



McHenry County

2017 - 2022

Transportation Program

Approved: June 20, 2017

*Front Cover Photo:
Franklinville Road Bridge Project*

Award Winner

*APWA Chicago Metro Chapter
2017 Public Works Project of the Year
Transportation Project: less than \$5 Million*

*APWA Fox Valley Branch
2017 Public Works Project of the Year
Transportation Project: less than \$5 Million*

Proposed

2017-2022

Transportation Program for McHenry County

prepared by

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Mission Statement

The McHenry County Division of Transportation promotes responsible public policy, ethical and high quality services and is dedicated to providing enhanced mobility while promoting a safe and efficient transportation system.

endorsed by the

Transportation Committee
of the McHenry County Board

Joseph Gottemoller, Chair – District 3
Jeffrey Thorsen, Vice-Chair – District 2
Thomas Wilbeck – District 1
Donald Kopsell – District 3
Craig Wilcox – District 4
Michael Skala – District 5
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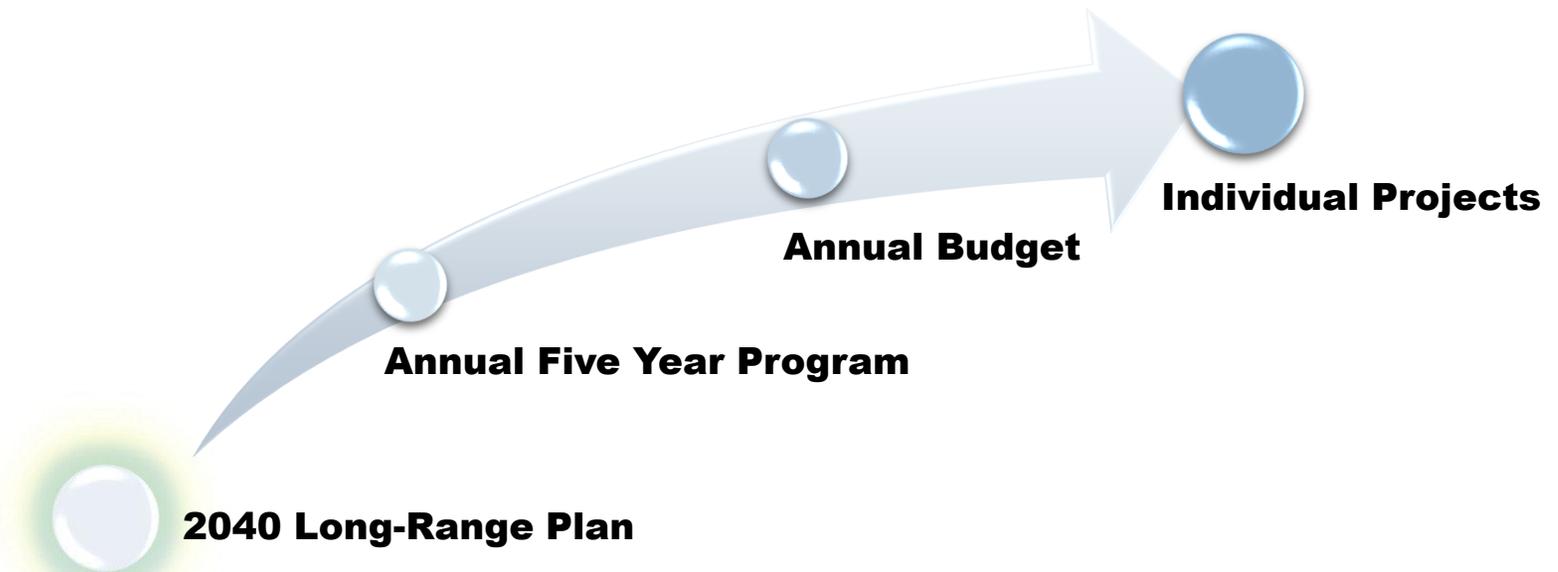
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1. Executive Summary

The McHenry County 2017-2022 Transportation Program (“the 2017-2022 Program”) is a financial and planning tool required by State statute to assist with the development of the annual budget and is consistent with the County’s transportation and strategic plans (See Figure 1). The 2017-2022 Program includes information to better coordinate and leverage the annual appropriations of Federal and State dollars administered by the Metropolitan Planning Organization (MPO) and the State Department of Transportation (IDOT), as recommended by the County’s 2014 Strategic Plan and as outlined in the County Board approved 2016 Action Plan. As required by State statute it contains a list of major improvements anticipated within the next five 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. **This Five Year Program covers the time period from December 1, 2017 to November 30, 2022, and is prepared 6 months in advance of the start of the county’s next fiscal year. Therefore, this program also includes the approved budget for the current county fiscal year, fiscal year 2017 (12/1/2016 – 11/30/2017) as a sixth year.**

Figure 1: McHenry County Long Range Transportation Plan Implementation



The 2017-2022 Transportation Program is an update to the McHenry County Long-Range Transportation Plan (“the 2040 Plan”) which was approved in March 2014. The 2017-2022 Program also conforms to Vision and Strategies for Quality Infrastructure contained in the County’s Strategic Plan.

