation and Air Quality funds (\$1,925,000 of \$2,565,000 remaining) 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 Illinois Transportation Enhancement Program (ITEP) funding to cover no more than 80% of total costs. This is accounted for under state and other funding.

Year	Phase	County	State	Federal	Johnsburg	Total
2005	ENGR1	\$55,200	\$0	\$220,800	\$0	\$276,000
2009	ENGR2	\$80,000	\$0	\$320,000	\$0	\$400,000
2010	ROW	\$1,050,000	\$0	\$0	\$0	\$1,050,000
2012	ENGR3	\$0	\$0	\$0	\$0	\$0
2012	Construction	\$1,102,002	\$812,730	\$5,210,000	\$206,800	\$7,331,540
2012-2016 Program		\$4,951,000	\$812,730	\$5,210,008	\$206,800	\$7,331,540

Marengo Road (Harmony and Hemmer Signal Interconnect)

This funding is for operational improvements to the intersections of Marengo Road and Harmony Road and Marengo Road and Hemmer Road to improve traffic operations to the west of Huntley. This is intended to be a temporary improvement to address traffic operations concerns in this area before the construction of the Algonquin Road extension.

Year	Phase	County	State	Federal	Local	Total
2013	ENGR1	\$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
2012-2016 Program		\$2,200,000	\$0	\$0	\$0	\$2,200,000

Virginia Road and Pyott Road Intersection

This funding is for operational improvements to the intersection of Virginia Road and Pyott Road. The City of Crystal Lake is leading the engineering process for this project.

Year	Phase	County	State	Federal	Local	Total
2012	ENGR2	\$175,000	\$0	\$0	\$0	\$175,000
2012	ROW	\$200,000	\$0	\$0	\$0	\$200,000
2013	Construction	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2012-2016 Program		\$1,375,000	\$0	\$0	\$0	\$1,375,000

Capacity Improvements Program

Capacity improvement projects are designed to meet the long-term traffic flow needs of the County Highway System. These projects typically are large in scale and involve the construction of additional lanes for traffic, the construction of new roadways, and the expansion of transit services. Such projects are primarily developed based on the result of the County’s adopted Long-Range Transportation Plan. Between 2012 and 2016, \$96.6 million has been programmed for capacity improvements (see Table 9 below).

Table 9: Capacity Improvements Program

	2012-2016 Programmed Costs
Algonquin Road Extension	\$400,000
Charles J. Miller Road Capacity Improvements	\$27,800,000
James R. Rakow Road Capacity Improvements	\$15,610,956
Randall Road Improvements	\$51,775,000
• <i>Phase II Engineering</i>	\$4,275,000
• <i>Algonquin Road Intersection Improvements</i>	\$37,000,000
• <i>Huntington Drive Intersection</i>	\$2,500,000
• <i>Village of Algonquin Crossing</i>	\$3,500,000
• <i>Adaptive Traffic Control</i>	\$500,000
• <i>Resurfacing</i>	\$4,000,000
River Road and Chapel Hill Road Improvements	\$2,000,000
TOTALS	\$96,585,956

Algonquin Road Extension (TIP#11-00-0016)

This funding is to continue the engineering work needed for an extension of Algonquin Road west of Illinois Route 47 to the Brier Hill Intersection. This project includes principally a crossing above the railroad tracks to provide the Village of Huntley its first grade-separated crossing. At this time, there is no funding including in the program for construction.

Year	Phase	County	State	Federal	Other	Total
2016	ENGR2	\$400,000	\$0	\$0	\$0	\$400,000
2012-2016 Program		\$400,000	\$0	\$0	\$0	\$400,000

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

This funding is for capacity improvements to 1.5 miles of Charles J. Miller Road in the City of McHenry and Nunda Township from Illinois Route 31 to River Road. Improvements will likely include but not be limited to adding through lanes in each direction, a continuous left turn lane, a bike path, roadway resurfacing, and intersection improvements. Federal High Priority Project funds (\$5,638,752 remaining of \$6,340,000 earmark), Federal Congestion Mitigation and Air Quality funds (\$1,923,568 as part of improvements between Front Street and Green Street), Federal Transportation, Community, and System Preservation funds (\$720,000), Federal Surface Transportation Program Local funds (\$1,500,000) and Rural funds (\$1,408,432) will be used to offset the total costs. The State of Illinois will be conducting the letting for this project. The state will pay an estimated \$3.37 million for the Illinois Route 31 intersection. At this time, Phase III engineering (ENG3) is planned to be undertaken by MCDOT staff.



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	ROW	\$2,000,000	\$0	\$0	\$0	\$2,000,000
2012	Construction	\$2,262,888	\$1,685,000	\$8,952,112	\$0	\$12,900,000
2013	Construction	\$9,806,568	\$1,685,000	\$1,408,432	\$0	\$12,900,000
2012-2016 Program		\$14,069,456	\$3,370,000	\$10,360,544	\$0	\$27,800,000

James R. Rakow Road Capacity Improvements (TIP#11-03-0017)



This funding is to complete construction of 2.8 miles of improvements from Ackman Road to Illinois Route 31. Improvements include additional through lanes, roadway resurfacing, improved highway geometrics, a grade separation of the Prairie Trail, and improved intersections. For construction, Federal High Priority Project funds (\$5,720,000+\$570,000), Federal Congestion Mitigation and Air Quality funds (\$685,000 as part of Prairie Trail bicycle path grade-separation project), and McHenry County Conservation District funds (\$68,480 for the Prairie Trail) will be used to offset the total costs.

Year	Phase	County	State	Federal	Other	Total
2005	ENGR1	\$151,283	\$0	\$605,133	\$0	\$756,416
2008	ENGR2	\$319,730	\$0	\$1,278,918	\$0	\$1,598,648
2008	ROW	\$2,425,000	\$0	\$0	\$0	\$0
2010	ENGR3	\$2,500,000	\$0	\$0	\$0	\$2,500,000
2010	Construction	\$8,500,000	\$0	\$0	\$68,480	\$8,568,480
2012	Construction	\$5,075,543	\$0	\$10,467,993	\$0	\$15,610,956
2012-2016 Program		\$5,075,543	\$0	\$10,467,993	\$0	\$15,610,956

Randall Road and Huntington Drive Intersection

This funding is for operational improvements to add a right turn lane at the intersection of Randall Road and Huntington Drive. The County intends to split the costs of this improvement with the local municipality.

Year	Phase	County	State	Federal	Local	Total
2015	ROW	\$500,000	\$0	\$0	\$0	\$500,000
2016	Construction	\$1,000,000	\$0	\$0	\$1,000,000	\$2,000,000
2012-2016 Program		\$1,500,000	\$0	\$0	\$1,000,000	\$2,500,000

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
2016	Construction	\$300,000	\$0	\$2,400,000	\$300,000	\$3,000,000
2012-2016 Program		\$350,000	\$0	\$2,800,000	\$350,000	\$3,500,000

Randall Road Adaptive Traffic Control

This funding is to implement adaptive traffic signal control on the Randall Road interconnected signal system to improve traffic flow.

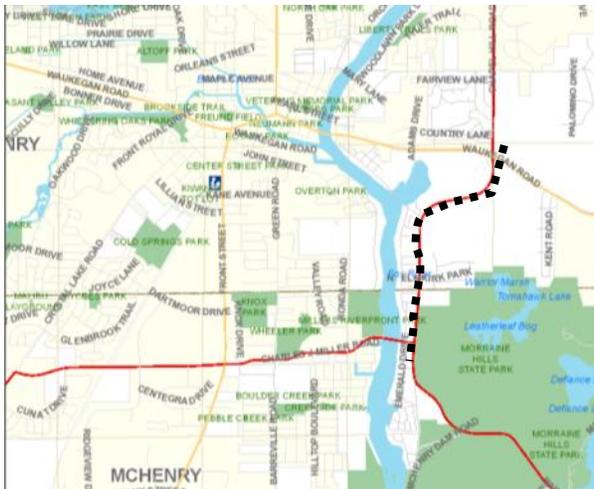
Year	MFT	Matching	Option	RTA	Total
2016	\$0	\$0	\$0	\$500,000	\$500,000
2012-2016 Program	\$0	\$0	\$0	\$500,000	\$500,000

Randall Road Resurfacing

This funding is for the resurfacing of Randall Road should federal funding not become available to widen and reconstruct the entire roadway.

Year	MFT	Matching	Option	RTA	Total
2016	\$0	\$0	\$4,000,000	\$0	\$4,000,000
2012-2016 Program	\$0	\$0	\$4,000,000	\$0	\$4,000,000

River Road and Chapel Hill Road Improvements



This funding is for capacity improvements to River Road and Chapel Hill Road from Charles J. Miller Road to Illinois Route 120. Improvements will likely include but not be limited to the construction of additional through lanes in each direction, a new multi-use path, roadway resurfacing, and intersection improvements.

Year	Phase	County	State	Federal	Other	Total
2015	ENGR1	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2017	ENGR2	\$1,000,000	\$0	\$0	\$0	\$1,000,000
2012-2016	Program	\$2,000,000	\$0	\$0	\$0	\$2,000,000

State Highway Improvements Program

The benefits to operational and capacity improvements 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 2012 and 2016, \$25.7 million has been programmed for State Highway improvements (see Table 10 below).

Table 10: State Improvements Program

	2012-2016 Programmed Costs
High Priority Project	\$20,000,000
I-90 & Illinois Route 47 Interchange Improvements	\$4,900,000
Miscellaneous IDOT Signal Projects	\$400,000
Illinois Route 31 between Rakow Road and the Bypass	\$0
Western Algonquin Bypass Signal Interconnect	\$395,000
TOTALS	\$25,695,000

High Priority Project

This funding is for the County's share of costs for a yet to be identified high priority project in 2016. Likely candidates to be vetted as part of the 2040 Long-Range Transportation Plan include the widening of Illinois Route 31 between Rakow Road and the Western Algonquin Bypass, the widening of Illinois Route 31 between the City of Crystal Lake and the City of McHenry, the widening of Illinois Route 47 in the City of Woodstock, and the widening of Illinois Route 47 between the Village of Huntley and the City of Woodstock. This project would be funded through the issuance of \$50,000,000 in debt certificates in 2016.

Year	Phase	County	State	Federal	Other	Total
2016	Construction	\$20,000,000	\$0	\$0	\$0	\$20,000,000
2011-2015 Program		\$20,000,000	\$0	\$0	\$0	\$20,000,000

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 \$67,650,000 to add ramps to and from the west on Interstate 90 at Illinois Route 47. The actual portion to be divided between the County, State, Toll Highway, Kane County, and Village of Huntley is yet to be determined. The project is estimated to be complete by the year 2012.

Year	Phase	County	State	Federal	Other	Total
2008	ENGR1&2	\$200,000	\$0	\$0	\$0	\$200,000
2012	Construction	\$1,633,334	\$0	\$0	\$0	\$1,633,334
2013	Construction	\$1,633,334	\$0	\$0	\$0	\$1,633,344
2014	Construction	\$1,633,334	\$0	\$0	\$0	\$1,633,344
2012-2016 Program		\$4,900,000	\$0	\$0	\$0	\$4,900,000

Western Algonquin Bypass Signal Interconnect (TIP#11-00-0201)



The 2012-2016 Program includes funding a signal interconnect project as part of the realignment of Illinois Route 31 to the west of downtown Algonquin. The County undertook the engineering for the Western Algonquin Bypass project and was reimbursed 100% from the State of Illinois. Construction for the Western Algonquin Bypass is estimated to cost \$68,000,000 and is programmed to be completed by 2013. At that time, the signals built for the new highway will be interconnected.

Year	Phase	County	State	Federal	Other	Total
2001	ENGR1	\$0	\$0	\$2,069,000	\$0	\$2,069,000
2010	ENGR2	\$0	\$0	\$2,913,000	\$0	\$2,913,000
2013	Construction	\$79,000	\$0	\$316,000	\$0	\$395,000
2012-2016 Program		\$79,000	\$0	\$316,000	\$0	\$395,000

Illinois Route 31 between Rakow Road and the Bypass

Year	Phase	County	State	Federal	Other	Total
2013	Construction	\$0	\$0	\$0	\$0	\$0
2012-2016 Program		\$0	\$0	\$0	\$0	\$0

The State of Illinois is short funding to complete the bypass as designed all the way north to Rakow Road. The McHenry County Division of Transportation will work with the Illinois Department of Transportation to redirect committed funding should construction bids come in lower than estimated and/or consider additional County funding for this northern section of improvements. Phase I engineering was completed as part of the bypass project; and, Phase II engineering was completed separately as part of the Virginia Road and Klasen Road intersection project.

Miscellaneous IDOT Signal 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. In 2011, the Illinois Department of Transportation has programmed funding to signalize the intersection of Fleming Road and Illinois Route 120.

Year	Phase	County	State	Federal	Other	Total
2012	Construction	\$300,000	\$0	\$0	\$0	\$300,000
2013	Construction	\$25,000	\$0	\$0	\$0	\$25,000
2014	Construction	\$25,000	\$0	\$0	\$0	\$25,000
2015	Construction	\$25,000	\$0	\$0	\$0	\$25,000
2016	Construction	\$25,000	\$0	\$0	\$0	\$25,000
2012-2016 Program		\$400,000	\$0	\$0	\$0	\$400,000

Transit Improvements Program

Bus and commuter rail operations in McHenry County provide efficient connections to the metropolitan region. As indicated in the County Transit Plan, these operations also provide much needed transportation services to those living the County and that many of these needs remain unmet. Between 2012 and 2016, \$9.5 million is programmed for transit improvements (see Table 11 below).

<i>Table 11: Transit Improvements Program</i>		2012-2016 Programmed Costs
Virginia Road & IL 31 Park and Ride Lot		\$957,000
Transit Support		\$8,521,000
• <i>MCRide Dial-a-Ride Service Pace Contract</i>	<i>\$8,150,000</i>	
• <i>Local Support</i>	<i>\$371,000</i>	
TOTALS		\$9,478,000

Virginia Road & Illinois Route 31 Park and Ride Lot (TIP#11-07-0001)



This funding is for the construction of a park and ride lot with 110 parking spaces to the southwest of the Illinois Route 31 and Virginia Road intersection. The realignment of this intersection as part of the Western Algonquin Bypass provides for an older portion of highway right-of-way which will be utilized for this project. This project is one of six locations throughout the metropolitan area selected as part of a regional study of park and rides. The project has been awarded \$350,000 in federal Congestion Mitigation and Air Quality funds.

Year	Phase	County	State	Federal	Other	Total
2009	ENGR1&2	\$0	\$0	\$67,600	\$0	\$67,600
2012	Construction	\$0	\$0	\$957,000	\$0	\$957,000
2012-2016 Program		\$0	\$0	\$957,000	\$0	\$957,000

Transit Support

This funding from the County RTA fund is for the coordination and expansion of transit services in the County. This funding is for the MCRide Service (\$1,630,000/year) and monies granted to local agencies to expand and coordinate transit services. Local projects funded through this program include volunteer fuel costs for Faith-in-Action of McHenry County (\$43,000), data collection and expanded service hours for the Algonquin Township Road District (\$13,000), expanded daily and Saturday service in the City of Marengo, Village of Union, Riley Township and Marengo Township (\$10,000), and fuel and vehicle expenses for the Veteran’s Affairs Commission (\$5,000). A call for local projects is anticipated in 2014 following the 2040 Long-Range Transportation Plan.

MCRide service is demand-response transit operations in and between the Crystal Lake, McHenry, and Woodstock areas. Grants (\$800,000 in federal Job Access Reverse Commute and New Freedom and \$80,000 in County Senior Services Grant funds) will be used to offset operational costs.

Year	Phase	County RTA	Federal	Pace	Municipal	Total
2009	Service	\$372,346	\$0	\$0	\$0	\$372,346
2011	Service	\$515,000	\$0	\$0	\$0	\$515,000
2012	Service	\$444,000	\$250,000	\$873,000	\$134,000	\$1,630,000
2013	Service	\$448,000	\$250,000	\$873,000	\$134,000	\$1,630,000
2014	Service	\$448,000	\$300,000	\$873,000	\$84,000	\$1,630,000
2015	Service	\$498,000	\$0	\$873,000	\$334,000	\$1,630,000
2016	Service	\$498,000	\$0	\$873,000	\$334,000	\$1,630,000
2012-2016 Program		\$2,336,000	\$800,000	\$4,365,000	\$1,020,000	\$8,521,000



Figure 12: Ribbon-Cutting Ceremony for New County Service on February 19, 2010

Facility Improvements Program

As the role of the Division of Transportation expands to meet the changing needs of an urbanizing County, new facility locations and types are needed to enable effectively managed, properly staged, and efficiently executed operations. Between 2012 and 2016, \$200,000 is programmed for facility improvements (see Table 12 below).

	2012-2016 Programmed Costs
Remote Salt Storage & Maintenance Facilities	\$0
Remote Weather Information System	\$200,000
New Office Building	\$0
TOTALS	\$200,000

New Office Building

There is no funding identified for this item in the current program. It is included here as the need for a new and/or expanded office building has been part of the County's on-going campus planning efforts. For long-range planning purposes, \$8,000,000 has been accounted for in the year 2025 for a new Division of Transportation office building.

Year	MFT	Matching	Option	RTA	Total
2025	\$0	\$0	\$0	\$8,000,000	\$8,000,000
2012-2016 Program	\$0	\$0	\$0	\$0	\$0

Remote Weather Information System

This funding is for the construction of a weather information system on Lawrence Road to assist winter maintenance operations.

Year	MFT	Matching	Option	RTA	Total
2009	\$60,000	\$0	\$0	\$0	\$90,000
2012	\$0	\$0	\$200,000	\$0	\$200,000
2012-2016 Program	\$0	\$0	\$200,000	\$0	\$200,000

Figure 13: Remote Weather Information System on Harmony Road



Remote Salt Storage & Maintenance Facilities

This project is for the construction of 1 satellite facility to provide more efficient maintenance operations to multiple agencies. Future funding for this project will be coordinated with participating agencies.