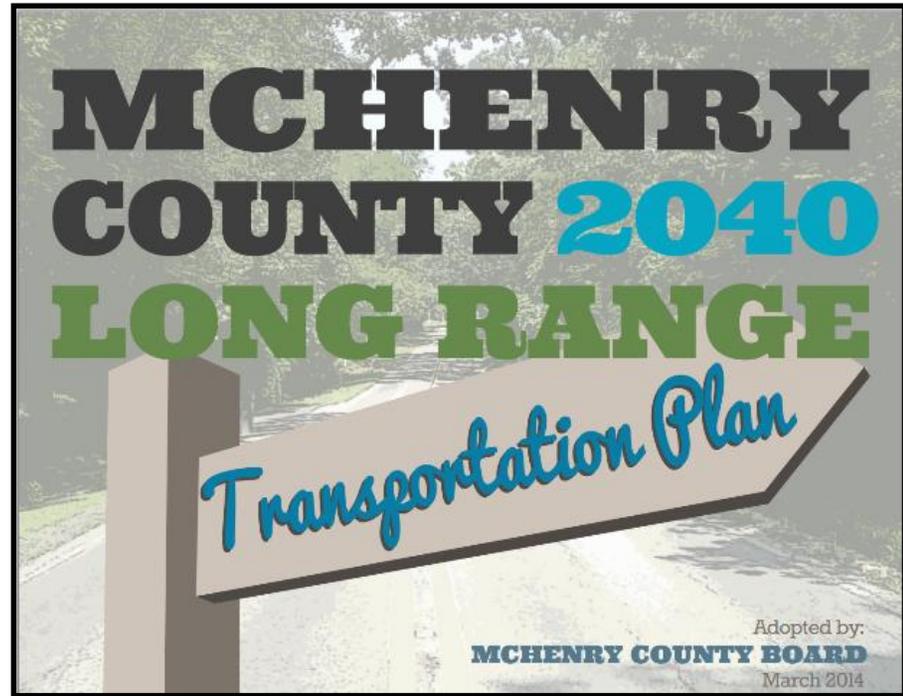
McHenry County 2040 Long-Range Transportation Plan

The six goals, and corresponding objectives (pg. 18-20 of the *2040 Plan*), were adopted by the McHenry County Board in order to guide future implementation of transportation projects:

2040 Long Range Transportation Plan Goals

- 1) Mitigate highway congestion,
- 2) Make transportation safer,
- 3) Promote mobility for all residents,
- 4) Provide transportation choices,
- 5) Preserve environmental quality, and
- 6) Link transportation and land use.

After three years of soliciting input from the public, four transportation projects were identified and consistently supported by the public, local agencies, and local businesses. The top four projects identified as part of the 2040 planning process are:



Illinois Route 47

Between Reed Road in Huntley and U.S. 14 in Woodstock*

Illinois Route 47

Between U.S. 14 and Charles Road in Woodstock*

Illinois Route 31

Between IL 176 in Crystal Lake and IL 120 in McHenry*

Metra Union
Pacific Northwest

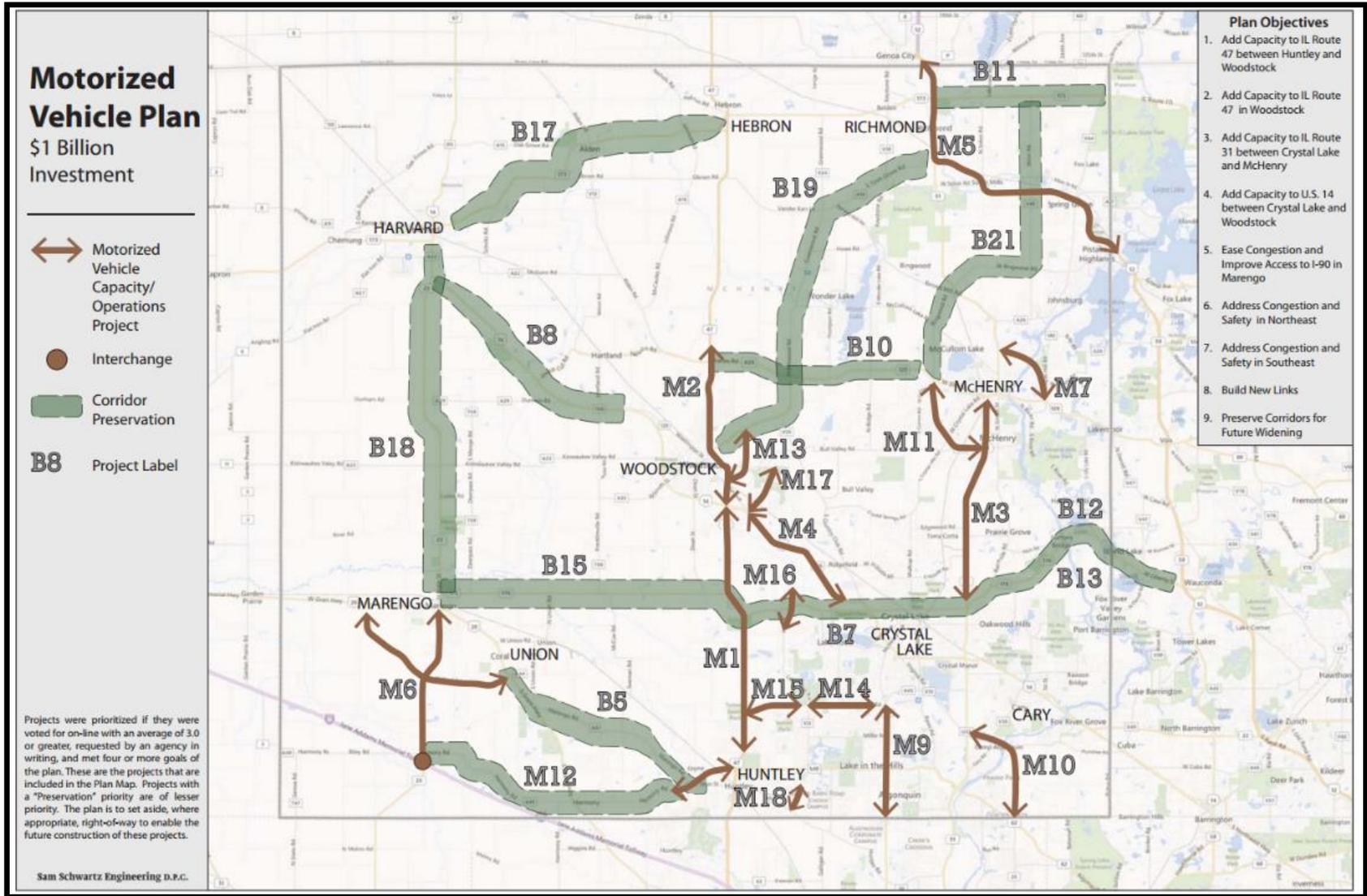
Commuter Rail Line Upgrades

The *2040 Plan* outlines in detail the plan's project priorities by mode of travel.

Figures 2, 4 and 5 highlight the motorized vehicles, transit, and bicycle and pedestrian plans, respectively. These Figures show total investment, plan objectives, and project labels (see the *2040 Plan* Appendices for more details on specific project identified in these plans).

**Illinois Route 47 and 31 projects are led by the State of Illinois, no McHenry County funding identified in this Transportation Program.*

Figure 2: Motorized Vehicle Plan, the 2040 Plan (pg. 98)