Year	Phase	County Option	State	Federal	Local	Total
2017	ENGR	\$500,000	\$0	\$0	\$0	\$500,000
2018	Construction	\$0	\$0	\$0	\$0	\$0
2012-2016 Program		\$0	\$0	\$0	\$0	\$0

Other Improvements Program

There are various projects that support more than one of the core and non-core programs of the County Division of Transportation. Between 2010 and 2015, \$32.7 million is programmed for these types of projects (see Table 13 below).

	2012-2016 Programmed Costs
County Engineer's Salary	\$736,443
County Wide Traffic Counts	\$120,000
2040 Long-Range Transportation Planning	\$0
Misc. Projects	\$875,000
Debt Certificate Service (\$50 million in 2007)	\$30,973,876
Debt Certificate Service (\$50 million in 2016)	\$0
TOTALS	\$32,705,319

County Engineer's Salary

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
2012	ENGR	\$67,983	\$0	\$67,983	\$0	\$135,967
2013	ENGR	\$73,531	\$0	\$73,531	\$0	\$141,406
2014	ENGR	\$73,531	\$0	\$73,531	\$0	\$147,062
2015	ENGR	\$76,472	\$0	\$76,472	\$0	\$152,945
2016	ENGR	\$79,531	\$0	\$79,531	\$0	\$159,063
2012-2016 Program		\$368,221	\$0	\$368,221	\$0	\$736,443

County Wide Traffic Counts

This funding is for traffic counts to be taken on County Highways every two years.

Year	Phase	MFT	Matching	Option	RTA	Total
2013	ENGR	\$0	\$0	\$60,000	\$0	\$60,000
2015	ENGR	\$0	\$60,000	\$0	\$0	\$60,000
2012-2016 Program		\$0	\$60,000	\$0	\$0	\$120,000

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	\$3,097,225	\$3,097,225	\$0	\$6,194,450
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
2012-2016 Program	\$0	\$3,097,225	\$3,097,225	\$24,779,426	\$30,973,876

Debt Certificate Service (\$50,000,000 in 2016)

This funding is for the debt service required for the \$50,000,000 debt certificate issued in 2016 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
2017	\$0	\$0	\$0	\$6,300,000	\$6,300,000
2018	\$0	\$0	\$0	\$6,300,000	\$6,300,000
2019	\$6,300,000	\$0	\$0	\$0	\$6,300,000
2020	\$0	\$0	\$6,300,000	\$0	\$6,300,000
2021	\$0	\$0	\$6,300,000	\$0	\$6,300,000
2022	\$0	\$0	\$6,300,000	\$0	\$6,300,000
2023	\$0	\$0	\$0	\$6,300,000	\$6,300,000
2024	\$0	\$0	\$0	\$6,300,000	\$6,300,000
2025	\$0	\$0	\$0	\$6,300,000	\$6,300,000
2026	\$0	\$0	\$0	\$6,300,000	\$6,300,000
2012-2016 Program	\$0	\$0	\$0	\$0	\$0

2040 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
2017	\$300,000	\$0	\$0	\$300,000
2023	\$350,000	\$0	\$0	\$350,000
2029	\$400,000	\$0	\$0	\$400,000
2035	\$450,000	\$0	\$0	\$450,000
2012-2016 Program	\$0	\$0	\$0	\$0

Miscellaneous Projects

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

Year	MFT	Matching	Option	RTA	Total
2012	\$0	\$0	\$175,000	\$0	\$175,000
2013	\$0	\$0	\$175,000	\$0	\$175,000
2014	\$0	\$0	\$175,000	\$0	\$175,000
2015	\$0	\$0	\$175,000	\$0	\$175,000
2016	\$0	\$0	\$175,000	\$0	\$175,000
2012-2016 Program	\$0	\$0	\$875,000	\$0	\$875,000

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. As such, it 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 Highway Improvement 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_map.aspx.

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.

Table 14: FY2012 Estimated Expenditures

Project	Phase	MFT	Matching	Bridge	Option	RTA	County	State	Federal	Local/Other	Total Costs
DEBT CERTIFICATE SERVICE (\$50 million in 2007)	MISC	\$0	\$0	\$0	\$0	\$6,197,200	\$6,197,200	\$0	\$0	\$0	\$6,197,200
Bridge Repairs	Construction	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Franklinville Road Bridge (SN056-3017) (TIP#11-08-0028)	ENGR2/ROW	\$0	\$0	\$125,000	\$50,000	\$0	\$75,000	\$0	\$100,000	\$0	\$175,000
Hill Road Township Bridge (SN056-3045) (TIP#11-08-0029)	Construction	\$0	\$0	\$1,500,000	\$0	\$0	\$60,000	\$240,000	\$1,200,000	\$0	\$1,500,000
Lawrence Road Bridge (SN056-3010) (TIP#11-08-0031)	Construction	\$0	\$0	\$1,750,000	\$0	\$0	\$350,000	\$0	\$1,400,000	\$0	\$1,750,000
Lawrence Road Bridge (SN056-3012) (TIP#11-08-0032)	ENGR2/ROW	\$0	\$0	\$125,000	\$50,000	\$0	\$75,000	\$0	\$100,000	\$0	\$175,000
Miscellaneous Culverts	Construction	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$400,000
Noe Road Township Bridge (SN056-3048) (TIP#11-08-0033)	ENGR2/ROW	\$0	\$0	\$200,000	\$50,000	\$0	\$90,000	\$0	\$160,000	\$0	\$250,000
Miller Road Widening IL 31 to River Road	Construction	\$12,900,000	\$0	\$0	\$0	\$0	\$2,262,888	\$1,685,000	\$8,952,112	\$0	\$12,900,000
Miller Road Widening IL 31 to River Road	ROW	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Rakow Road Widening	ENGR3 & Construction	\$15,610,956	\$0	\$0	\$0	\$0	\$5,074,543	\$0	\$10,467,933	\$68,480	\$15,610,956
Randall Road Widening	ENGR2	\$0	\$0	\$0	\$0	\$4,275,000	\$4,275,000	\$0	\$0	\$0	\$4,275,000
Village of Algonquin Randall Road Crossing	ENGR2	\$0	\$0	\$0	\$500,000	\$0	\$50,000	\$0	\$400,000	\$50,000	\$500,000
Remote Weather Information System	Construction	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Culvert Materials	Maintenance	\$20,000	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$20,000
Highway Lighting Systems-Power	Maintenance	\$90,000	\$0	\$0	\$0	\$0	\$90,000	\$0	\$0	\$0	\$90,000
Pavement Marking Maintenance	Maintenance	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$400,000
Sign Materials	Maintenance	\$131,000	\$0	\$0	\$0	\$0	\$131,000	\$0	\$0	\$0	\$131,000
Snow Removal Materials	Maintenance	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000	\$0	\$0	\$0	\$1,200,000
Striping Paint & Glass Beads	Maintenance	\$170,000	\$0	\$0	\$0	\$0	\$170,000	\$0	\$0	\$0	\$170,000
Traffic Signal/Lighting Maintenance	Maintenance	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$0	\$0	\$0	\$300,000
Tree Trimming & Removal Program	Maintenance	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0	\$0	\$0	\$30,000
Water Quality Treatment Structure Cleaning	Maintenance	\$0	\$0	\$0	\$10,000	\$0	\$10,000	\$0	\$0	\$0	\$10,000
Johnsburg Road Widening	Construction	\$0	\$7,331,540	\$0	\$0	\$0	\$1,102,002	\$812,730	\$5,210,008	\$206,800	\$7,331,540

Project	Phase	MFT	Matching	Bridge	Option	RTA	County	State	Federal	Local/Other	Total Costs
Johnsburg Road Widening	ENGR3	\$821,875	\$0	\$0	\$0	\$0	\$821,875	\$0	\$0	\$0	\$821,875
Virginia Road & Pyott Road	ROW	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Virginia Road & Pyott Road	ENGR2	\$0	\$0	\$0	\$175,000	\$0	\$175,000	\$0	\$0	\$0	\$175,000
County Engineer's Salary	ENGR	\$135,967	\$0	\$0	\$0	\$0	\$67,984	\$0	\$67,984	\$0	\$135,967
Misc. Projects	MISC	\$0	\$0	\$0	\$175,000	\$0	\$175,000	\$0	\$0	\$0	\$175,000
Alden Road Pavement Management	Construction	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Alden Road Rehabilitation (TIP#11-07-0015)	ENGR2	\$0	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000
Alden Road Rehabilitation (TIP#11-07-0015)	ROW	\$0	\$200,000	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Condition Evaluation/GIS Pavement Management Updates	ENGR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fleming Rd Rehabilitation	ROW	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	\$0	\$500,000
General Crack Sealing	Construction	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$250,000
General Microsurfacing	Construction	\$0	\$0	\$0	\$0	\$350,000	\$350,000	\$0	\$0	\$0	\$350,000
General Resurfacing (22.2 lane miles/year)	Construction	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000
Materials Testing	ENGR	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Non Dedicated Subdivision Roads	Construction	\$0	\$0	\$0	\$280,000	\$0	\$280,000	\$0	\$0	\$0	\$280,000
Charles & Raffel Road	ROW	\$0	\$70,000	\$0	\$0	\$0	\$70,000	\$0	\$0	\$0	\$70,000
Low-Cost Safety Improvement Program	Construction	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0	\$0	\$50,000
River & Dowell Road	ROW	\$300,000	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$300,000
US 20, Marengo, S. Union, Beck	ROW	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0	\$0	\$0	\$500,000
I-90 & IL 47 Interchange Improvements	Construction	\$408,333	\$279,806	\$0	\$536,860	\$408,333	\$1,633,333	\$0	\$0	\$0	\$1,633,333
Miscellaneous IDOT Signal	Construction	\$300,000	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0	\$300,000
MCRide Dial-a-Ride Service Pace Contract	TRAN	\$0	\$0	\$0	\$0	\$1,630,000	\$373,000	\$0	\$250,000	\$1,007,000	\$1,630,000
Transit Grant Program	TRAN	\$0	\$0	\$0	\$0	\$71,000	\$71,000	\$0	\$0	\$0	\$71,000
Virginia Road & IL 31 Park and Ride Lot	Construction	\$0	\$0	\$0	\$350,000	\$0	\$0	\$0	\$350,000	\$0	\$350,000
TOTALS		\$36,088,131	\$8,380,946	\$3,700,000	\$5,606,860	\$14,431,533	\$35,479,825	\$2,737,730	\$28,658,037	\$1,332,280	\$68,207,871

Table 15: FY2013 Estimated Expenditures

Project	Phase	MFT	Matching	Bridge	Option	RTA	County	State	Federal	Local/Other	Total Costs
DEBT CERTIFICATE SERVICE (\$50 million in 2007)	MISC	\$0	\$3,097,225	\$0	\$3,097,225	\$0	\$6,194,450	\$0	\$0	\$0	\$6,194,450
Bridge Inspections	ENGR	\$0	\$0	\$230,000	\$0	\$0	\$230,000	\$0	\$0	\$0	\$230,000
Bridge Repairs	Construction	\$0	\$0	\$200,000	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Bridge Repairs	ENGR	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0	\$0	\$0	\$150,000
County Line Township Bridge (SN056-3040) (TIP#11-08-0025)	Construction	\$0	\$0	\$2,000,000	\$0	\$0	\$208,255	\$191,745	\$1,600,000	\$0	\$2,000,000
Deerpass Road Bridge (SN056-3029) (TIP# 11-10-0003)	ENGR 2	\$175,000	\$0	\$0	\$0	\$0	\$35,000	\$0	\$140,000	\$0	\$175,000
Flat Iron Road Bridge (SN056-3019) (TIP#11-08-0027)	ENGR1	\$125,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$100,000	\$0	\$125,000
Franklinville Road Bridge (SN056-3016) (TIP#11-08-0026)	ENGR2/ROW	\$0	\$0	\$125,000	\$50,000	\$0	\$75,000	\$0	\$100,000	\$0	\$175,000
Franklinville Road Bridge (SN056-3017) (TIP#11-08-0028)	Construction	\$750,000	\$0	\$0	\$0	\$0	\$150,000	\$0	\$600,000	\$0	\$750,000
Lawrence Road Bridge (SN056-3012) (TIP#11-08-0032)	Construction	\$1,000,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$800,000	\$0	\$1,000,000
Miscellaneous Culverts	MAINT	\$165,000	\$0	\$0	\$0	\$0	\$165,000	\$0	\$0	\$0	\$165,000
Oak Grove Road Township Bridge (SN056-3035)	ENGR1	\$150,000	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
Miller Road Widening IL 31 to River Road	Construction	\$2,900,000	\$0	\$0	\$5,000,000	\$5,000,000	\$9,806,568	\$1,685,000	\$1,408,432	\$0	\$12,900,000
Culvert Materials	Maintenance	\$20,000	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$20,000
Highway Lighting Systems-Power	Maintenance	\$90,000	\$0	\$0	\$0	\$0	\$90,000	\$0	\$0	\$0	\$90,000
Pavement Marking Maintenance	Maintenance	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$400,000
Sign Materials	Maintenance	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$0	\$0	\$0	\$125,000
Snow Removal Contract	Maintenance	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0	\$0	\$0	\$30,000
Snow Removal Materials	Maintenance	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000	\$0	\$0	\$0	\$1,100,000
Striping Paint & Glass Beads	Maintenance	\$170,000	\$0	\$0	\$0	\$0	\$170,000	\$0	\$0	\$0	\$170,000
Traffic Signal/Lighting Maintenance	Maintenance	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$0	\$0	\$0	\$500,000
Tree Trimming & Removal Program	Maintenance	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0	\$0	\$0	\$30,000
Water Quality Treatment Structure Cleaning	Maintenance	\$0	\$0	\$0	\$10,000	\$0	\$10,000	\$0	\$0	\$0	\$10,000
Marengo Road (Harmony and Hemmer Signal Interconnect)	ENGR2	\$0	\$0	\$0	\$600,000	\$0	\$600,000	\$0	\$0	\$0	\$600,000
Virginia Road & Pyott Road	Construction	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$1,000,000
County Engineer's Salary	ENGR	\$141,406	\$0	\$0	\$0	\$0	\$70,703	\$0	\$70,703	\$0	\$141,406
County Wide Traffic Counts	ENGR	\$0	\$0	\$0	\$60,000	\$0	\$60,000	\$0	\$0	\$0	\$60,000
Misc. Projects	MISC	\$0	\$0	\$0	\$175,000	\$0	\$175,000	\$0	\$0	\$0	\$175,000
Alden Road Pavement Management	Construction	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000

Project	Phase	MFT	Matching	Bridge	Option	RTA	County	State	Federal	Local/Other	Total Costs
Condition Evaluation/GIS Pavement Management Updates	ENGR	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$0	\$0	\$0	\$125,000
Fleming Rd Rehabilitation	Construction	\$850,000	\$0	\$0	\$0	\$4,150,000	\$5,000,000	\$0	\$0	\$0	\$5,000,000
General Crack Sealing	Construction	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$250,000
General Microsurfacing	Construction	\$0	\$0	\$0	\$0	\$350,000	\$350,000	\$0	\$0	\$0	\$350,000
General Resurfacing (22.2 lane miles/year)	Construction	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000
Materials Testing	ENGR	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Non Dedicated Subdivision Roads	Construction	\$0	\$0	\$0	\$280,000	\$0	\$280,000	\$0	\$0	\$0	\$280,000
Charles & Raffel Road	Construction	\$100,000	\$0	\$0	\$0	\$2,900,000	\$3,000,000	\$0	\$0	\$0	\$3,000,000
Low-Cost Safety Improvement Program	Construction	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0	\$0	\$50,000
US 20, Marengo, S. Union, Beck	Construction	\$0	\$0	\$0	\$0	\$1,000,000	\$500,000	\$500,000	\$0	\$0	\$1,000,000
I-90 & IL 47 Interchange Improvements	Construction	\$228,713	\$0	\$200,825	\$695,461	\$508,333	\$1,633,333	\$0	\$0	\$0	\$1,633,333
Miscellaneous IDOT Signal	Construction	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$0	\$25,000
W. Algonquin Bypass	Construction	\$0	\$395,000	\$0	\$0	\$0	\$79,000	\$0	\$316,000	\$0	\$395,000
MCRide Dial-a-Ride Service Pace Contract	TRAN	\$0	\$0	\$0	\$0	\$1,630,000	\$373,000	\$0	\$250,000	\$1,007,000	\$1,630,000
Transit Grant Program	TRAN	\$0	\$0	\$0	\$0	\$75,000	\$75,000	\$0	\$0	\$0	\$75,000
TOTALS		\$11,440,119	\$3,492,225	\$2,755,825	\$10,677,686	\$18,013,333	\$37,490,309	\$2,376,745	\$5,505,135	\$1,007,000	\$46,379,189