*M4 Built – U.S. Route 14 from Crystal Lake to Woodstock



\$39 million each year for new highways



\$21 million each year for new transit



\$2.5 million for new bicycle / pedestrian facilities

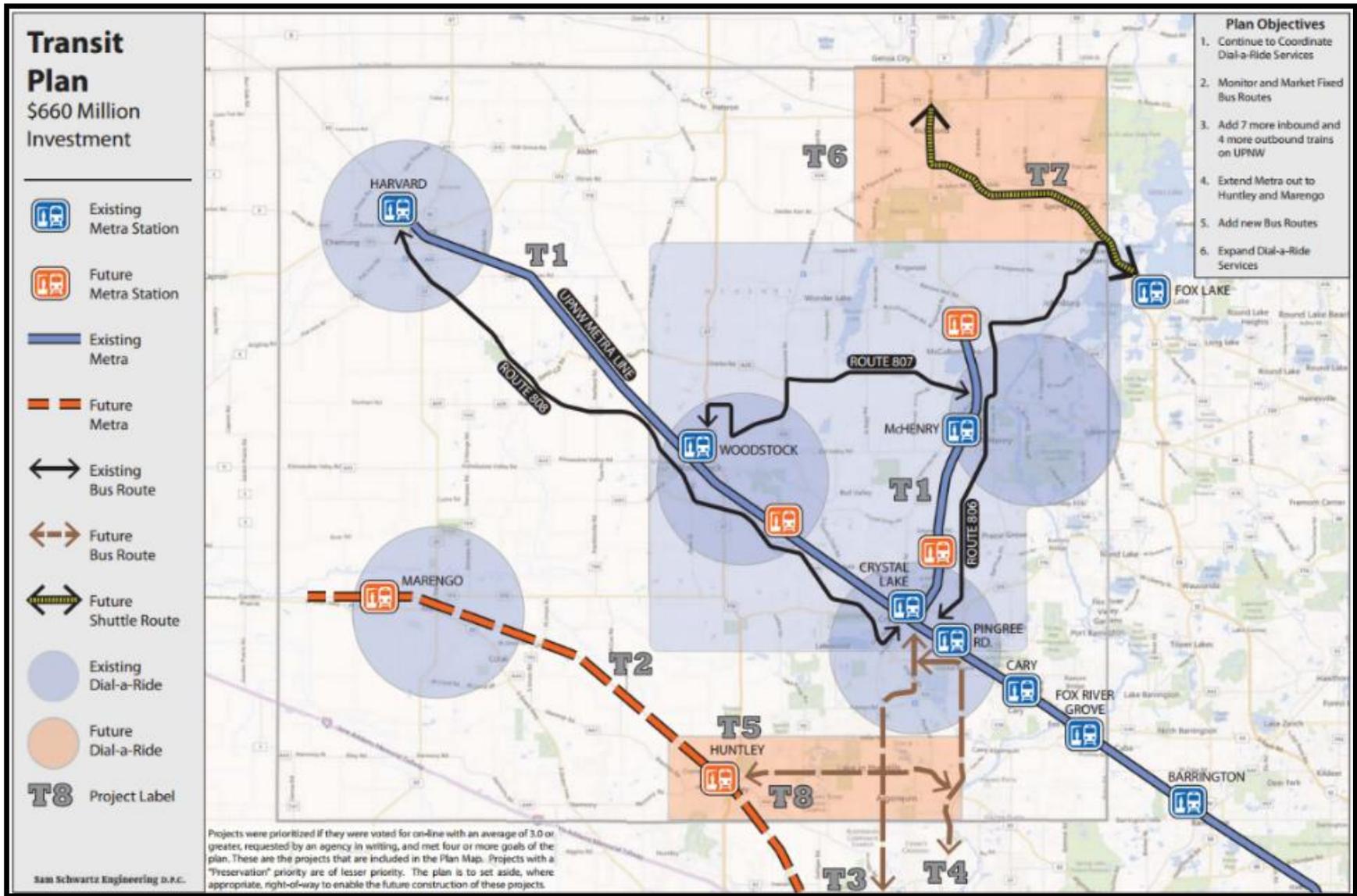
Figure 3: The 2040 Plan Annual Average Investment

In addition to realizing these projects, the 2040 Plan calls for a greater focus on addressing congestion on local streets. Future traffic models indicate that the local streets will likely see more dramatic changes in congestion levels than State and County highways. The 2040 Plan calls for transportation infrastructure and operations to be coordinated in order to enhance free movement in our towns for all roadway users. Figure 3 shows the estimated amount of funding per year for motorized vehicles, transit, and non-motorized transportation in the 2040 Plan based on past and current trends and future revenues and infrastructure maintenance costs. The 2040 Plan includes anticipated funding from all government agencies, not just McHenry County.

McHENRY COUNTY'S TRANSPORTATION NETWORK CONSISTS OF ROADS, BRIDGES, TRANSIT SERVICES AND BIKE PATHS UNDER THE JURISDICTION OF:

- THE STATE OF ILLINOIS
- McHENRY COUNTY
- 29 MUNICIPALITIES
- 17 TOWNSHIP ROAD DISTRICTS
- ILLINOIS TOLLWAY
- METRA
- PACE
- AND THE McHENRY COUNTY CONSERVATION DISTRICT

Figure 4: Transit Plan



*T3 – Pace Bus Route 550 – Elgin to Crystal Lake Operational

*T7 – Pace Bus Route 809 – Richmond to Fox Lake Metra Shuttle Operational

In total, the 2040 Long Range Transportation Plan includes approximately \$1 billion in projects for motorists, \$660 million for transit projects, and \$63 million for bicycle and pedestrian projects. To implement these projects and to best prepare for the future, the following strategies will be key:

1

Build legislative support for Metra service upgrades

2

Prioritize preventative maintenance on roadways

3

Leverage State funding for bicycle and pedestrian infrastructure and corridor preservation along State and U.S. Highways

4

Build more robust local road networks including accommodations for all users to mitigate local traffic congestion

Public Communication

The McHenry County Division of Transportation has started utilizing new communication channels to interact with the public. Tools like [Facebook](#) have expanded the reach of information that is communicated to the public, and has allowed residents to share information quickly and easily with Division of Transportation staff.