Table 16: FY2014 Estimated Expenditures

Project	Phase	MFT	Matching	Bridge	Option	RTA	County	State	Federal	Local/Other	Total Costs
DEBT CERTIFICATE SERVICE (\$50 million in 2007)	MISC	\$0	\$0	\$0	\$0	\$6,196,463	\$6,196,463	\$0	\$0	\$0	\$6,196,463
Armory Road Township Bridge (SN056-3089) (TIP#11-08-0006)	ENGR1	\$0	\$0	\$125,000	\$0	\$0	\$5,000	\$20,000	\$100,000	\$0	\$125,000
Bridge Repairs	ENGR	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Deerpass Road Bridge (SN056-3029) (TIP# 11-10-0003)	ROW	\$0	\$0		\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$50,000
Franklinville Road Bridge (SN056-3016) (TIP#11-08-0026)	Construction	\$0	\$0	\$1,500,000	\$0	\$0	\$300,000	\$0	\$1,200,000	\$0	\$1,500,000
Jankowski Road Township Bridge (SN056-3116)	ENGR1	\$0	\$0	\$150,000	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
Miscellaneous Culverts	MAINT	\$165,000	\$0	\$0	\$0	\$0	\$165,000	\$0	\$0	\$0	\$165,000
Noe Road Township Bridge (SN056-3048) (TIP#11-08-0033)	Construction	\$500,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$400,000	\$0	\$500,000
North Union Road Bridge (SN056-3026)	ENGR1	\$150,000	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
O'Brien Road Township Bridge (SN056-3118)	ENGR1	\$150,000	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
Thayer Road Township Bridge (SN056-3115)	ENGR1	\$150,000	\$0	\$0	\$0	\$0	\$30,000	\$0	\$120,000	\$0	\$150,000
Randall and Huntington Drive Intersection Right Turn	ROW	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$0	\$0	\$0	\$500,000
Culvert Materials	Maintenance	\$20,000	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$20,000
Highway Lighting Systems-Power	Maintenance	\$90,000	\$0	\$0	\$0	\$0	\$90,000	\$0	\$0	\$0	\$90,000
Pavement Marking Maintenance	Maintenance	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$400,000
Sign Materials	Maintenance	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$0	\$0	\$0	\$125,000
Snow Removal Contract	Maintenance	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0	\$0	\$0	\$30,000
Snow Removal Materials	Maintenance	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000	\$0	\$0	\$0	\$1,100,000
Striping Paint & Glass Beads	Maintenance	\$170,000	\$0	\$0	\$0	\$0	\$170,000	\$0	\$0	\$0	\$170,000
Traffic Signal Re-lamping	Maintenance	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0	\$0	\$0	\$100,000
Traffic Signal/Lighting Maintenance	Maintenance	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$0	\$0	\$0	\$300,000
Tree Trimming & Removal Program	Maintenance	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0	\$0	\$0	\$30,000
Water Quality Treatment Structure Cleaning	Maintenance	\$0	\$0	\$0	\$10,000	\$0	\$10,000	\$0	\$0	\$0	\$10,000
Community Bicycle and Pedestrian Improvement Projects	Construction	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$0	\$0	\$0	\$100,000
Marengo Road (Harmony and Hemmer Signal Interconnect)	ROW	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0	\$0	\$0	\$100,000
County Engineer's Salary	ENGR	\$147,062	\$0	\$0	\$0	\$0	\$73,531	\$0	\$73,531	\$0	\$147,062
Misc. Projects	MISC	\$0	\$0	\$0	\$175,000	\$0	\$175,000	\$0	\$0	\$0	\$175,000
Alden Road Pavement Management	Construction	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000
General Crack Sealing	Construction	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$250,000

Project	Phase	MFT	Matching	Bridge	Option	RTA	County	State	Federal	Local/Other	Total Costs
General Microsurfacing	Construction	\$0	\$0	\$0	\$0	\$350,000	\$350,000	\$0	\$0	\$0	\$350,000
General Resurfacing (22.2 lane miles/year)	Construction	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000	\$0	\$0	\$0	\$3,500,000
Materials Testing	ENGR	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Non Dedicated Subdivision Roads	Construction	\$0	\$0	\$0	\$280,000	\$0	\$280,000	\$0	\$0	\$0	\$280,000
IL 173 & Wilmot	Construction	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$0	\$0	\$0	\$500,000
Low-Cost Safety Improvement Program	Construction	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0	\$0	\$50,000
I-90 & IL 47 Interchange Improvements	Construction	\$0	\$0	\$1,633,333	\$0	\$0	\$1,633,333	\$0	\$0	\$0	\$1,633,333
Miscellaneous IDOT Signal	Construction	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$0	\$25,000
MCRide Dial-a-Ride Service Pace Contract	TRAN	\$0	\$0	\$0	\$0	\$1,630,000	\$373,000	\$0	\$300,000	\$957,000	\$1,630,000
Transit Grant Program	TRAN	\$0	\$0	\$0	\$0	\$75,000	\$75,000	\$0	\$0	\$0	\$75,000
TOTALS		\$5,992,062	\$0	\$3,408,333	\$1,225,000	\$10,751,463	\$17,846,327	\$20,000	\$2,553,531	\$957,000	\$21,376,859

Table 17: FY2015 Estimated Expenditures

Project	Phase	MFT	Matching	Bridge	Option	RTA	County	State	Federal	Local/Other	Total Costs
DEBT CERTIFICATE SERVICE (\$50 million in 2007)	MISC	\$0	\$0	\$0	\$0	\$6,192,788	\$6,192,788	\$0	\$0	\$0	\$6,192,788
Armory Road Township Bridge (SN056-3089) (TIP#11-08-0006)	ENGR2/ROW	\$0	\$0	\$125,000	\$0	\$50,000	\$55,000	\$20,000	\$100,000	\$0	\$175,000
Bridge Inspections	ENGR	\$0	\$0	\$0	\$230,000	\$0	\$230,000	\$0	\$0	\$0	\$230,000
Bridge Repairs	Construction	\$0	\$0	\$0	\$200,000	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Bridge Repairs	ENGR	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Deerpass Road Bridge (SN056-3029) (TIP# 11-10-0003)	Construction	\$3,000,000	\$0	\$0	\$0	\$0	\$600,000	\$0	\$2,400,000	\$0	\$3,000,000
Flat Iron Road Bridge (SN056-3019) (TIP#11-08-0027)	ENGR2/ROW	\$125,000	\$0	\$0	\$50,000	\$0	\$75,000	\$0	\$100,000	\$0	\$175,000
Miscellaneous Culverts	MAINT	\$165,000	\$0	\$0	\$0	\$0	\$165,000	\$0	\$0	\$0	\$165,000
Oak Grove Road Township Bridge (SN056-3035)	ENGR2/ROW	\$150,000	\$0	\$0	\$50,000	\$0	\$80,000	\$0	\$120,000	\$0	\$200,000
Randall and Algonquin Intersection Improvements	ROW	\$0	\$9,000,000	\$0	\$3,000,000	\$0	\$12,000,000	\$0	\$0	\$0	\$12,000,000
River Road and Chapel Hill Road Improvements	ENGR1	\$350,000	\$250,000	\$0	\$100,000	\$300,000	\$1,000,000	\$0	\$0	\$0	\$1,000,000
Culvert Materials	Maintenance	\$20,000	\$0	\$0	\$0	\$0	\$20,000	\$0	\$0	\$0	\$20,000
Highway Lighting Systems-Power	Maintenance	\$90,000	\$0	\$0	\$0	\$0	\$90,000	\$0	\$0	\$0	\$90,000
Pavement Marking Maintenance	Maintenance	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$400,000
Sign Materials	Maintenance	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$0	\$0	\$0	\$125,000
Snow Removal Contract	Maintenance	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0	\$0	\$0	\$30,000
Snow Removal Materials	Maintenance	\$0	\$0	\$0	\$0	\$1,100,000	\$1,100,000	\$0	\$0	\$0	\$1,100,000
Striping Paint & Glass Beads	Maintenance	\$170,000	\$0	\$0	\$0	\$0	\$170,000	\$0	\$0	\$0	\$170,000
Traffic Signal/Lighting Maintenance	Maintenance	\$0	\$0	\$0	\$300,000	\$0	\$300,000	\$0	\$0	\$0	\$300,000
Tree Trimming & Removal Program	Maintenance	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0	\$0	\$0	\$30,000
Water Quality Treatment Structure Cleaning	Maintenance	\$0	\$0	\$0	\$10,000	\$0	\$10,000	\$0	\$0	\$0	\$10,000
Community Bicycle and Pedestrian Improvement Projects	Construction	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$0	\$0	\$0	\$100,000
Marengo Road (Harmony and Hemmer Signal Interconnect)	Construction	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
County Engineer's Salary	ENGR	\$152,945	\$0	\$0	\$0	\$0	\$76,472	\$0	\$76,472	\$0	\$152,945
County Wide Traffic Counts	ENGR	\$0	\$60,000	\$0	\$0	\$0	\$60,000	\$0	\$0	\$0	\$60,000
Misc. Projects	MISC	\$0	\$0	\$0	\$175,000	\$0	\$175,000	\$0	\$0	\$0	\$175,000
Alden Road Pavement Management	Construction	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Condition Evaluation/GIS Pavement Management Updates	ENGR	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$0	\$0	\$0	\$125,000
General Crack Sealing	Construction	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$250,000

Project	Phase	MFT	Matching	Bridge	Option	RTA	County	State	Federal	Local/Other	Total Costs
General Microsurfacing	Construction	\$0	\$0	\$0	\$0	\$350,000	\$350,000	\$0	\$0	\$0	\$350,000
General Resurfacing (22.2 lane miles/year)	Construction	\$2,000,000	\$0	\$0	\$1,000,000	\$500,000	\$3,500,000	\$0	\$0	\$0	\$3,500,000
Materials Testing	ENGR	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Non Dedicated Subdivision Roads	Construction	\$0	\$0	\$0	\$280,000	\$0	\$280,000	\$0	\$0	\$0	\$280,000
Future Intersection Improvements (Various/Various)	ENGR1	\$0	\$0	\$0	\$0	\$900,000	\$900,000	\$0	\$0	\$0	\$900,000
Low-Cost Safety Improvement Program	Construction	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0	\$0	\$50,000
Miscellaneous IDOT Signal	Construction	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$0	\$25,000
MCRide Dial-a-Ride Service Pace Contract	TRAN	\$0	\$0	\$0	\$0	\$1,630,000	\$423,000	\$0	\$0	\$1,207,000	\$1,630,000
Transit Grant Program	TRAN	\$0	\$0	\$0	\$0	\$75,000	\$75,000	\$0	\$0	\$0	\$75,000
TOTALS		\$7,297,945	\$9,310,000	\$125,000	\$7,105,000	\$11,497,788	\$31,312,260	\$20,000	\$2,796,472	\$1,207,000	\$35,335,733

Table 18: FY2016 Estimated Expenditures

Project	Phase	MFT	Matching	Bridge	Option	RTA	County	State	Federal	Local/Other	Total Costs
DEBT CERTIFICATE SERVICE (\$50 million in 2007)	MISC	\$0	\$0	\$0	\$0	\$6,192,975	\$6,192,975	\$0	\$0	\$0	\$6,192,975
Thayer Road Township Bridge (SN056-3115)	ENGR2/ROW	\$0	\$0	\$150,000	\$50,000	\$0	\$80,000	\$0	\$120,000	\$0	\$200,000
O'Brien Road Township Bridge (SN056-3118)	ENGR2/ROW	\$0	\$0	\$150,000	\$50,000	\$0	\$80,000	\$0	\$120,000	\$0	\$200,000
North Union Road Bridge (SN056-3026)	ENGR2/ROW	\$0	\$0	\$150,000	\$50,000	\$0	\$80,000	\$0	\$120,000	\$0	\$200,000
Miscellaneous Culverts	MAINT	\$152,164	\$0	\$16,775	\$0	\$0	\$168,939	\$0	\$0	\$0	\$168,939
Jankowski Road Township Bridge (SN056-3116)	ENGR2/ROW	\$0	\$0	\$150,000	\$50,000	\$0	\$80,000	\$0	\$120,000	\$0	\$200,000
Flat Iron Road Bridge (SN056-3019) (TIP#11-08-0027)	Construction	\$1,000,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$800,000	\$0	\$1,000,000
Bridge Repairs	Construction	\$0	\$0	\$200,000	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000
Bridge Repairs	ENGR	\$0	\$0	\$0	\$150,000	\$0	\$150,000	\$0	\$0	\$0	\$150,000
Armory Road Township Bridge (SN056-3089) (TIP#11-08-0006)	Construction	\$0	\$0	\$550,000	\$0	\$0	\$22,000	\$88,000	\$440,000	\$0	\$550,000
Village of Algonquin Randall Road Crossing	Construction	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$300,000	\$0	\$2,400,000	\$300,000	\$3,000,000
Randall Road Resurfacing	Construction	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000	\$0	\$0	\$0	\$4,000,000
Randall Road Adaptive Traffic Control	Construction	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$0	\$0	\$0	\$500,000
Randall and Huntington Drive Intersection Right Turn	Construction	\$0	\$0	\$0	\$0	\$2,000,000	\$1,000,000	\$0	\$0	\$1,000,000	\$2,000,000
Randall and Algonquin Intersection Improvements	Construction	\$0	\$0	\$0	\$0	\$25,000,000	\$22,219,742	\$0	\$2,780,258	\$0	\$25,000,000
Algonquin Road Extension	ENGR2	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0	\$0	\$400,000
Water Quality Treatment Structure Cleaning	Maintenance	\$0	\$0	\$0	\$10,000	\$0	\$10,000	\$0	\$0	\$0	\$10,000
Tree Trimming & Removal Program	Maintenance	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0	\$0	\$0	\$30,000
Traffic Signal/Lighting Maintenance	Maintenance	\$0	\$0	\$0	\$350,000	\$0	\$350,000	\$0	\$0	\$0	\$350,000
Traffic Signal Re-lamping	Maintenance	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$0	\$0	\$0	\$100,000
Striping Paint & Glass Beads	Maintenance	\$170,000	\$0	\$0	\$0	\$0	\$170,000	\$0	\$0	\$0	\$170,000
Snow Removal Materials	Maintenance	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000	\$0	\$0	\$0	\$1,200,000
Snow Removal Contract	Maintenance	\$0	\$0	\$0	\$30,000	\$0	\$30,000	\$0	\$0	\$0	\$30,000
Sign Materials	Maintenance	\$125,000	\$0	\$0	\$0	\$0	\$125,000	\$0	\$0	\$0	\$125,000
Pavement Marking Maintenance	Maintenance	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$0	\$400,000
Highway Lighting Systems-Power	Maintenance	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0	\$100,000
Culvert Materials	Maintenance	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$0	\$25,000
Community Bicycle and Pedestrian Improvement Projects	Construction	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$0	\$0	\$0	\$100,000
Misc. Projects	MISC	\$0	\$0	\$0	\$175,000	\$0	\$175,000	\$0	\$0	\$0	\$175,000

County Engineer's Salary	ENGR	\$159,063	\$0	\$0	\$0	\$0	\$79,531	\$0	\$79,531	\$0	\$159,063
Non Dedicated Subdivision Roads	Construction	\$0	\$0	\$0	\$280,000	\$0	\$280,000	\$0	\$0	\$0	\$280,000
Materials Testing	ENGR	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000
General Resurfacing (22.2 lane miles/year)	Construction	\$0	\$0	\$0	\$0	\$3,750,000	\$3,750,000	\$0	\$0	\$0	\$3,750,000
General Microsurfacing	Construction	\$0	\$0	\$0	\$0	\$350,000	\$350,000	\$0	\$0	\$0	\$350,000
General Crack Sealing	Construction	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$250,000
Alden Road Pavement Management	Construction	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$200,000
River & Dowell Road	Construction	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Low-Cost Safety Improvement Program	Construction	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0	\$0	\$50,000
Future Intersection Improvements (Various/Various)	ROW	\$500,000	\$0	\$0	\$0	\$2,500,000	\$3,000,000	\$0	\$0	\$0	\$3,000,000
Future Intersection Improvements (Various/Various)	ENGR2	\$900,000	\$0	\$0	\$0	\$0	\$900,000	\$0	\$0	\$0	\$900,000
Miscellaneous IDOT Signal	Construction	\$25,000	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$0	\$25,000
High Priority Project (To be Determined in 2040 Plan)	Construction	\$3,000,000	\$0	\$0	\$1,000,000	\$16,000,000	\$20,000,000	\$0	\$0	\$0	\$20,000,000
Transit Grant Program	TRAN	\$0	\$0	\$0	\$0	\$75,000	\$75,000	\$0	\$0	\$0	\$75,000
MCRide Dial-a-Ride Service Pace Contract	TRAN	\$0	\$0	\$0	\$0	\$1,630,000	\$423,000	\$0	\$0	\$1,207,000	\$1,630,000
TOTALS		\$6,956,227	\$0	\$1,366,775	\$5,825,000	\$65,497,975	\$70,071,187	\$88,000	\$6,979,789	\$2,507,000	\$79,645,976

RESOLUTION
AUTHORIZING AN INTERGOVERNMENTAL AGREEMENT BETWEEN THE
COUNTY OF MCHENRY AND PACE SUBURBAN BUS FOR
MCRIDE TRANSIT SERVICES IN 2012

WHEREAS, the County of McHenry and Pace Suburban Bus entered into an intergovernmental agreement in 2009 for coordinated transportation services (R-200912-82-399); and

WHEREAS, this agreement allows all riders to travel between the cities of Crystal Lake, McHenry, and Woodstock and to the Fox Lake Metra Station and Valley Hi Nursing Home. The service allows seniors and individuals with disabilities the additional ability to travel to and from locations in Dorr Township, Greenwood Township, and McHenry Township; and

WHEREAS, this service previously known as the "Pilot Program" or "County Project" or "Tri-City Project" has provided over 16,500 trips between its start on February 13, 2010 through October 31, 2011; and

WHEREAS, to encourage greater efficiencies, promote service standardization, and expand rider options, the County filed applications for Job Access Reverse Commute and New Freedom grants with the Regional Transportation Authority for the McHenry County Service Integration and Coordination Project; this action was approved by the County Board on July 6, 2010 (R-201007-82-169); and

WHEREAS, on October 25, 2010, the Regional Transportation Authority awarded \$805,444 in Job Access Reverse Commute and New Freedom grant federal pass through funds from the Federal Transit Administration to the project; and

WHEREAS, on November 1, 2011, the County of McHenry approved agreements with the Regional Transportation Authority to accept and use these funds on (R-201111-82-280 & R-201111-82-281); and, the County of McHenry, the City of Crystal Lake, the City of McHenry, the City of Woodstock, entered into an intergovernmental agreement to restructure local dial-a-ride services into a new service called MCRide (R-201111-82-282); and

WHEREAS, also on November 1, 2011, the County of McHenry approved adequate funding to pay Pace Suburban Bus for the costs of the new service each month before invoicing the municipalities for trips to and from the same municipality and before submitting for grant eligible reimbursements (R-201111-82-283); and

WHEREAS, the new MCRide service will begin on February 1, 2012.