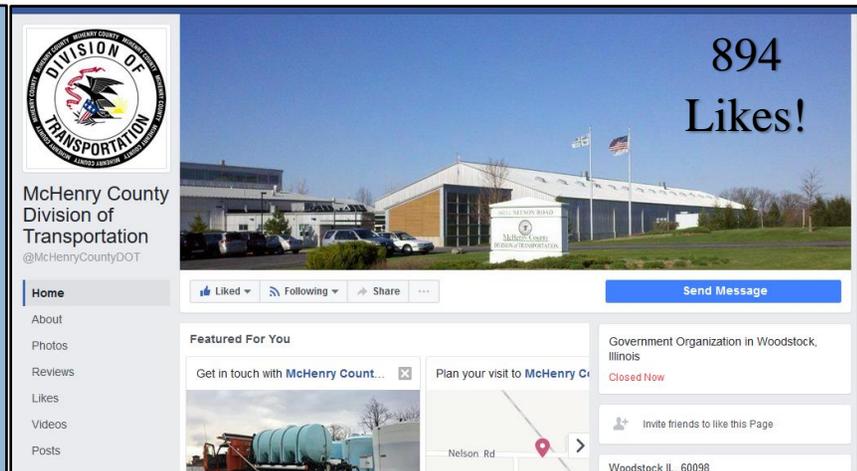
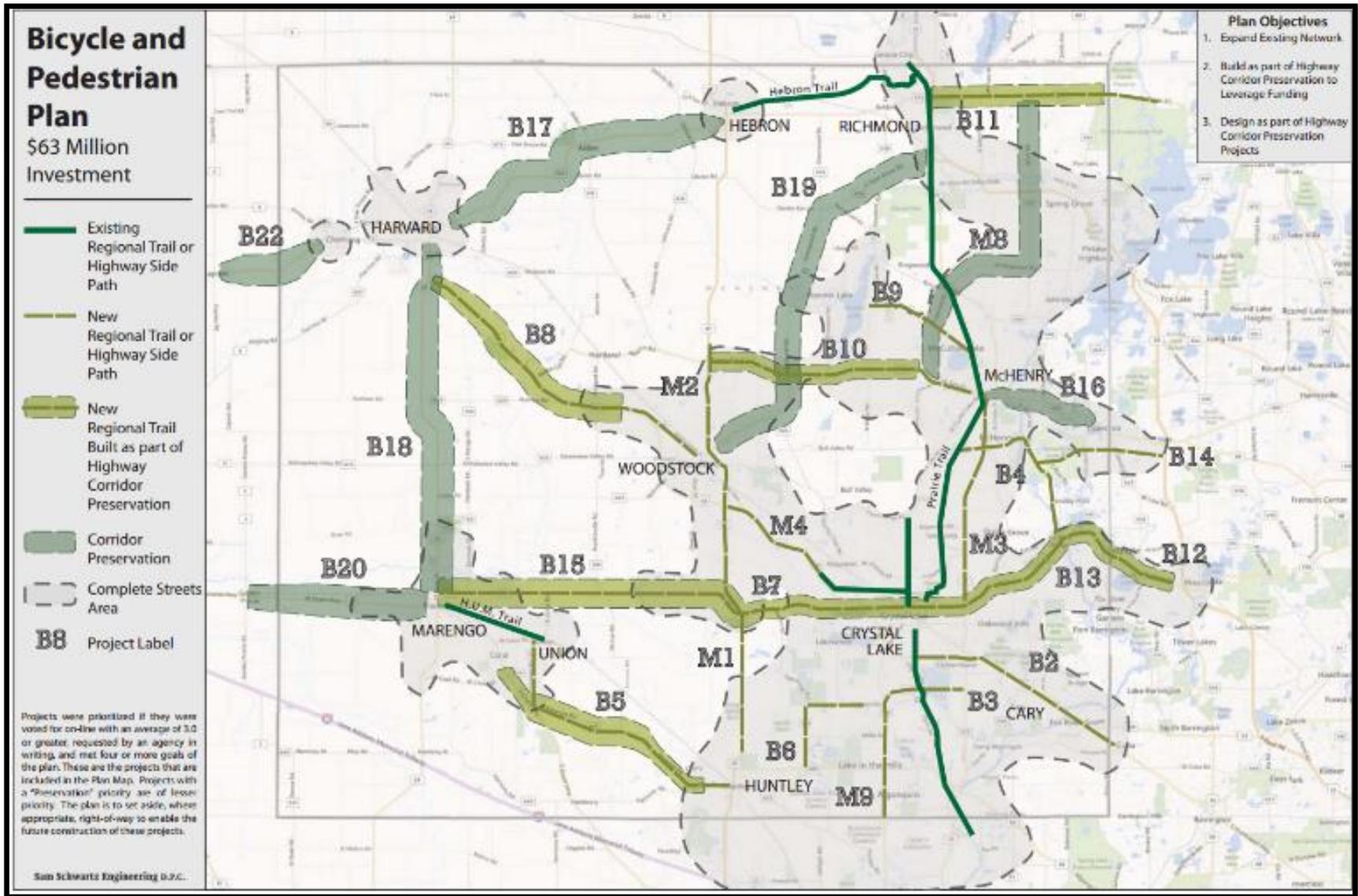


Figure 5: Bicycle and Pedestrian Plan, the 2040 Plan (pg. 67)



*M4 Built – Multi-use path from McHenry County College to Woodstock

2016 Action Plan for McHenry County

On January 5, 2016 the County Board adopted a new Action Plan for McHenry County. The 2016 Action Plan sets goals for McHenry County government in 2016 and provides a framework for the Division of Transportation activities and investments through implementation strategies. The Division of Transportation works to implement the Quality Infrastructure section of the Action Plan through the Long-Range Transportation Plan, the Five Year Transportation Program, the annual budget, and individual projects.