NOW, THEREFORE BE IT RESOLVED, by the McHenry County Board that the County Board Chairman is hereby authorized to enter into an intergovernmental agreement with Pace the Suburban Bus Division of the Regional Transportation Authority for the provision of transit services; and

BE IT FURTHER RESOLVED, that the County Clerk is hereby authorized to distribute a certified copy of this Resolution to the County Administrator, a copy to the County Auditor, and three copies to the Director of Transportation/County Engineer, one to be distributed to Pace Suburban Bus and one to be distributed to the Regional Transportation Authority.

DATED at Woodstock, Illinois, the 3rd day of January, A.D., 2012.

 KENNETH D. KOEHLER,
 Chairman McHenry County Board

ATTEST:

 KATHERINE C. SCHULTZ, County Clerk

INTERGOVERNMENTAL AGREEMENT
BETWEEN THE COUNTY OF MCHENRY, ILLINOIS AND PACE THE
SUBURBAN BUS DIVISION OF THE
REGIONAL TRANSPORTATION AUTHORITY

THIS AGREEMENT is entered into this ____ day of _____, 2011, between the County of McHenry, a body corporate and politic (hereinafter referred to as “COUNTY”), with offices located at 16111 Nelson Road, Woodstock, Illinois, 60098 and the Suburban Bus Division of the Regional Transportation Authority, a municipal corporation created by Sections 1.04 and 3A.01 of the Regional Transportation Authority Act (70 ILCS 3615/1.04, 3A.01), with offices located at 550 West Algonquin Road, Arlington Heights, Illinois 60005 (hereinafter referred to as “PACE”).

RECITALS

WHEREAS, the COUNTY and PACE are public agencies and governmental units within the meaning of the Illinois Governmental Cooperation Act, as specified at 5 ILCS 220/1, *et seq.*, and are authorized by Article 7, Section 10 of the Constitution of the State of Illinois to cooperate, contract, and otherwise associate for public purposes; and

WHEREAS, the purpose of the Intergovernmental Cooperation Act and Article 7 of the Constitution of the State of Illinois includes fostering cooperation among governmental bodies; and

WHEREAS, the COUNTY and PACE wish to cooperate in promoting and encouraging the use of public transportation by improving the availability of Paratransit services in McHenry County to passengers with disabilities, who are elderly, or otherwise have limited access to conventional modes of transportation; and

WHEREAS, Whereas, the COUNTY and PACE propose the creation of the McHenry County Integrated and Coordinated Paratransit Project hereinafter referred to as the “MCRide Project” to restructure the County’s Pilot/Tri-City service and the existing dial-a-ride services in Crystal Lake, McHenry, and Woodstock into one new service to make it easier for suburban to suburban commuters and persons with disabilities to schedule and use dial-a-ride services in McHenry County, improve access to jobs and job related activities, and provide greater mobility to individuals with disabilities. This new service will receive a portion of its funding from the Federal Transit Administration of the U.S. Department of Transportation through Job Access and Reverse Commute and New Freedom grants administered by the RTA; and

WHEREAS, the McHenry County Implementation Task Force which is group of government, non-profit agency, and citizen representatives that have been working to improve Paratransit services in McHenry County and of which the COUNTY is a member, has asked McHenry County to act as lead agency for the MCRide Project; and

WHEREAS, the COUNTY has accepted the role of lead agency for the MCRide Project and expects that other local units of government and agencies will join the MCRide Project as Sponsors; and

WHEREAS, the current Sponsors participating in the MCRide Project are the

City of Crystal Lake, City of McHenry, City of Woodstock, Dorr Township, McHenry Township and Greenwood Township, and

WHEREAS, Whereas, the COUNTY desires to provide additional hours of service to the City of Marengo through this agreement with PACE; and

WHEREAS, the COUNTY desires to provide call center services for McHenry Township through this agreement with PACE; and

WHEREAS, the COUNTY finds it necessary and desirable to contract for the services of a “Coordinator” of the MCRide Project and services in Marengo (hereinafter referred to as Coordinator) who shall be responsible for the operation of the MCRide Project and services in Marengo; and

WHEREAS, PACE is in the business of public transportation, has the necessary expertise required of a Coordinator as described herein, and is willing to provide the functions required of Coordinator; and

WHEREAS, the COUNTY and PACE desire to enter into this AGREEMENT for the purpose of establishing PACE as Coordinator and compensating PACE for its time and expertise in operating and implementing the MCRide Project and services in Marengo; and

NOW THEREFORE, in consideration of the mutual promises hereinafter set forth, the parties agree as follows:

1.0 INCORPORATION OF RECITALS AND CONSTRUCTION.

1.1 The foregoing recitals are hereby incorporated by reference as though fully set forth herein.

1.2 The headings of the paragraphs and subparagraphs of this AGREEMENT are inserted for convenience of reference only and shall not be deemed to constitute part of this AGREEMENT or to affect the construction hereof.

2.0 MCRIDE PROJECT DESCRIPTION.

2.1 PACE shall operate the MCRide Project and services in Marengo for the provision of Paratransit services in McHenry County who are determined to be eligible and registered for the services.

2.2 PACE shall give due consideration to the recommendations and policies of the COUNTY in implementing and operating the MCRide Project.

2.3 PACE shall implement paratransit service as described in **Exhibit A Description of Service** attached hereto and made a part hereof.

3.0 DEFINITIONS.

For the purposes of this AGREEMENT, the following definitions shall apply:

- 3.1 Paratransit Services mean the provision of demand responsive transportation by a carrier.
- 3.2 Carrier means a public or private entity providing passenger transportation on a regular and continuing basis.
- 3.3 Eligible Rider means any person who qualifies for participation in the MCRide Project and is determined to be eligible by a Sponsor for the purpose of obtaining access to the MCRide Project.
- 3.4 Sponsor means a unit of local government or an agency that will participate in the MCRide Project providing Paratransit services to its Eligible Riders using the MCRide Project.
- 3.5 Eligible Trips mean Paratransit transportation taken by Eligible Riders to destinations that are approved by the Sponsors and are acceptable to the COUNTY and PACE.
- 3.6 Administrative policies and/or procedures refer to policies and procedures required to operate the MCRide Project day-to-day operations, including, but not limited to dispatching, scheduling, reporting and billing as indicated later in this AGREEMENT, and other Policies and Procedures which may be required to operate the MCRide Project.
- 3.7 Call Center services mean the performance of call taking and all or a part thereof functions that may include but not limited to 1) service monitoring 2) passenger trip reservations 3) trip scheduling 4) dispatching 5) facilitation of various carriers 6) passenger registration 7) travel planning 8) service coordination and/or providing travel information.
- 3.8 PACE Contribution means the Pace budgeted annual subsidy for services in the Cities of Crystal Lake, McHenry and Woodstock.
- 3.9 The Operating Deficit is defined as total service cost less fare revenue.

4.0 FUNDING.

- 4.1 The COUNTY shall pay PACE for paratransit services and call center services for all participating Sponsors and extended services for the City of Marengo rendered in accordance with the requirements of this AGREEMENT.

- 4.2 The Pace Contribution to the MCRide Project for the term of this Agreement will be the lesser of: 1) 75% of the actual Operating Deficit or 2) the sum of the annual contribution of four hundred eighteen thousand six hundred eighty six dollars (\$418,686) for the City of Crystal Lake, two hundred thirty four thousand two hundred one dollars (\$234,201) for City of McHenry and two hundred thousand eight dollars (\$200,008) for the City of Woodstock for a total of eight hundred fifty- two thousand eight hundred eighty seven dollars (\$852,887), which ever is less.

The Pace Contribution shall be calculated monthly on a year-to-date basis to ensure that the annual Pace Contribution does not exceed the pro-rated year to date amount and is not depleted before the end of the term of this agreement.

- 4.3 The COUNTY remuneration shall be the balance of the Operating Deficit minus the Pace Contribution.
- 4.4 PACE shall submit its invoices for services rendered in accordance with the requirements of this AGREEMENT. Each invoice shall summarize the service delivered, shall be submitted in a format mutually agreed to by the COUNTY and PACE, and shall request reimbursement for hours and itemized costs required to complete those tasks. Invoices for the work performed under this AGREEMENT shall be subject to review by the COUNTY. Invoices billed by PACE for services to operate the MCRide Project and extended services for the City of Marengo shall be reimbursed to PACE at the rates agreed to in the contracts with carriers and the call center contractor.
- 4.5 Upon receipt, review and approval of properly documented invoices, the COUNTY shall pay, or cause to be paid, to PACE the amounts invoiced, provided that the amount invoiced. The COUNTY may not deny a properly documented claim for compensation, in whole or in part, without cause. The COUNTY shall not be required to pay PACE more often than monthly. Upon receipt, review and acceptance of all deliverables specified in this AGREEMENT, final payment shall be made to PACE, within thirty days of receipt of billing. Payment shall be sent to:

Pace Suburban Bus Service
550 W. Algonquin Road
Arlington Heights, IL 60005
Attn: Accounting Department

5.0 DELIVERABLES.

PACE shall provide the COUNTY, on or before the expiration of this

AGREEMENT, or promptly after notice of termination, the deliverables specified in Section 7.0 of this AGREEMENT.

6.0 RELATIONSHIP OF THE COUNTY, PACE, PROJECT SPONSORS, AND the IMPLEMENTATION TASK FORCE

- 6.1 PACE shall review and consider the administrative policies developed and recommended for the MCRide Project by the Implementation Task Force. However, any administrative policies recommended by the Implementation Task Force shall be subject to approval and adoption by the COUNTY and PACE.
- 6.2 The COUNTY shall be responsible for the implementation and oversight of the administrative policies that have been reviewed, approved, and adopted by COUNTY and PACE.
- 6.3. The COUNTY shall be responsible for the execution and maintenance of any necessary agreements with MCRide Project Sponsors desiring to provide transportation services for their clients or riders as described in Exhibit A and Exhibit B through the MCRide Project and adherence to PROGRAM policies and procedures as determined by the COUNTY and PACE.
- 6.4 PACE shall review and consider service parameters developed and recommended for the MCRide Project by the COUNTY including but not limited to, service boundaries, rider eligibility, charges for fares, days and hours of service and dispute resolution of issues related to Eligible Rider compliance with guidelines for usage. However, any service parameters developed by the COUNTY shall be subject to approval and adoption by the PACE.
- 6.5 PACE may contract with other Carriers for the delivery of transportation services and central call center services. Said carriers shall be subcontractors responsible to PACE.
- 6.6 PACE shall review and consider any service standards developed by the COUNTY. However, PACE shall work in cooperation with the COUNTY to, as much as possible; establish consistent service standards applicable to the entire MCRide Project, subject to the approval of the COUNTY and PACE.
- 6.7 PACE shall have the right to make minor revisions to the service standards upon written notification to, and concurrence by, the COUNTY.

7.0 PACE'S RESPONSIBILITIES.

- 7.1 PACE shall be responsible for performance of the day-to-day operations of the MCRide Project and extended services in the City Marengo and shall enter into contracts with Carriers as subcontractors for the delivery of paratransit services and call center services including but not limited to booking reservations, trip scheduling and dispatch services.
- 7.2 PACE shall be responsible for the submission of invoices to the COUNTY and a monthly report outlining specific information relative to the cost of services related to the operation and management of the MCRide Project and services in the City of Marengo that have been provided by PACE directly or through carriers and subcontractors.
- 7.3 Within the approved budget, PACE agrees to maintain appropriate PACE employee, carrier, and subcontractor staffing levels to perform all necessary operating and administrative functions.
- 7.4 PACE may limit the hours available for the scheduling of trip requests and dispatching of vehicles. Determination of the hours and days of service for Pace funded services provided to satisfy federal and/or state ADA guidelines shall not require the approval of the COUNTY.
- 7.5 PACE subcontractor dispatch personnel shall be available during all hours in which a vehicle transporting an Eligible Rider is in service.
- 7.6 PACE shall supply the COUNTY with data relative to the quantity, quality, and cost of services provided by PACE and its subcontractors within forty-five (45) days following the end of each month.
- 7.7 PACE shall provide a standardized monthly report to the COUNTY as described in **Exhibit C**.
- 7.8 Although PACE shall not be responsible for any failure to provide service due to circumstances beyond its control, PACE shall be responsible for making every reasonable effort to restore service as soon as practical under the circumstances.
- 7.9 PACE shall be responsible for requiring that all vehicle operators of Carriers providing services pursuant to this AGREEMENT possess an Illinois license appropriate to the vehicle being operated and all vehicle operators must meet the minimum requirements as mandated by Federal regulations, the State of Illinois and all applicable laws or regulations of governmental bodies having jurisdiction over the Contractor's operations and vehicles. PACE and all Carriers shall agree that any and all licenses as may be required by State or local governmental and/or regulating authorities shall be maintained in good standing annually.

8.0 COUNTY'S RESPONSIBILITIES.

8.1 In accordance with Article 4.0 of this AGREEMENT, the COUNTY agrees to reimburse PACE for any reasonable administrative, operating costs and call center costs in connection with the operation of the MCRide Project, and services in Marengo that may be incurred when fulfilling its obligations pursuant to this AGREEMENT. Such costs shall include, but not be limited to administrative, operating, call center and costs incurred by Pace to administer, manage, and operate the MCRide Project and City of Marengo extended demand response services in McHenry County subject to prior approval by the COUNTY.

9.0 FORCE MAJEURE.

Neither party hereto shall be deemed to be in default or to have breached any provision of this AGREEMENT as a result of any delay, failure in performance or interruption of services resulting directly or indirectly from acts of God, acts of civil or military authority, civil disturbance, or war, which are beyond the control of such non-performing party.

10.0 MISCELLANEOUS.

10.1 Upon request, the COUNTY shall be entitled to have access to the records maintained by PACE with respect to this AGREEMENT only.

10.2 Any failure of either the COUNTY or PACE to strictly enforce any term, right or condition of this AGREEMENT shall not be construed as a waiver of such term, right or condition.

11.0 GOVERNMENT REGULATIONS.

11.1 The COUNTY and PACE shall each comply with all applicable local, State and Federal statutes, ordinances and regulations and obtain licenses or permits, or other mandated approvals, now in force, or which may hereafter be in force, pertaining to this AGREEMENT and the MCRide Project and services in Marengo.

11.2 With respect to employees, laborers, contractors, subcontractors and any and all other persons entities employed, directed or controlled by PACE, and whose services are used in the fulfillment of any contractual agreement or obligation with the COUNTY, PACE hereby agrees and promises that they will carry out all necessary actions to insure compliance with the documentation requirements and all other terms,

provisions and requirements of the Immigration Reform and Control Act of 1986, as amended, 8 U.S.C.A. Sect, 201 et. seq.

- 11.3 With respect to employees, laborers, contractors, subcontractors and any and all other persons or entities employed, directed or controlled by PACE, and whose services are used in fulfillment of any contractual agreement or obligation with the COUNTY, PACE hereby agrees and promises that it will carry out all necessary actions to insure compliance with the terms, provisions and requirements of the Federal Minimum Wage Act, 29 U.S.C.A. Sec. 201 et. seq.
- 11.4 With respect to employees, laborers, contractors, subcontractors and any and all other persons or entities employed, directed or controlled by PACE, and whose services are used in fulfillment of any contractual agreement or obligation with the COUNTY, PACE hereby agrees and promises that they will carry out all necessary actions to insure compliance with the terms, provisions and requirements of the Prevailing Wage Act, 820 ILCS 130/01 et. seq., as amended.
- 11.5 The parties agree that any non-compliance by PACE with paragraphs 1, 2, or 3 above, shall render this Agreement voidable at the sole discretion of the COUNTY with right to cure under 22.0 TERMINATION.

12.0 INDEMNIFICATION AND INSURANCE.

- 12.1 PACE shall indemnify, hold harmless, and defend the COUNTY or any of its officers, employees, or agents from and against all liability, claims, demands, causes of action, losses and expenses, including court costs and attorney's fees arising out of or related to any loss, damage, injury, death, loss or damage to property or which may be alleged resulting from the negligence of PACE, its officers, agents, and employees in the performance of this AGREEMENT to the fullest extent PACE is so authorized under the law, provided, however, that PACE shall not be obligated to indemnify, hold harmless and defend the COUNTY for intentional wrongful acts or omissions by COUNTY officials, employees, agents, contractors, subcontractors or personnel. Further, PACE shall require that its subcontractors indemnify, defend and hold harmless PACE and the COUNTY, its officers, employees and elected officials from and against any claims, liability or judgments resulting from, or caused by, the negligence of such subcontractor.
- 12.2 PACE shall require each of its subcontractors to maintain for the duration of the contract and any extensions thereof, at the subcontractor's expense, insurance that includes "Occurrence" basis wording and is issued by a company or companies qualified to do business in the State of Illinois and in compliance with PACE Insurance Requirements.

12.3 PACE agrees that with respect to the above required insurance that:

12.3.1 PACE shall require each of its subcontractors to name the COUNTY as additional insured on all liability policies, and acknowledges that any insurance maintained by the COUNTY shall apply in excess of, and not contribute to, insurance provided by PACE or its subcontractors;

12.3.2 Acceptance of approval of insurance shall in no way modify or change the indemnity or hold harmless clauses in this Agreement, which shall continue in full force and effect; and

13.0 AMENDMENT OR MODIFICATION OF THIS AGREEMENT.

This AGREEMENT may be amended or modified only by written instrument signed by both the COUNTY and PACE.

14.0 ENTIRE AGREEMENT.

This AGREEMENT represents the entire agreement between the COUNTY and Pace Suburban Bus Service and supersedes all prior negotiations, representations Or agreements, either written or oral.

15.0 AGREEMENT BINDING.

This AGREEMENT shall be binding upon the parties and their respective transferees, successors, and assigns.

16.0 NOTICES REQUIRED UNDER THIS AGREEMENT.

Any notice required by the provisions of this AGREEMENT shall be mailed to:

Pace Suburban Bus
550 West Algonquin Road
Arlington Heights, IL 60005
Attn: Melinda J. Metzger

County of McHenry
16111 Nelson Road
Woodstock, Illinois, 60098
Attn: Joseph R. Korpalski, Jr., P.E.

17.0 PERIODIC REVIEW.

PACE and the COUNTY agree that periodically, but not less than semi-annually, this AGREEMENT shall be subject to review by the parties.

18.0 SEVERABILITY.

The invalidity or enforceability of any of the provisions of this AGREEMENT shall not affect the validity or enforceability of the remainder of this

AGREEMENT.

19.0 GOVERNING LAW.

The parties agree that any dispute, action claim, cause of action, breach of contract, or other remedy or relief sought pursuant to the provisions of this AGREEMENT shall be controlled and decided by the laws of the State of Illinois. The parties further agree that the appropriate venue for such disputes shall be the Circuit Court for the 22nd Judicial Circuit, McHenry County Illinois.

20.0 TERM OF THIS AGREEMENT.

20.1 The term of this AGREEMENT shall begin February 1, 2012 and shall continue in full force and effect through December 31, 2012 and thereafter shall renew and shall remain in effect for as long as there are sufficient funds to support the service and is subject to amendment pursuant to Paragraph 13.0 until one of the following events occurs: (a) this AGREEMENT is superseded by a subsequent Agreement; or (b) this AGREEMENT is terminated by one of the parties as provided herein at paragraph 22.0.

20.2 The COUNTY shall not be liable for, and shall not pay PACE for, any work completed after this AGREEMENT'S expiration or termination.

21.0 NON-DISCRIMINATION.

The parties shall cooperate to ensure that no person shall be denied the opportunity to participate in nor be subjected to discrimination in the conduct of this service because of race, creed, color, age, sex, national origin, nor the presence of any sensory, mental or physical disability, nor in any manner contrary to applicable local ordinance, State and Federal laws and regulations, specifically including Title VI of the Civil Rights Act of 1964; Title 49, Code of Federal Regulations, Part 21 - Nondiscrimination in Federally Assisted projects of the Department of Transportation.

22.0 TERMINATION.

Either party may terminate this AGREEMENT upon providing sixty (60) days' written notice to the other party.

23.0 THE PARTIES AGREE.

The parties agree that the preamble and whereas clauses are terms of this agreement as though fully set forth hereunder.

24.0 DELEGATED AUTHORITY.

This delegated authority for the COUNTY has duly approved this agreement.

25.0. PACE BOARD AUTHORITY.

This agreement has been properly authorized by the Pace Board of Directors.

IN WITNESS WHEREOF, the parties hereto have caused this AGREEMENT to be executed as of the date indicated above by their duly authorized representatives.

COUNTY of MCHENRY

PACE SUBURBAN BUS

Thomas J. Ross

Print Title

Executive Director

Print Title

Date: _____

Date: _____

**EXHIBIT A
DESCRIPTION OF SERVICES
FOR
MCRIDE PROJECT AND CITY OF MARENGO SERVICE EXPANSION**

TYPE OF SERVICE	Curb-to-curb, Dial-A-Ride bus service
SERVICE OPERATED BY	Pace will contract with transportation provider(s) (the “Contractor”) to provide the service which is the subject of this Agreement.
TRIP RESERVATION METHOD	<p><u>MCRide Project</u> Reservations shall be taken one (1) hour before the requested trip or up to one (1) day in advance of the requested trip.</p> <p><u>McRide Project -McHenry Township</u> Reservations for McHenry Township shall be up to seven (7) days in advance of the requested trip.</p> <p>Trip reservations for McHenry Township shall be processed for services to be provided directly by McHenry Township. Trip information shall be communicated to McHenry Township a day prior to the trip request.</p> <p>Reservation Hours: Monday to Friday 5:30am to 6:00pm Saturday 8:30am to 4:00pm</p> <p><u>City of Marengo Extended Service</u> Trip reservations for the City of Marengo extended service shall be one (1) hour in advance of the requested trip. Saturday services require reservations one day in advance notice (Friday).</p> <p>Reservation Hours: Monday to Friday 8:00am to 4:00pm</p>
SUBSCRIPTION SERVICE	Subscription service may be allowed at the discretion of McHenry County DOT.

<p>SERVICE AREA</p>	<p><u>MCRide Project</u></p> <p>The service area for the MCRide Project is illustrated in Exhibit B. The area is defined within McHenry County by:</p> <p>The borders of Dorr Township, McHenry Township and Greenwood Township</p> <p>The borders of the City of Crystal Lake, the City of McHenry, and the City of Woodstock</p> <p>Service includes inter-transportation to and from the service boundaries designated above. In addition, service from the designated areas to:</p> <ol style="list-style-type: none"> 1) Valley Hi Nursing Home 2) Fox Lake Metra station 3) McHenry Co. Division of Transportation <p>Service between these four (4) locations and the designated areas is not included. Service shall be provided directly to these four (4) locations.</p> <p>Within three-quarters of a mile of Route 120 between the City of McHenry and the City of Woodstock; within three-quarters of a mile of Route 14 between the City of Woodstock and the City of Crystal Lake; within three-quarters of a mile of Route 31 between the City of McHenry and the City of Crystal Lake.</p> <p><u>City of Marengo</u></p> <ol style="list-style-type: none"> 1. City of Marengo (city limits) 2. Marengo Township Limits 3. Riley Township Limits 4. Village of Union (Village Limits)
<p>SERVICE HOURS</p>	<p><u>*MCRide Project</u></p> <p>Monday through Friday- 6:00 a.m. to 7:00 p.m.;</p> <p>Saturday- 9:00 a.m. to 5:00 p.m.</p> <p>*The MCRide service hours do not apply to McHenry Township. The service hours for McHenry Township shall be at their discretion.</p> <p><u>City of Marengo</u></p>

	<p>Monday through Friday- 9:00 a.m. to 5:00 p.m.;</p> <p>Saturday- 8:00 a.m. to 12:00 p.m. (noon)</p> <p>MCRide Project and City of Marengo- Service will not operate on the following holidays on the days observed:</p> <p>New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the day after Thanksgiving Day, Christmas Eve, and Christmas Day.</p>
<p>FARES</p>	<p><u>MCRide Project</u></p> <p>MCRide shall implement a mileage based fare as described below.</p> <p>Mileage based fare up to 5 miles shall be:</p> <p><i><u>For service within the City of Crystal Lake or within the City of McHenry:</u></i></p> <p>General \$1.75 Senior \$0.85 Disabled \$0.85 Transfers \$0.25</p> <p><i><u>For all other service area(s) in the MCRide Project::</u></i></p> <p>General \$2.00 Senior \$1.00 Disabled \$1.00 Transfers \$0.25</p> <p>Miles in addition to the 5 miles shall be charged 25 cents for each additional mile. Standard rounding rules apply.</p> <p>Seniors are define as individuals sixty (60) years and older.</p> <p>Companions: Companions pay full fare and are limited to vehicle capacity.</p> <p>Up to two (2) children under the age of 7 may ride free with fare-paying passenger.</p> <p>The fare structure for the MCRide Project may be changed at the discretion of the COUNTY with written notice clearly defined in writing by the COUNTY</p> <p><u>Marengo</u> Seniors/Students/Disabled Persons - \$0.75 Other - \$1.50</p>

<p>SERVICE CAPACITY</p>	<p><u>MCRide Project</u> Capacity is projected at 68,796 annual revenue hours. Service is to be provided up to an eighteen (18) bus capacity. Additional capacity may be added at the discretion of the McHenry County DOT but is contingent upon the availability of Pace bus/vehicles.</p> <p><u>Marengo</u> One run shall operate during service hours and within the service area described. Capacity is projected at four hundred sixty eight (468) revenue hours for the City of Marengo extended service. The City Marengo service shall be extended one (1) hour for each weekday and up to four (4) hours for Saturday service. Saturday service shall be provided only if reservations are made on Friday for Saturday service as noted in the TRIP RESERVATION METHOD section.</p>
<p>RIDER ELIGIBILITY</p>	<p><u>MCRide Project</u> Eligibility is determined by the County of McHenry and participating Sponsors.</p> <p>The general public is eligible in the City of Crystal Lake, the City of McHenry, and the City of Woodstock and along the routes described in Service Area above.</p> <p>Seniors and disabled persons are eligible in McHenry Township, Greenwood Township and unincorporated Dorr Township.</p> <p>Seniors are define as individuals sixty (60) years and older.</p> <p>Passengers are to be referred to McHenry County Division of Transportation at 815-334-4985 for eligibility information.</p> <p><u>City of Marengo</u> General Public is eligible for Marengo Services.</p>

**RIDER
REGISTRATION
FOR MCRIDE
PROJECT**

All passengers shall be registered by the call center upon request for transportation. A verbal verification from the passenger during the trip booking process that they qualify for service as a person with a disability or a senior citizen shall be accepted. The COUNTY shall be responsible for all passenger eligibility.

Pace will not be responsible for false information provided by passenger or the passenger's representative.

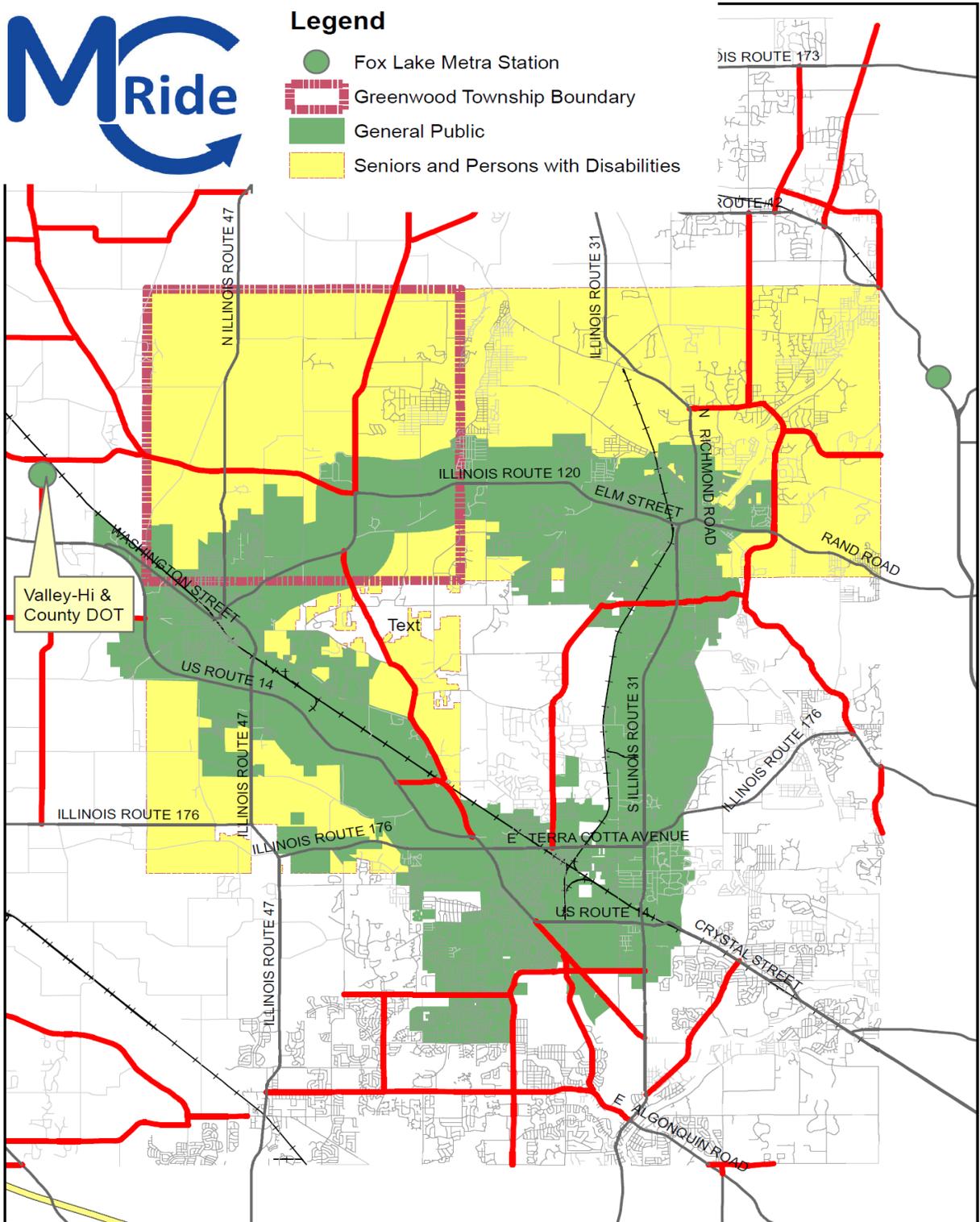
Database on registered passengers shall be limited to information captured during the trip booking process. Passenger registration information shall be provided to the COUNTY.

**EXHIBIT B
MAP-1
MCRIDE PROJECT**



Legend

- Fox Lake Metra Station
- Greenwood Township Boundary
- General Public
- Seniors and Persons with Disabilities



Source: McHenry County Division of Transportation October 25, 2011

**EXHIBIT B
MAP-2
MCRIDE PROJECT**

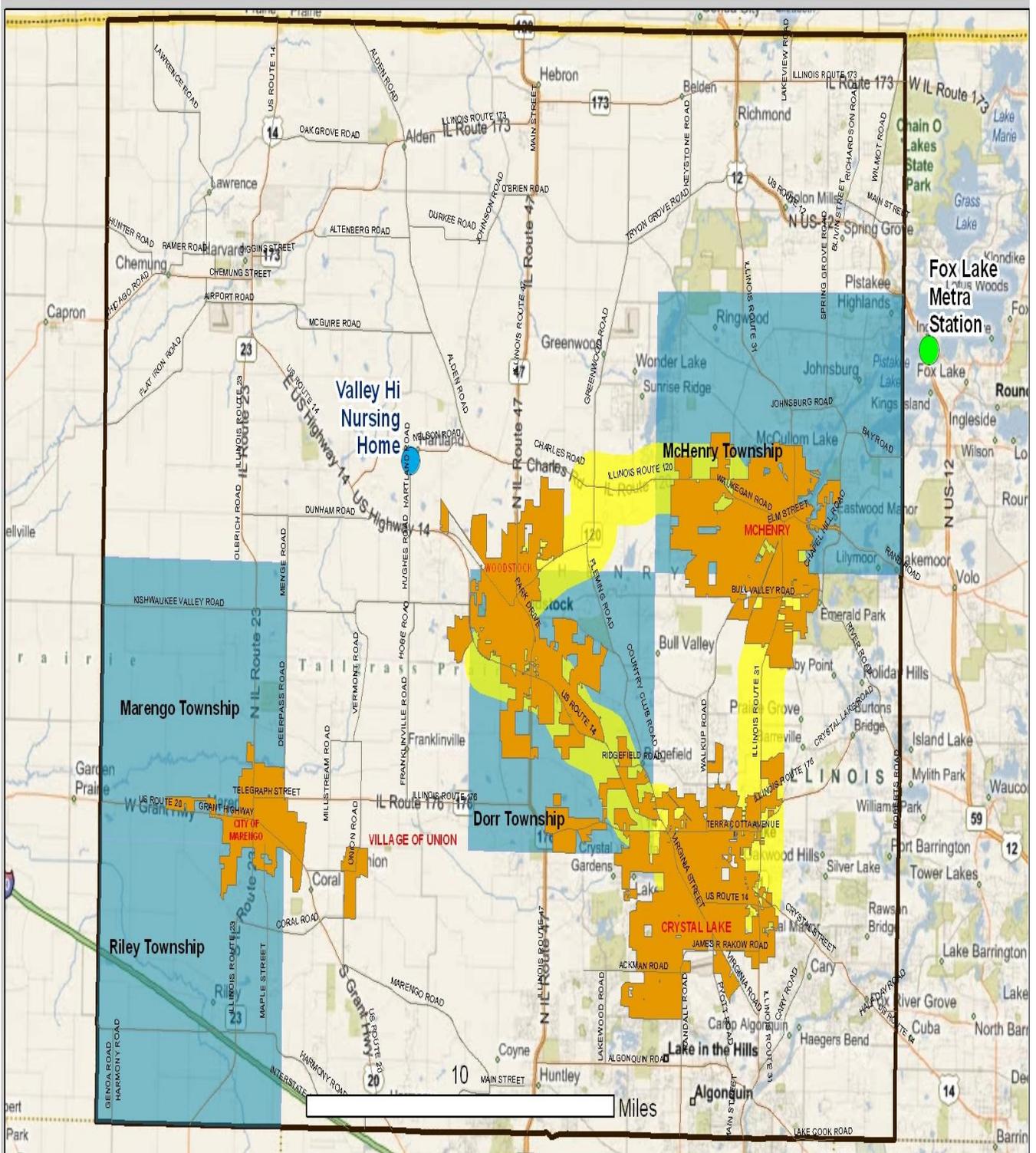


EXHIBIT C
REPORT(S) DESCRIPTION
MCRIDE PROJECT

The following is a list and brief description of each category of reports which have been designed and are being produced to generate data for the MCRide Project.

1. **Detailed Funding Source (Sponsor) Report**

The intent of this report is to produce a detailed listing of one-way trips delivered for each MCRide Project funding source (sponsor) for a user specified period of time. The normal report period would be monthly, but the report is intended to have the flexibility to produce data for shorter or longer periods as specified by the user.

The report is intended to match the design and content, as closely as possible, of the Detailed Provider Report. Data provided for each trip will include associated trip data such as rider name, scheduled pick-up time, actual pick-up time, point of origin address, destination address, funding sources (sponsors), total cost of the trip, fare for the trip, distance of the trip, revenue hours (if applicable). The exact content of the report in its final form may vary depending on the feasibility of including the large amount of data specified in one report. It is possible that the report may be broken into one or more additional reports to make the data more manageable for the user.

Plans call for the report to be sorted by provider, funding source, rider, and fare type.

2. **Monthly Funding Source (Sponsor) Invoice Report**

The intent of this report is to produce one or more summary reports of trips delivered for each funding source (sponsor) for the purposes of generating an invoice type report which may be used to bill funding sources for transportation provided. The normal report period would be monthly, but the report is intended to have the flexibility to produce data for shorter or longer periods specified by the user.