The 2017-2022 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.

2016 Highlights

The McHenry County Division of Transportation expended \$29.2 million in 2016 to maintain and improve the County's transportation network. Highlights from 2016 includes:

- ✓ 47 lane miles of crack seal pavement preservation
- ✓ 31 lane miles of resurfacing
- ✓ Completion of the Charles J. Miller Road Project
- ✓ Completion of the Franklinville Road Bridge Project
- ✓ Completion of the Lawrence Road Bridge Project
- ✓ Completion of the County Line Road Bridge Project
- ✓ Lakewood Road at Reed Road Traffic Signals
- ✓ Lakewood Road at Miller Road Traffic Signals

2017-2022 Program Highlights

The McHenry County 2017-2022 Five Year Transportation Program includes \$250.3 million in project expenditures, including:

- \$52.75 million for capacity and operational changes to Randall Road, from Harnish Drive to Acorn Lane/Polaris Drive (\$35.75 million from County funds).
- \$5.94 million for the last annual payment to retire the debt service for the 2007 issuance of \$50,000,000 in debt certificates.
- \$39.1 million for an interchange at Illinois Route 23 and Interstate 90 (\$8 million from County funds).

Project Prioritization

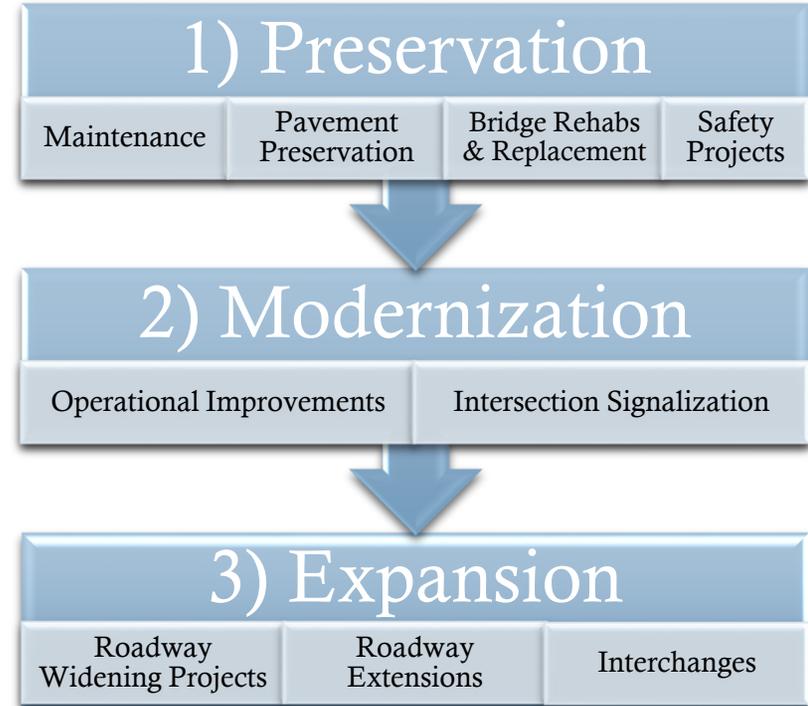


Figure 6: Project Prioritization

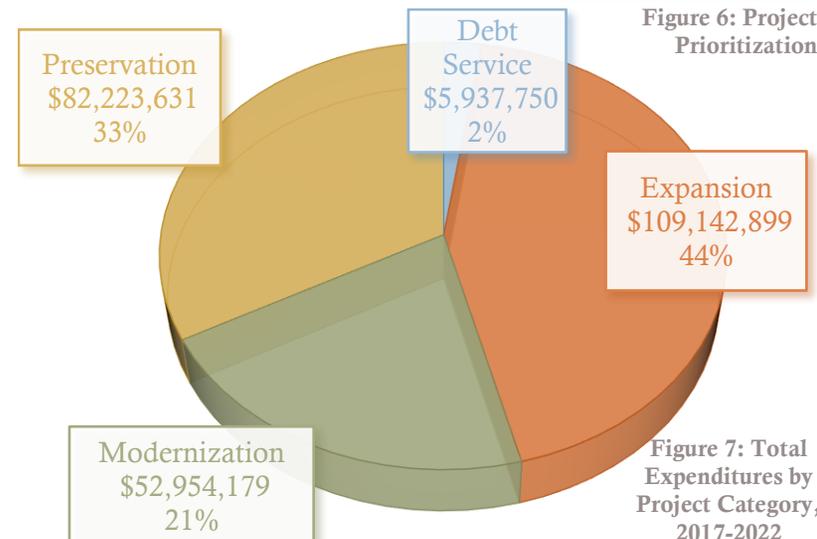


Figure 7: Total Expenditures by Project Category, 2017-2022

2017-2022 Program Development