Data provided for each trip will include associated trip data necessary to provide an accounting of the amount owed by each funding source for the specified period, such as the number of one-way trips by Fare Type, total cost of the trips, total expected fare, liquidated damages deducted, the total net reimbursement. The exact content of the report in its final form may vary depending on Pace and provider needs. The report may be broken into one or more additional reports if that design is more useful.

Plans call for the report to be sorted by provider, funding source, fare type, and

rider.

3. **Missed Trip Report**

The Missed Trip Report is intended to produce a list of all trips picked up 61 or more minutes after the scheduled time; the MCRide Project service guideline defining a missed trip. Sufficient detail will be provided to identify the trip within Trapeze and to give the report user the necessary information for review.

4. **On-Time Performance Report**

The On-Time Performance Report (late pickups) is intended to produce a list of all trips picked up 16 or more minutes late; the MCRide Project service guideline defining a late trip. Sufficient detail will be provided to identify the trip within Trapeze and to give the report user the necessary information for review.

5. **Other Reports**

In addition to the reports described above, reports currently generated can also be made available. Reports currently available include:

Ridership by Category Report – A summary report by funding source indicating trips by fare type, late trips, missed trips, revenue hours, denials, and miles.

Client Trip List Report – A detailed listing alphabetically by rider last name of all trips provided during the specified period. Data included for each trip is rider name, pick-up address, drop-off address, fare type, and funding source.

Future Needs – Additional reports may be designed as needed by Pace, MCRide Project Sponsors, and with the input of McHenry County.

**RESOLUTION
TO APPROVE ADOPT-A-HIGHWAY VOLUNTEER GROUP
AGREEMENTS**

WHEREAS, in order to augment the McHenry County Division of Transportation's litter collection efforts, McHenry County enacted the McHenry County Adopt-A-Highway Ordinance to allow for volunteer groups to adopt various sections of highways for the purpose of litter collection; and

WHEREAS, the Adopt-A-Highway Ordinance requires said volunteer groups to enter into an agreement with McHenry County defining the responsibilities of the volunteer group and the County; and

WHEREAS, the Transportation Committee recommends approval of the following groups for inclusion in the Adopt-A-Highway Program:

<u>Group</u>	<u>Section of Roadway</u>
Tim and Teresa George	Lawrence Road from Oak Grove Road to Ramer Road
Fellowship of Faith	Crystal Lake Road from Bull Valley Road to Mason Hill Road

NOW, THEREFORE BE IT RESOLVED, by the County Board of McHenry County, Illinois, that the agreements between McHenry County and the above listed volunteer groups are hereby approved; and

BE IT FURTHER RESOLVED, that the County Board Chairman is authorized to execute said agreements; and

BE IT FURTHER RESOLVED, that the County Clerk is hereby directed to transmit one certified copy of this resolution to the Director of Transportation/County Engineer.

DATED at Woodstock, Illinois, this 3rd day of January, A.D., 2012.

KENNETH D. KOEHLER, Chairman
McHenry County Board

ATTEST:

KATHERINE C. SCHULTZ, County Clerk



McHenry County Division of Transportation Adopt-A-Highway Application

Please print or type

Group Name	
Group Leader	Timothy George
Street Address	7707 Lawrence Rd.
City, State, Zip	Harvard, IL 60033

For office use only
Trans. Comm. <u>12/24/11</u>
County Board <u>12/20/11 1/3/11</u>

Approximate number of participants:

2

Members must be at least 10 years old to participate.

There must be at least one adult over the age of 21 for each five participants between the ages of 10 and 18.

Adopt-A-Highway Coordinator for your Group:

The coordinator can be any member who will be responsible for the Adopt-A-Highway paperwork and activities

Name	Timothy George	Phone Number	815 943-3839
Street Address	7707 Lawrence Rd.		
City, State, Zip	Harvard, IL 60033		
E-Mail	teick@gocsg.net		

Lettering to appear on Adopt-A-Highway Sign - Websites & phone numbers are not allowed

T	I	M		A	N	D		T	E	R	E	S	A		
		G	E	O	R	G	E								

Only 17 letters or spaces per line.
Print one letter or space per box.
Leave a space between words

Section of County Highway to be adopted - *Please note groups are only allowed to adopt one section of road during the first year of Program participation.*

FIRST CHOICE	Section Number	19-06	Road Name	Lawrence Road
From	Oak Grove Road		To	Ramer Road

Does the group have financial interest in property along this section of County Highway? yes no

SECOND CHOICE	Section Number		Road Name	
From			To	

Does the group have financial interest in property along this section of County Highway? yes no

Signature of Group Coordinator [Signature] Date 11/4/11

Each group shall sign an agreement with the County Board before participating in the program.
Applications and renewals will be accepted at anytime during the year.

Mail to: McHenry County Division of Transportation, 16111 Nelson Road, Woodstock, IL 60098

Fax to: 815-334-4989

Email to: cldaigle@co.mchenry.il.us

Questions? Call Chalen Daigle at 815-334-4970

EXHIBIT A

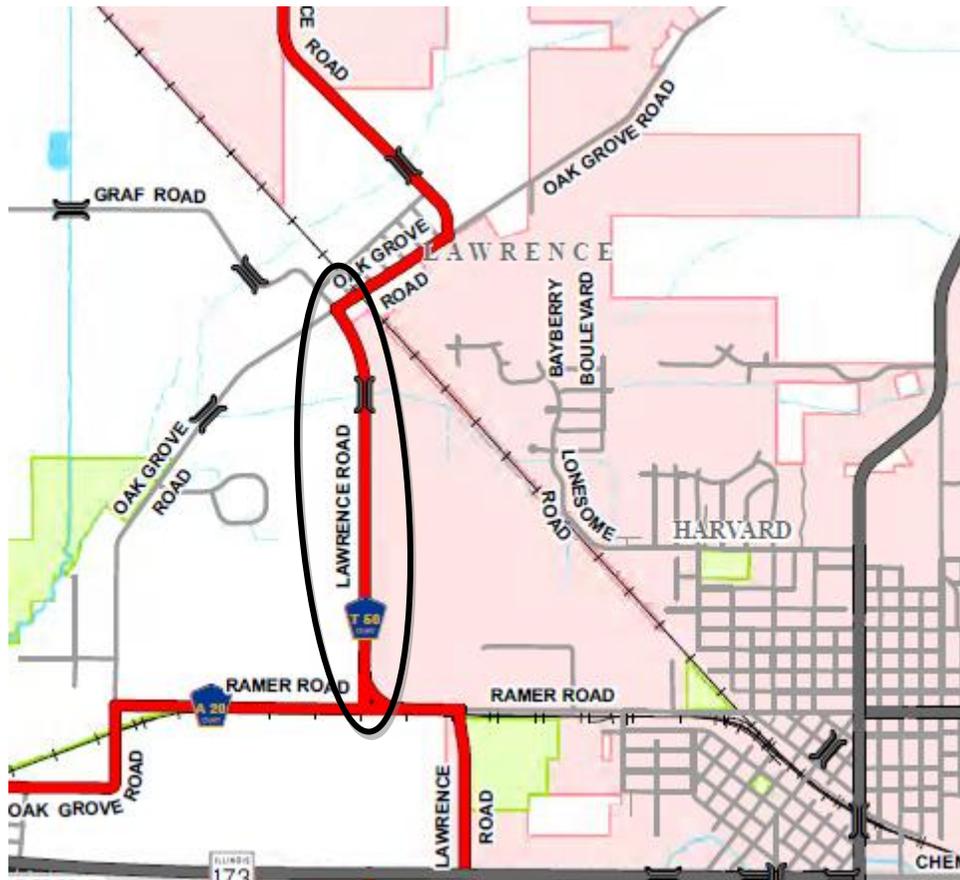
ADOPTED SECTION OF COUNTY HIGHWAY

Section: 19-06

Road Name: Lawrence Road

From: Oak Grove Road

To: Ramer Road



McHenry County Division of Transportation Adopt-A-Highway Application

Please print or type

Group Name	Fellowship of Faith
Group Leader	Dr John V Dano
Street Address	6120 Mason Hill
City, State, Zip	McHenry, IL 60050

For office use only Trans. Comm. <u>12/24/11</u> County Board <u>1/3/12</u>

Approximate number of participants:

10

Members must be at least 10 years old to participate.

There must be at least one adult over the age of 21 for each five participants between the ages of 10 and 18.

Adopt-A-Highway Coordinator for your Group:

The coordinator can be any member who will be responsible for the Adopt-A-Highway paperwork and activities

Name	Dr John V Dano	Phone Number	(815) 353-9995
Street Address	601 Ridgeview Drive		
City, State, Zip	McHenry, IL 60050		
E-Mail	drjohn@drjohndano.com		

Lettering to appear on Adopt-A-Highway Sign – Websites & phone numbers are not allowed

F	e	l	l	o	w	s	h	i	p										
o	f		F	a	i	t	h												

Only 17 letters or spaces per line.
Print one letter or space per box.
Leave a space between words

Section of County Highway to be adopted – *Please note groups are only allowed to adopt one section of road during the first year of Program participation.*

FIRST CHOICE	Section Number	A06-03	Road Name	Crystal Lake Road
From	Bull Valley Road		To	Mason Hill

Does the group have financial interest in property along this section of County Highway? yes no

SECOND CHOICE	Section Number		Road Name	
From			To	

Does the group have financial interest in property along this section of County Highway? yes noSignature of Group Coordinator _____ Date 11/13/2011

Each group shall sign an agreement with the County Board before participating in the program.
Applications and renewals will be accepted at anytime during the year.

Mail to: McHenry County Division of Transportation, 16111 Nelson Road, Woodstock, IL 60098**Fax to:** 815-334-4989**Email to:** cldaigle@co.mchenry.il.us

Questions? Call Chalen Daigle at 815-334-4970

EXHIBIT A

ADOPTED SECTION OF COUNTY HIGHWAY

Section: 06-03

Road Name: Crystal Lake Road

From: Bull Valley Road

To: Mason Hill Road



RESOLUTION
APPROVING THE ACQUISITION OF RIGHT-OF-WAY FOR
HIGHWAY PURPOSES AND APPROPRIATING FUNDS FOR THE HILL ROAD
TOWNSHIP BRIDGE PROJECT OVER THE NIPPERSINK CREEK

WHEREAS, McHenry County has determined that there is a need to reconstruct the Hill Road Bridge due to structural deficiencies designated as Section 08-00356-00-BR in Richmond Township as part of the approved 2011 to 2015 Highway Improvement Program; and

WHEREAS, McHenry County has conducted the necessary engineering and environmental studies to determine an alignment and right-of-way requirements for said alignment as Design Approval was concurred by the Illinois Department of Transportation and the Federal Highway Administration on December 16, 2010; and

WHEREAS, the necessary plats, legal descriptions and title commitments have been prepared.

NOW, THEREFORE BE IT RESOLVED, by the McHenry County Board that the reconstruction of the Hill Road Bridge be laid out, established, constructed and maintained on the real property as determined during the engineering work performed for said project, and that said improvement be constructed, used, occupied, improved, and developed in a manner necessary and convenient for said use as a public highway; and

BE IT FURTHER RESOLVED, that it is hereby determined by the McHenry County Board that it is necessary and desirable that the County of McHenry acquire title to and possession of the real property as determined and that said real property is necessary and convenient for said highway construction purposes; and

BE IT FURTHER RESOLVED, that the Director of Transportation/County Engineer, or his designee, under the supervision of the Transportation Committee, be and is hereby authorized, empowered and directed to negotiate for, and on behalf of the County of McHenry with the owner, or owners of the real property as determined for the purpose of acquiring said real property by the County of McHenry; and

BE IT FURTHER RESOLVED, that if the Director of Transportation/County Engineer, or his designee is not able to come to agreement with the property owner on acquiring said real property by the County of McHenry, the States Attorney is authorized to pursue acquisition of the property by eminent domain pursuant to the Eminent Domain Act, 735 ILCS 5/7-101, et seq.; and

BE IT FURTHER RESOLVED, that there is hereby appropriated the sum of fifteen thousand dollars (\$15,000.00) from the Matching Fund, OCA code 820115-6090, to begin the acquisition of said properties to cover costs associated with the acquisition of said right-of-way; and

BE IT FURTHER RESOLVED, that the County Clerk is hereby directed to distribute a certified copy of this resolution to the County Board Chairman, the County Administrator, and the Director of Transportation/ County Engineer.

DATED at Woodstock, Illinois, this 3rd day of January, A.D., 2012.

 KENNETH D. KOEHLER, Chairman
 McHenry County Board

ATTEST:

 KATHERINE C. SCHULTZ, County Clerk

**RESOLUTION
APPROVING AN INTERGOVERNMENTAL AGREEMENT
WITH THE STATE OF ILLINOIS FOR THE HILL ROAD TOWNSHIP BRIDGE
PROJECT AND APPROPRIATING FUNDS**

WHEREAS, McHenry County has determined that there is a need to perform improvements to the Hill Road Bridge (056-3045) as part of the approved FY 2011 to 2015 Highway Improvement Program; and

WHEREAS, in order to obtain federal and state funding of local highway improvements, McHenry County is required, under Illinois Department of Transportation policies, to enter into an agreement for the funding of said local improvements; and

WHEREAS, the Hill Road bridge has a sufficiency rating of 14.1 out of 100 and has a posted weight limit of Single Unit Vehicles – 17 tons, 3 or 4 axles – 22 tons, and 5 or more axles – 25 tons; and

WHEREAS, McHenry County is desirous of replacing a bridge structure (056-3045) on Hill Road over the North Branch Nippersink Creek in Richmond Township which will involve the construction of a new bridge and approach pavement; and

WHEREAS, Federal Highway Bridge Program (HBP) Funds have been committed to McHenry County for 80% of said construction costs; and

WHEREAS, the attached intergovernmental agreement between the State of Illinois and the County of McHenry defines the Local Agency participation in the improvement and the estimated local share of the cost of the improvement, said agreement attached hereto and hereby made a part hereof.

NOW, THEREFORE BE IT RESOLVED, by the County Board of McHenry County, Illinois, that the attached intergovernmental agreement is hereby approved and that there is hereby appropriated the sum of sixty-two thousand, two hundred thirteen dollars (\$62,213.00) from the County Bridge Fund, OCA code 820120-6095, for said agreement; and

BE IT FURTHER RESOLVED, that the Chairman is hereby authorized to execute said agreement; and

BE IT FURTHER RESOLVED, that this project has been designated as Section 08-00356-00-BR; and

BE IT FURTHER RESOLVED, that the County Clerk is hereby directed to transmit a certified copy of this resolution to the Director of Transportation/County Engineer.

DATED at Woodstock, Illinois this 3rd day of January, A.D., 2012.

KENNETH D. KOEHLER, Chairman
McHenry County Board

ATTEST:

KATHERINE C. SCHULTZ, County Clerk



Illinois Department of Transportation

Local Agency Agreement for Federal Participation

Local Agency County of McHenry	State Contract x	Day Labor	Local Contract	RR Force Account
Section 08-00356-00-BR	Fund Type HBP/TBP	ITEP Number		

Construction		Engineering		Right-of-Way	
Job Number	Project Number	Job Number	Project Number	Job Number	Project Number
C-91-099-09	BROS-0111(053)				

This Agreement is made and entered into between the above local agency hereinafter referred to as the "LA" and the state of Illinois, acting by and through its Department of Transportation, hereinafter referred to as "STATE". The STATE and LA jointly propose to improve the designated location as described below. The improvement shall be constructed in accordance with plans approved by the STATE and the STATE's policies and procedures approved and/or required by the Federal Highway Administration hereinafter referred to as "FHWA".

Location

Local Name Hill Road Route TR 21 Length 0.196 MI

Termini Over North Branch Nippersink Creek

Current Jurisdiction Richmond Township Existing Structure No 056-3045

Project Description

The work consists of removal of two-span PCC deck beam, removal of the existing abutments and pier, construction of new abutments and pier, construction of new PPC deck beam with concrete overlay, embankment, construction of bridge approach and connector pavement, pavement removal, HMA pavement and shoulders, aggregate shoulders, guardrail, landscaping and pavement markings.

Division of Cost

Type of Work	HBP	%	TBP	%	LA	%	Total
Participating Construction	1,244,260	(*)	248,852	(**)	62,213	(BAL)	1,555,325
Non-Participating Construction		()		()		()	
Preliminary Engineering		()		()		()	
Construction Engineering		()		()		()	
Right of Way		()		()		()	
Railroads		()		()		()	
Utilities		()		()		()	
Materials							
TOTAL	\$ 1,244,260		\$ 248,852		\$ 62,213		\$ 1,555,325

*Maximum FHWA (HBP) Participation 80% Not to Exceed \$1,244,260.

**Lump Sum (TBP) not to exceed \$248,852.

NOTE: The costs shown in the Division of Cost table are approximate and subject to change. The final LA share is dependent on the final Federal and State participation. The actual costs will be used in the final division of cost for billing and reimbursement.

If funding is not a percentage of the total, place an asterisk in the space provided for the percentage and explain above.

The Federal share of construction engineering may not exceed 15% of the Federal share of the final construction cost.

Local Agency Appropriation

By execution of this Agreement, the LA is indicating sufficient funds have been set aside to cover the local share of the project cost and additional funds will be appropriated, if required, to cover the LA's total cost.

Method of Financing (State Contract Work)

METHOD A---Lump Sum (80% of LA Obligation) _____

METHOD B--- _____ Monthly Payments of _____

METHOD C---LA's Share BALANCE divided by estimated total cost multiplied by actual progress payment.

(See page two for details of the above methods and the financing of Day Labor and Local Contracts)

Agreement Provisions

THE LA AGREES:

- (1) To acquire in its name, or in the name of the state if on the state highway system, all right-of-way necessary for this project in accordance with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and established state policies and procedures. Prior to advertising for bids, the **LA** shall certify to the **STATE** that all requirements of Titles II and III of said Uniform Act have been satisfied. The disposition of encroachments, if any, will be cooperatively determined by representatives of the **LA**, and **STATE** and the **FHWA**, if required.
- (2) To provide for all utility adjustments, and to regulate the use of the right-of-way of this improvement by utilities, public and private, in accordance with the current Utility Accommodation Policy for Local Agency Highway and Street Systems.
- (3) To provide for surveys and the preparation of plans for the proposed improvement and engineering supervision during construction of the proposed improvement.
- (4) To retain jurisdiction of the completed improvement unless specified otherwise by addendum (addendum should be accompanied by a location map). If the improvement location is currently under road district jurisdiction, an addendum is required.
- (5) To maintain or cause to be maintained, in a manner satisfactory to the **STATE** and **FHWA**, the completed improvement, or that portion of the completed improvement within its jurisdiction as established by addendum referred to in item 4 above.
- (6) To comply with all applicable Executive Orders and Federal Highway Acts pursuant to the Equal Employment Opportunity and Nondiscrimination Regulations required by the U.S. Department of Transportation.
- (7) To maintain, for a minimum of 3 years after the completion of the contract, adequate books, records and supporting documents to verify the amounts, recipients and uses of all disbursements of funds passing in conjunction with the contract; the contract and all books, records and supporting documents related to the contract shall be available for review and audit by the Auditor General and the department; and the **LA** agrees to cooperate fully with any audit conducted by the Auditor General and the department; and to provide full access to all relevant materials. Failure to maintain the books, records and supporting documents required by this section shall establish a presumption in favor of the **STATE** for the recovery of any funds paid by the **STATE** under the contract for which adequate books, records and supporting documentation are not available to support their purported disbursement.
- (8) To provide if required, for the improvement of any railroad-highway grade crossing and rail crossing protection within the limits of the proposed improvement.
- (9) To comply with Federal requirements or possibly lose (partial or total) Federal participation as determined by the **FHWA**.
- (10) (State Contracts Only) That the method of payment designated on page one will be as follows:
 - Method A - Lump Sum Payment. Upon award of the contract for this improvement, the **LA** will pay to the **STATE**, in lump sum, an amount equal to 80% of the **LA**'s estimated obligation incurred under this Agreement, and will pay to the **STATE** the remainder of the **LA**'s obligation (including any nonparticipating costs) in a lump sum, upon completion of the project based upon final costs.
 - Method B - Monthly Payments. Upon award of the contract for this improvement, the **LA** will pay to the **STATE**, a specified amount each month for an estimated period of months, or until 80% of the **LA**'s estimated obligation under the provisions of the Agreement has been paid, and will pay to the **STATE** the remainder of the **LA**'s obligation (including any nonparticipating costs) in a lump sum, upon completion of the project based upon final costs.
 - Method C - Progress Payments. Upon receipt of the contractor's first and subsequent progressive bills for this improvement, the **LA** will pay to the **STATE**, an amount equal to the **LA**'s share of the construction cost divided by the estimated total cost, multiplied by the actual payment (appropriately adjusted for nonparticipating costs) made to the contractor until the entire obligation incurred under this Agreement has been paid.
- (11) (Day Labor or Local Contracts) To provide or cause to be provided all of the initial funding, equipment, labor, material and services necessary to construct the complete project.
- (12) (Preliminary Engineering) In the event that right-of-way acquisition for, or actual construction of the project for which this preliminary engineering is undertaken with Federal participation is not started by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the **LA** will repay the **STATE** any Federal funds received under the terms of this Agreement.
- (13) (Right-of-Way Acquisition) In the event that the actual construction of the project on this right-of-way is not undertaken by the close of the twentieth fiscal year following the fiscal year in which this Agreement is executed, the **LA** will repay the **STATE** any Federal Funds received under the terms of this Agreement.

- (14) (Railroad Related Work Only) The estimates and general layout plans for at-grade crossing improvements should be forwarded to the Rail Safety and Project Engineer, Room 204, Illinois Department of Transportation, 2300 South Dirksen Parkway, Springfield, Illinois, 62764. Approval of the estimates and general layout plans should be obtained prior to the commencement of railroad related work. All railroad related work is also subject to approval by the Illinois Commerce Commission (ICC). Final inspection for railroad related work should be coordinated through appropriate IDOT District Bureau of Local Roads and Streets office.
- Plans and preemption times for signal related work that will be interconnected with traffic signals shall be submitted to the ICC for review and approval prior to the commencement of work. Signal related work involving interconnects with state maintained traffic signals should also be coordinated with the IDOT's District Bureau of Operations.
- The **LA** is responsible for the payment of the railroad related expenses in accordance with the **LA**/railroad agreement prior to requesting reimbursement from IDOT. Requests for reimbursement should be sent to the appropriate IDOT District Bureau of Local Roads and Streets office.
- Engineer's Payment Estimates in accordance with the Division of Cost on page one.
- (15) And certifies to the best of its knowledge and belief its officials:
- (a) are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any Federal department or agency;
 - (b) have not within a three-year period preceding this Agreement been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements receiving stolen property;
 - (c) are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, local) with commission of any of the offenses enumerated in item (b) of this certification; and
 - (d) have not within a three-year period preceding the Agreement had one or more public transactions (Federal, State, local) terminated for cause or default.
- (16) To include the certifications, listed in item 15 above and all other certifications required by State statutes, in every contract, including procurement of materials and leases of equipment.
- (17) (State Contracts) That execution of this agreement constitutes the **LA**'s concurrence in the award of the construction contract to the responsible low bidder as determined by the **STATE**.
- (18) That for agreements exceeding \$100,000 in federal funds, execution of this Agreement constitutes the **LA**'s certification that:
- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress or any employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any cooperative agreement, and the extension, continuation, renewal, amendment or modification of any Federal contract, grant, loan or cooperative agreement;
 - (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress or an employee of a Member of Congress, in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying", in accordance with its instructions;
 - (c) The **LA** shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants and contracts under grants, loans and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.
- (19) To regulate parking and traffic in accordance with the approved project report.
- (20) To regulate encroachments on public right-of-way in accordance with current Illinois Compiled Statutes.
- (21) To regulate the discharge of sanitary sewage into any storm water drainage system constructed with this improvement in accordance with current Illinois Compiled Statutes.
- (22) That the **LA** may invoice the **STATE** monthly for the **FHWA** and/or **STATE** share of the costs incurred for this phase of the improvement. The **LA** will submit supporting documentation with each request for reimbursement from the **STATE**. Supporting documentation is defined as verification of payment, certified time sheets, vendor invoices, vendor receipts, and other documentation supporting the requested reimbursement amount.
- (23) To complete this phase of the project within three years from the date this agreement is approved by the **STATE** if this portion of the project described in the Project Description does not exceed \$1,000,000 (five years if the project costs exceed \$1,000,000).
- (24) Upon completion of this phase of the improvement, the **LA** will submit to the **STATE** a complete and detailed final invoice with all applicable supporting supporting documentation of all incurred costs, less previous payments, no later than one year from the date

of completion of this phase of the improvement. If a final invoice is not received within one year of completion of this phase of the improvement, the most recent invoice may be considered the final invoice and the obligation of the funds closed.

- (25) (Single Audit Requirements) That if the **LA** receives \$500,000 or more a year in federal financial assistance they shall have an audit made in accordance with the Office of Management and Budget (OMB) Circular No. A-133. **LA**'s that receive less than \$500,000 a year shall be exempt from compliance. A copy of the audit report must be submitted to the **STATE** with 30 days after the completion of the audit, but no later than one year after the end of the **LA**'s fiscal year. The CFDA number for all highway planning and construction activities is 20.205.
- (26) That the **LA** is required to register with the Central Contractor Registration (CCR), which is a web-enabled government-wide application that collects, validates, stores, and disseminates business information about the federal government's trading partners in support of the contract award and the electronic payment processes. If you do not have a CCR number, you must register at <https://www.bpn.gov/ccr>. If the **LA**, as a sub-recipient of a federal funding, receives an amount equal to or greater than \$25,000 (or which equals or exceeds that amount by addition of subsequent funds), this agreement is subject to the following award terms: <http://edocket.access.gpo.gov/2010/pdf/2010-22705.pdf> and <http://edocket.access.gpo.gov/2010/pdf/2010-22706.pdf>.

THE STATE AGREES:

- (1) To provide such guidance, assistance and supervision and to monitor and perform audits to the extent necessary to assure validity of the **LA**'s certification of compliance with Titles II and III requirements.
- (2) (State Contracts) To receive bids for the construction of the proposed improvement when the plans have been approved by the **STATE** (and **FHWA**, if required) and to award a contract for construction of the proposed improvement, after receipt of a satisfactory bid.
- (3) (Day Labor) To authorize the **LA** to proceed with the construction of the improvement when Agreed Unit Prices are approved and to reimburse the **LA** for that portion of the cost payable from Federal and/or State funds based on the Agreed Unit Prices and Engineer's Payment Estimates in accordance with the Division of Cost on page one.
- (4) (Local Contracts) That for agreements with Federal and/or State funds in engineering, right-of-way, utility work and/or construction work:
 - (a) To reimburse the **LA** for the Federal and/or State share on the basis of periodic billings, provided said billings contain sufficient cost information and show evidence of payment by the **LA**;
 - (b) To provide independent assurance sampling, to furnish off-site material inspection and testing at sources normally visited by **STATE** inspectors of steel, cement, aggregate, structural steel and other materials customarily tested by the **STATE**.

IT IS MUTUALLY AGREED:

- (1) Construction of the project will utilize domestic steel as required by Section 106.01 of the current edition of the Standard Specifications for Road and Bridge Construction.
- (2) That this Agreement and the covenants contained herein shall become null and void in the event that the **FHWA** does not approve the proposed improvement for Federal-aid participation or the contract covering the construction work contemplated herein is not awarded within three years of the date of execution of this Agreement.
- (3) This Agreement shall be binding upon the parties, their successors and assigns.
- (3) For contracts awarded by the **LA**, the **LA** shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any USDOT – assisted contract or in the administration of its DBE program or the requirements of 49 CFR part 26. The **LA** shall take all necessary and reasonable steps under 49 CFR part 26 to ensure nondiscrimination in the award and administration of USDOT – assisted contracts. The **LA**'s DBE program, as required by 49 CFR part 26 and as approved by USDOT, is incorporated by reference in this Agreement. Upon notification to the recipient of its failure to carry out its approved program, the department may impose sanctions as provided for under part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31U.S.C. 3801 et seq.). In the absence of a USDOT – approved **LA** DBE Program or on State awarded contracts, this Agreement shall be administered under the provisions of the **STATE**'s USDOT approved Disadvantaged Business Enterprise Program.

- (4) In cases where the **STATE** is reimbursing the **LA**, obligations of the **STATE** shall cease immediately without penalty or further payment being required if, in any fiscal year, the Illinois General Assembly or applicable Federal Funding source fails to appropriate or otherwise make available funds for the work contemplated herein.
- (5) All projects for the construction of fixed works which are financed in whole or in part with funds provided by this Agreement and/or amendment shall be subject to the Prevailing Wage Act (820 ILCS 130/0.01 et seq.) unless the provisions of that Act exempt its application

ADDENDA

Additional information and/or stipulations are hereby attached and identified below as being a part of this Agreement.

Number 1 Location Map

(Insert addendum numbers and titles as applicable)

The LA further agrees, as a condition of payment, that it accepts and will comply with the applicable provisions set forth in this Agreement and all exhibits indicated above.

APPROVED

Local Agency

Kenneth D. Koehler

Name of Official (Print or Type Name)

County Board Chairman

Title (County Board Chairperson/Mayor/Village President/etc.)

(Signature)

Date

The above signature certifies the agency's TIN number is
36-6006623 conducting business as a Governmental
 Entity.

DUNS Number 034507868

APPROVED

State of Illinois
 Department of Transportation

Gary Hannig, Secretary of Transportation

Date

By: _____

(Delegate's Signature)

(Delegate's Name - Printed)

Christine M. Reed, Director of Highways/Chief Engineer

Date

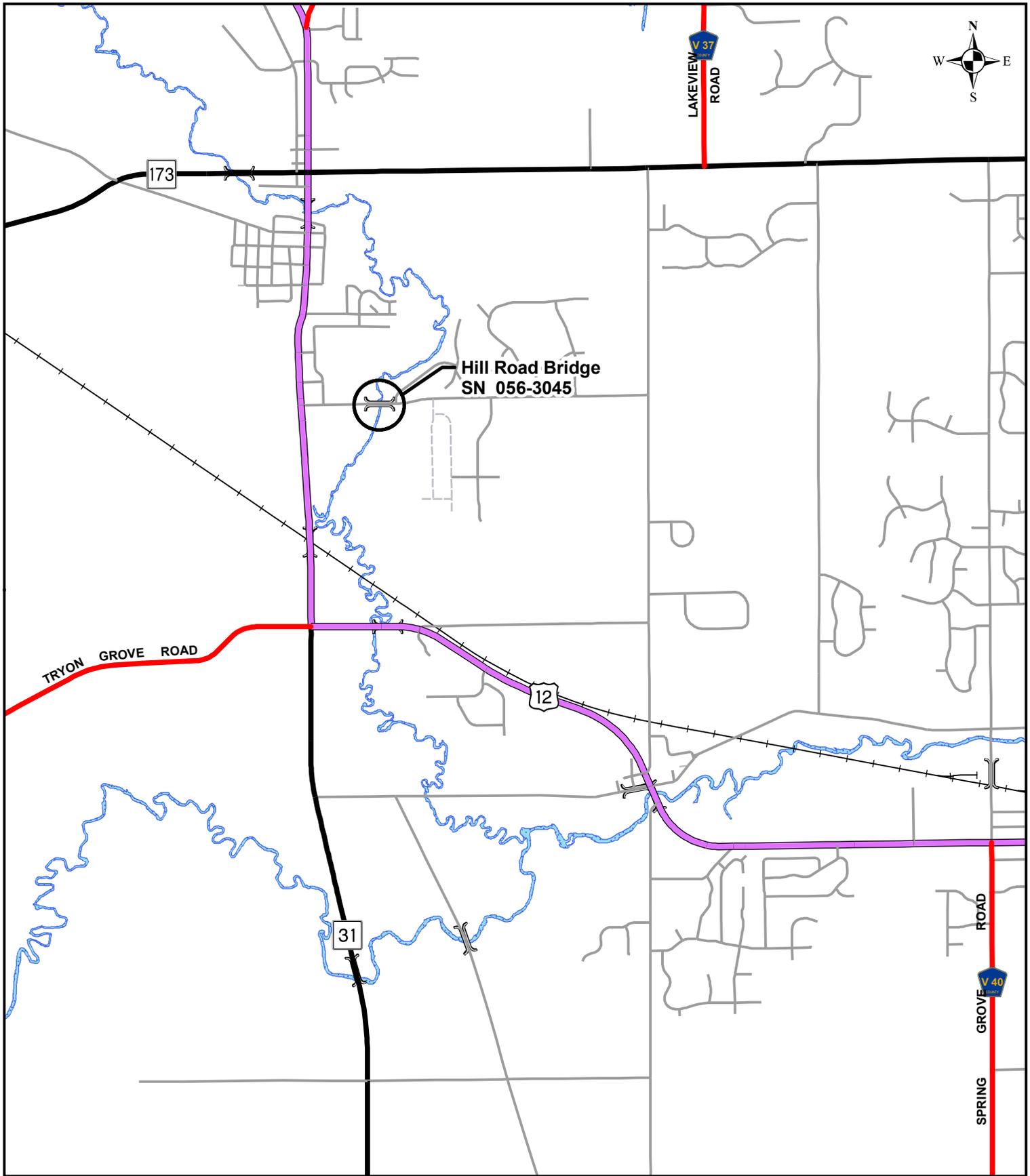
Ellen J. Schanzle-Haskins, Chief Counsel

Date

Matthew R. Hughes, Acting Director of Finance and Administration

Date

NOTE: If signature is by an APPOINTED official, a resolution authorizing said appointed official to execute this agreement is required.



DATE
October 1, 2008

SOURCE
McHenry County DOT GIS

PROJECTION
Transverse Mercator
NAD 1983 StatePlane Illinois East

DISCLAIMER
Information on this map may contain inaccuracies or typographical errors. Information may be changed or updated without notice. Information on this map is provided "as-is" without warranty of any kind, either express or implied, including (without limitation) any implied warranties of merchantability or fitness for a particular purpose. In no event will McHenry County be liable to you or to any third party for any direct, indirect, incidental, consequential, special or exemplary damages or loss (profit) resulting from any use or misuse of this information. Information herein has been reproduced from original sources. Information produced on this map should not be used in place of a survey or legal documents.

LEGEND

-  County Route
-  Township Road
-  Bridge
-  Watercourse

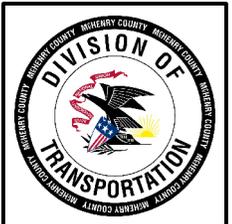
SCALE
1 inch equals 3,000 feet

0 750 1,500 3,000 4,500 Feet

Addendum No 1 - Hill Road Bridge over North Branch of Nippersink Creek

Location Map

McHenry County Division of Transportation



RESOLUTION
APPROVING AN INTERGOVERNMENTAL AGREEMENT WITH THE
CITY OF CRYSTAL LAKE FOR ENGINEERING AND CONSTRUCTION FOR THE
SOUTH MAIN STREET/PYOTT ROAD INTERSECTION PROJECT AND
APPROPRIATING FUNDS FOR ENGINEERING

WHEREAS, McHenry County and the City of Crystal Lake have determined that there is a need to improve the intersection of South Main Street/Pyott Road, as the existing road and intersection is congested and traffic volumes are higher than the facility was designed to carry; and

WHEREAS, the County of McHenry believes it is imperative for the residents of McHenry County that the roadway be widened to improve the safety and congestion for the motoring public and will be of great benefit to McHenry County and the City of Crystal Lake; and

WHEREAS, the City of Crystal Lake has jurisdiction over the north leg of the South Main Street/Pyott Road intersection and is serving as the lead agency on the project; and

WHEREAS, the Transportation Committee recommends approval of an intergovernmental agreement with the City of Crystal Lake stipulating the specific responsibilities of each agency for the associated funding responsibilities said agreement attached hereto and made a part hereof.