In updating the 2017-2022 Program, system preservation projects (general maintenance, bridge improvements and replacement, pavement preservation) are the highest funding priorities. System modernization (operational improvements) is a secondary priority. System expansion projects (highway capacity) are programmed after funding is designated for preservation and modernization. These priorities reflect the fact 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.

Table 1: Programmed Expenditures 2017-2022, by Program Type (in Millions)

Program Type	McHenry County	State of Illinois	Federal	Tollway	Local/Other	Total
County Highway Maintenance Program	\$16.3	-	-	-	-	\$16.3
County Highway Pavement Preservation	\$33.1	-	-	-	\$0.2	\$33.2
County and Township Bridge Program	\$10.8	\$0.3	\$23.7	-	-	\$34.7
Public Safety Program	\$16.3	-	-	-	-	\$16.3
County Roadway Operational and Capacity Program	\$42.2	-	\$17.0	-	\$0.3	\$59.5
State Highway Program	\$9.2	\$10.7	\$9.8	\$23.0	\$1.1	\$53.8
Bicycle, Pedestrian and Transit Program	\$8.3	-	\$3.3	-	\$8.4	\$20.0
Miscellaneous Program	\$15.7	-	\$0.7	-	-	\$16.3
Grand Total	\$152.0	\$11.0	\$54.4	\$23.0	\$9.9	\$250.3

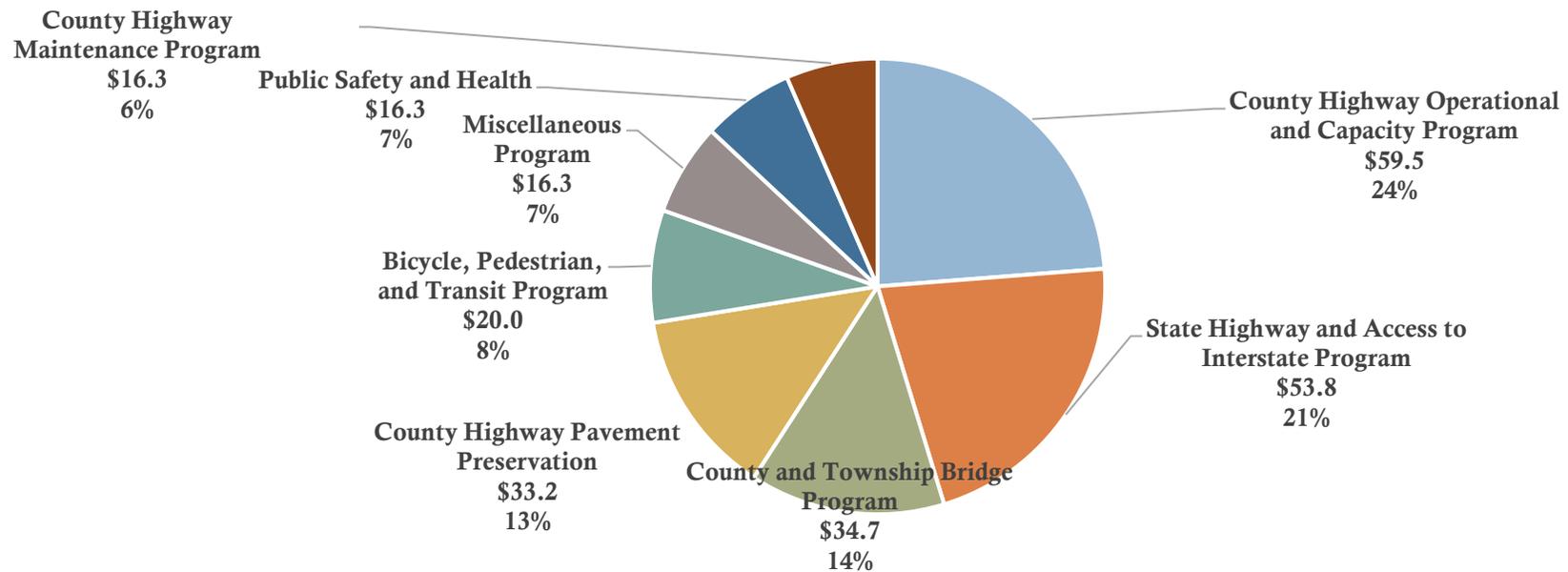


Figure 8: Programmed Expenditures 2017-2022 (in Millions)

Funding Priorities

County Maintenance Program

The *County Maintenance Program* includes funds for materials needed to maintain County roadways including salt for snow removal, sign materials, paint for lane striping, and traffic signal maintenance. Over the next six years, the program includes \$16.3 million (6% of total expenditures) for roadway maintenance.