NOW, THEREFORE BE IT RESOLVED, by the County Board of McHenry County, Illinois, that the attached intergovernmental agreement between McHenry County and the City of Crystal Lake is hereby approved; and

BE IT FURTHER RESOLVED, that there is hereby appropriated the sum of one hundred seventy-seven thousand dollars (\$177,000.00) for Phase II engineering from the County Option Motor Fuel Tax Funds, OCA code 820125-4455 and eighty-eight thousand dollars (\$88,000.00) for right-of-way professional services from the County Option Motor Fuel Tax Funds, OCA code 820125-6090, for said agreement; and

BE IT FURTHER RESOLVED, that the County Board Chairman is authorized to execute said agreement; and

BE IT FURTHER RESOLVED, that this project is hereby designated as Section 11-00403-00-WR; and

BE IT FURTHER RESOLVED, that the County Clerk is hereby directed to distribute one certified copy of this resolution to the County Administrator and two certified copies of this resolution to the Director of Transportation/County Engineer, one of which will be forwarded to the City of Crystal Lake.

DATED at Woodstock, Illinois, this 3rd day of January, A.D., 2012.

KENNETH D. KOEHLER, Chairman
McHenry County Board

ATTEST:

KATHERINE C. SCHULTZ, County Clerk

AGREEMENT
BETWEEN THE COUNTY OF MCHENRY
AND THE CITY OF CRYSTAL LAKE
FOR THE
IMPROVEMENT OF
SOUTH MAIN STREET/PYOTT ROAD

THIS AGREEMENT entered into this ____ day of _____ A.D. ____ and between the County of McHenry, Illinois acting by and through its County Board, hereinafter referred to as the COUNTY, and the CITY OF CRYSTAL LAKE, an Illinois Municipal Corporation, acting by and through its Mayor and CITY Council, hereinafter referred to as the CITY.

WITNESSETH

WHEREAS, the CITY has developed a road improvement program including improvements to South Main Street/Pyott Road from Rakow Road to US Route 14 as shown on EXHIBIT C; hereinafter referred to as the IMPROVEMENT; and

WHEREAS, Pyott Road south of the intersection of Virginia Road is under the jurisdiction of the COUNTY; and

WHEREAS, South Main Street north of the intersection of Virginia Road is under the jurisdiction of the CITY; and

WHEREAS, Virginia Road is under the jurisdiction of the COUNTY; and

WHEREAS, the COUNTY owns and maintains the traffic signal interconnect system along Virginia Road including the traffic signal at South Main Street and Berkshire Drive; and

WHEREAS, the CITY has been awarded Federal Surface Transportation Program Funds that will fund up to \$1.5 million of the construction costs of said IMPROVEMENT; and

WHEREAS, the CITY has completed, at its own cost, a Phase I Engineering Study for the IMPROVEMENT; and

WHEREAS, the COUNTY countersigned a letter of intent from the CITY on July 26, 2011 for the project, which outlined the responsibilities of each party for the improvement as shown in EXHIBIT B; and

WHEREAS, the IMPROVEMENT is of regional importance to vehicular safety, traffic operations, and mobility; and

WHEREAS, said IMPROVEMENT will be of immediate and lasting benefit to the residents of the CITY and the COUNTY and will be permanent in nature;

WHEREAS, the COUNTY is in general agreement with the CITY'S plans for the IMPROVEMENT.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the COUNTY and the CITY hereto mutually agree as follows:

1. The CITY agrees to act as lead agency and will prepare, or cause to be prepared, all necessary work required by Federal Aid Procedures for Local Agencies for the Phase II Engineering.
2. The CITY agrees to act as lead agency for the right-of-way (ROW) acquisition.
3. The CITY agrees to coordinate any utility relocation necessary for the project.
4. The CITY agrees to act as lead agency for construction and construction engineering supervision in accordance with IDOT and Federal Aid Procedures.
5. The COUNTY agrees to reimburse the CITY for its proportionate share of the IMPROVEMENT as shown in EXHIBIT A.
6. The CITY shall request an increase in the COUNTY'S share if any out of scope items are encountered.
7. The CITY agrees that upon completion of the IMPROVEMENT that the traffic control signals, the interconnect system, and associated equipment shall remain the sole and exclusive property of the COUNTY.
8. The CITY agrees that the COUNTY shall retain and have exclusive rights to control and regulate the sequence and all other aspects of the timing and phasing of the traffic control signals and equipment.
9. It is mutually agreed by and between the parties hereto that an Emergency Vehicle Pre-emption (EVP) System shall be part of the IMPROVEMENT. The CITY agrees to pay for one hundred percent (100%) of any additional cost of constructing the EVP System.
10. The COUNTY agrees to maintain, or cause to be maintained, the traffic control signals and equipment at no cost to the CITY, with the exception of any EVP System equipment. The CITY agrees to pay for one hundred percent (100%) of the maintenance and upgrades related directly to the EVP System.
11. The COUNTY agrees to indemnify, defend, and hold harmless the CITY, its elected officials, its duly appointed officials, agents, employees, and representatives, from and against any and all claims, suits, settlements, actions,

losses, expenses, damages, injuries, judgments, and demands arising from the actions of the COUNTY as provided by Illinois Law

12. The CITY agrees to indemnify, defend, and hold harmless the COUNTY, its elected officials, its duly appointed officials, agents, employees and representatives, from and against any and all claims, suits, settlements, actions, losses, expenses, damages, injuries, judgments, and demands arising from the actions of the CITY as provided by Illinois Law.
13. It is mutually agreed by and between the parties hereto that nothing contained in THIS AGREEMENT is intended nor shall be construed in any manner or form to limit the power or authority of the COUNTY or the Director of Transportation/ County Engineer to maintain, operate, improve, construct, re-construct, repair, build, widen, or expand any COUNTY Highway as best determined and provided by law.
14. It is mutually agreed by and between the parties hereto that nothing contained in THIS AGREEMENT is intended nor shall be construed, as in any manner or form, creating or establishing a relationship of co-partners between the parties hereto, or as constituting the CITY (including its elected officials, duly appointed officials, officers, employees, and agents) the agent, representative, or employees of the County for any purpose, or in any manner, whatsoever. The CITY is to be and shall remain independent of the COUNTY with respect to all services performed under THIS AGREEMENT.
15. It is mutually agreed by and between the parties hereto that the provisions of THIS AGREEMENT are severable. If any provision, paragraph, section, subdivision, clause, phrase, or word of THIS AGREEMENT is for any reason held to be contrary to law, or contrary to any rule or regulation having the force and effect of law, such decision shall not affect the remaining portions of THIS AGREEMENT.
16. It is mutually agreed by and between the parties hereto that the agreement of the parties hereto is contained herein, and that THIS AGREEMENT supersedes all oral agreements and negotiations between the parties hereto relating to the subject matter hereof as well as any previous agreements presently in effect between the parties hereto relating to the subject matter hereof.
17. It is mutually agreed by and between the parties hereto that any alterations, amendments deletions, or waivers of any provision of THIS AGREEMENT shall be valid only when expressed in writing and duly executed by the parties hereto.
18. THIS AGREEMENT shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns, provided however, that neither party hereto shall assign any interest hereunder without the prior written consent and approval of the other and any such assignment, without said prior written consent and approval shall be null and void and of no force and effect.

19. Any notices required or permitted hereunder shall be sufficiently given if mailed by certified mail, return receipt requested to the parties hereto as follow:

MCHENRY COUNTY DIVISION OF TRANSPORTATION
16111 Nelson Road
Woodstock, Illinois 60098
Attention: Mr. Joseph R. Korpalski, Jr., P.E.
Director of Transportation/County Engineer

CITY OF CRYSTAL LAKE
100 W. Woodstock Street
Crystal Lake, Illinois 60014
Attention: Mr. Gary Mayerhofer
City Manager

20. The terms of THIS AGREEMENT will be construed in accordance with the laws of Illinois. The parties agree that the venue for any dispute arising under the terms of this agreement shall be the Twenty-second Judicial Circuit, McHenry County, Illinois, and if any disputes arise, said disputes shall be decided under the jurisdiction and governed by the laws of Illinois.
21. Each Person Signing below on behalf on one of the parties hereto agrees, represents and warrants that he or she has been duly and validly authorized to sign THIS AGREEMENT on behalf of their party.

ATTEST:

CITY OF CRYSTAL LAKE

Nick Kachiroubas, Clerk
City of Crystal Lake

Gary J. Mayerhofer, City Manager
City of Crystal Lake

ATTEST:

COUNTY OF MCHENRY

Katherine C. Schultz, Clerk
McHenry County

Kenneth D. Koehler, Chairman
McHenry County Board

Date: _____

EXHIBIT A: SUMMARY OF COST PARTICIPATION

ITEM	PROJECT TOTAL ¹	INTERSECTION						REMAINING	
		Total Intersection Cost	%	City Share of Intersection	%	County Share of Intersection	%	City	%
Phase II Engineering	\$443,983.00	\$235,310.99	53%	\$58,827.75	25%	\$176,483.24	75%	\$208,672.01	47%
ROW Professional Services ²	\$174,254.33	\$87,127.17	50%	\$0.00	0%	\$87,127.17	100%	\$87,127.17	50%
Right-of-Way ³	\$876,564.00	--	--	\$0.00	0%	\$240,417.00	--	\$636,147.00	--
Construction	\$4,782,300.00	\$2,534,619.00	53%	\$633,654.75	25%	\$1,900,964.25	75%	\$2,247,681.00	47%
Phase III Engineering	\$478,200.00	\$253,446.00	53%	\$63,361.50	25%	\$190,084.50	75%	\$224,754.00	47%
STP Funding	(\$1,500,000.00)	(\$795,000.00)	53%	(\$198,750.00)	25%	(\$596,250.00)	75%	(\$705,000.00)	47%
TOTAL	\$5,255,301.33	\$2,315,503.16	--	\$557,094.00	--	\$1,998,826.16	--	\$2,699,381.18	--

¹ Dollar figures are estimates, actual costs may vary. However, the City and County are responsible for the *percentage* of costs assigned to them in this exhibit.

² Assumes eight parcels are along County right-of-way and eight parcels are along City right-of-way (exact locations to be determined during Phase II Eng.)

³ Actual costs to be paid, numbers reflect estimated cost from preliminary engineering.

EXHIBIT B: LETTER OF INTENT



CITY OF *Crystal Lake* ILLINOIS

June 29, 2010

Joe Korpalski, PE
County Engineer
McHenry County Division of Transportation
16111 Nelson Road
Woodstock, IL 60098

Reference: Letter of Intent
South Main Street/Pyott Road Improvement
North of Rakow Road to South of US Route 14

Dear Mr. Korpalski:

This letter will serve as a Letter of Intent between the City of Crystal Lake (City) and McHenry County Division of Transportation (County) for the improvement to South Main Street and Pyott Road between Rakow Road and U.S. Route 14. As previously discussed, the bottleneck elimination along South Main Street needs to include modifications to Pyott Road and Virginia Road, which are both under County jurisdiction.

The primary funding source for this project is federal Surface Transportation Program (STP) funds, with a match provided from local funds. The City has obtained \$1.5 million in STP funds for this project. We will continue to seek other funding sources to offset the local share of the improvement.

The following is a breakdown of responsibilities to complete this improvement.

The City will:

1. Act as lead agency for Phase II engineering.
2. Act as lead agency for acquiring any needed right-of-way for the improvements. This includes processing all plats, legal documents, appraisals, negotiations, and condemnations if necessary.
3. Act as lead agency for construction and construction engineering.
4. Coordinate any utility relocation necessary for the project.

The County will:

1. Reimburse the City for purchase of approximately six parcels of ROW and seven temporary easements located along Pyott Road and Virginia Road.
2. Reimburse the City its proportionate share of Phase II Engineering as shown in "Exhibit A" below.
3. Reimburse the City its proportionate share of construction and construction engineering as shown in "Exhibit A" below.
4. Retain jurisdiction of the traffic signals located at the improved intersection.



Exhibit A: Summary of Cost Participation for the South Main Street/Pyott Road Improvement

ITEM	PROJECT TOTAL	INTERSECTION						REMAINING	
		Intersection Cost	%	City	%	County	%	City	%
Phase II Engineering	\$313,800.00	\$166,314.00	53%	\$41,578.50	25%	\$124,735.50	75%	\$147,486.00	47%
Right-of-Way	\$564,750.00	\$225,723.00	40%	\$0.00	0%	\$225,723.00*	100%	\$339,027.00	60%
Construction	\$3,923,400.00	\$2,079,402.00	53%	\$519,850.50	25%	\$1,559,551.50	75%	\$1,843,998.00	47%
STP Grant (Positive)	+ \$1,500,000	+ \$795,000	53%	+ \$198,750.00	25%	+ \$596,250.00	75%	+ \$705,000.00	47%
Phase III Engineering	\$392,300.00	\$207,919.00	53%	\$51,979.75	25%	\$155,939.25	75%	\$184,381.00	47%
TOTAL	\$3,694,250.00	\$1,884,358.00	--	\$414,658.75	--	\$1,469,699.25	--	\$1,809,892.00	--

*Assumes all necessary right-of-way along Virginia Rd and Pyott Rd

The City, acting as the lead agency, will continue to coordinate this improvement through the IDOT District One Bureau of Local Roads and Street. This letter of intent will serve as a basis for the preparation of the intergovernmental agreements necessary to facilitate Phase II engineering and construction for the proposed improvements. The City is currently targeting 2013 for the construction of this project.

If you are in general agreement with the above, please indicate your concurrence to this proposal by signing on the appropriate line below and returning this original to our office. If you have any questions, or need any additional information, please contact me or Ms. Abby Wilgreen, Assistant City Engineer, at (815) 356-3615. The City looks forward to working with the County on this important improvement to the transportation network of the City and the County.

Very truly yours,

The City of Crystal Lake

Erik Morimoto, PE PTOE
 City Engineer

cc: Jeff Young, MCDOT via email
 Wally Dittrich, MCDOT via email

Concur:

Do Not Concur: _____

Date: 07.26.11

EXHIBIT C: LOCATION MAP



McHenry County Division of Transportation



Project Status Update December 2011



JAMES R. RAKOW ROAD



Reconstruction and widening from Ackman Road to IL 31 including multi-use path bridge over Rakow Road.

The mainline pavement for the future eastbound lanes is complete and all traffic is now shifted to these new lanes for the winter. Work will continue on pavement removal, earthwork and storm sewers as long as weather allows.

Work on the new bike bridge is progressing and the overhead structure is expected to be lifted into place in January. This work will require two thirty-minute closures of all lanes on Rakow Road. More info on this as we get closer to the dates.



Estimated Completion: November 30, 2012
Contract Amount: \$26.6 million (Construction)
\$ 3.5 million (Construction Engineering)

Follow us on Twitter @RakowRoad and the website at www.RakowRoad.com

MCDOT and the COMMUNITY

Administration Building Rain Garden



Ceremony for Greenwood Road
Dedication as a Scenic Highway

BRIDGE CONSTRUCTION

Blivin Street Bridge over Nippersink Creek

Contract Amount: \$1.81 million.

The project continues on an expedited schedule with the primary goal of opening the bridge to traffic at the earliest possible date. Final completion is anticipated in May of 2012.

NEXT PROJECT: Graf Road Bridge over the Piscasaw Creek in Chemung Township

5 Bids were received for the project on November 18, 2011. The low bidder was Dunnet Bay Construction for the amount of \$1,073,800.12. Work is expected to start in early spring of 2012.



PROJECT SPOTLIGHT—Main Street (Spring Grove) Culvert Replacement)

The purpose of the project is to replace a series of cross road culverts and the connected storm sewer system in downtown Spring Grove. This is a unique project that required coordination with the McHenry County Health Department and the Village of Spring Grove. By working with both of these agencies, local homes and businesses will continue to be connected to the sewer system. Also with this project, the road shoulder areas will be reconstructed where the new sewer and culverts are to be replaced.



Tree that is supporting the headwall for the existing culvert

ENGINEERING PROJECTS

Hill Road and Lawrence Road bridges — Phase II work on design plans and specifications as well as land acquisition continues. The final plans were submitted to the Illinois Department of Transportation on December 19th in anticipation of a March 2012 letting.

Randall Road — MCDOT staff and its consultant attended meetings with the Algonquin-Lake in the Hills and the Crystal Lake Chambers of Commerce to update members on the Randall Road project. The MCDOT is finalizing an outreach plan which will be utilized to inform individuals and groups throughout the County about the upcoming Randall Road Public Hearing.

Bridge Phase I Project Updates — Work continues on the design of the Franklinville Road bridges, the Deerpas Road bridges, and the Lawrence Road bridge just south of the town of Lawrence to meet the requirements of FEMA and the McHenry County Stormwater Ordinance. Phase I design approval for all four bridges is anticipated during the latter half of 2012. For the Franklinville Road bridge just south of Perkins Road, a public meeting is anticipated to be held sometime in the spring of 2012.



UPCOMING PUBLIC MEETINGS

- **IL 31 from IL 176 to IL 120 Community Advisory Group Meeting #4**
January 2012 — Time TBD MCC Shah Center, McHenry, IL
- **Randall Road** — January/February 2012
- **Alden Road** — March 2012

PROJECT LETTING UPDATES

Virginia Road/Klasen Road at IL 31 — January 2012
Main Street (Spring Grove) Culvert Replacement — February 2012



As part of the outreach for the 2040 Long Range Transportation Plan, the McHenry County Division of Transportation and the project team developed and implemented a standards-based service learning program for McHenry County students. The program provides students with a unique opportunity to learn about transportation planning and engineering, both on a general scale as well as specific issues in McHenry County.

On Thursday, December 1st, students from the Architectural Design class at Prairie Ridge High School and the Honors Environmental Science class at Crystal Lake Central High School concluded the program with their final projects. Students presented their transportation design suggestions for a specific location in the County. All of the projects focused on intersection improvements and included solutions such as pedestrian crossings, bike facilities, landscaping, public plazas, adding traffic signals, and rerouting and constructing new roads. Overall, the students' projects were impressive and can be viewed on the 2040 Long Range Transportation Plan website under the Student section at:

www.2040McHenryCountyPlan.org