County Pavement Preservation Program

The *County Pavement Preservation Program* includes funds for evaluating pavement condition on a regular basis and performing crack sealing, resurfacing, and roadway rehabilitation. Over the next six years, the program includes \$33.2 million (13% of total expenditures) for pavement management and roadway rehabilitation projects.

County and Township Bridge Program

The *County and Township 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 six years, the program includes \$34.7 million (14% of total expenditures) for 20 bridge replacement or rehabilitation projects and other bridge work. Of that amount, \$10.8 million are from County sources (Matching and Bridge Funds).

Public Safety and Health Program

The *Public Safety and Health Program* includes funds for projects that will improve safety for both motorists and non-motorists in McHenry County. Intersections continue to be where most crashes occur. In particular, special attention is given to what are called "5% locations", which are intersections ranked among the most dangerous 5% intersections in the State of Illinois. In total, 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 six years, \$16.3 million (7% of total expenditures) is programmed for public safety projects.

County Roadway Operational and Capacity Program

The *County Roadway Operational and Capacity Program* includes funds for projects that improve traffic flow, widen existing County highways, or build new County roads. Add lanes projects are high cost and are only undertaken after extensive planning and engineering. Over the next six years, \$59.5 million (24% of total expenditures) is programmed for operational and capacity projects. Of that amount, the County is responsible for \$42.2 million.

State Highway Program

The *State Highway Program* includes funds for projects that are part of the State highway network or adjacent to the State highway network. Over the next six years, \$53.8 million (21% of total expenditures) is programmed for State highway projects. The County is responsible for \$9.2 million for these projects.

Bicycle, Pedestrian, and Transit Program

The *Bicycle, Pedestrian, and Transit Program* includes funds to support these modes of transportation, consistent with the *McHenry County 2040 Long-Range Transportation Plan*. Over the next six years, \$20.0 million (8% of total expenditures) is programmed for bicycle, pedestrian, and transit projects. Of that amount, the County is responsible for \$8.3 million.

Miscellaneous Program

The *Miscellaneous Program* includes funds for various other programs, projects, and initiatives that the Division of Transportation undertakes. Over the next six years, \$16.3 million (7% of total expenditures) is programmed for miscellaneous projects.

Anticipated Revenues

Transportation Revenue Sources

The 2017-2022 Transportation Program is funded primarily by a sales tax – the County Regional Transportation Authority Sales Tax (RTA Sales Tax) and two motor fuel tax funds – the State Motor Fuel Tax allotted to the County (County MFT) and County Option Motor Fuel Tax (County Option MFT). Two property tax levies – County Bridge and County Matching – are also used, as are reimbursements, state and federal grants, local municipal, township or developer contributions, bank account interest, and prior year fund balances.

The RTA Sales Tax is a 0.75% tax on all sales in the collar counties of DuPage, Kane, Lake, McHenry and Will, and a 1.25% tax on all sales in Cook County. One-third of the collar county (0.25%) proceeds are awarded back to the County where the tax is collected to be spent only on transportation and/or public safety. More details on the RTA Sales Tax can be found on the RTA's [RTAMS](#) website.

The State of Illinois Motor Fuel Tax of \$0.19 per gallon, which has not been increased since 1990 and is not indexed for inflation, is allotted back to the McHenry County Division of Transportation based on the number of motor vehicle license fees received from the County. The County Option Motor Fuel Tax is a separate gas tax of \$0.04 per gallon on all fuel purchased within McHenry County.

Between 2011 and 2016, total County tax receipts for dedicated transportation funds has increased by 8%, owing primarily to increased RTA Sales Tax collections. This trend of low growth is likely to continue into the future. The State Motor Fuel Tax allocation (MFT) and the County Option Motor Fuel Tax (Option MFT) both experienced very little growth, with a small increase occurring in 2015 and 2016 after a long period of declining MFT receipts (See Table 2, Page 12). Declining motor fuel tax revenue can be attributed to increasing vehicle fuel efficiency, a declining per-capita vehicle miles traveled (VMT), and a lack of population growth throughout the State of Illinois and in McHenry County. During this same period, inflation reduced the value of each dollar by 7%, or to 93 cents. In fiscal year 2015 a portion of revenues previously allocated to the Bridge fund were shifted to the Matching fund. Matching funds can be used for many project types including bridges. As long as federal funding is available for 80% of bridge project costs, the historical amounts being allocated to the Bridge fund should be sufficient.

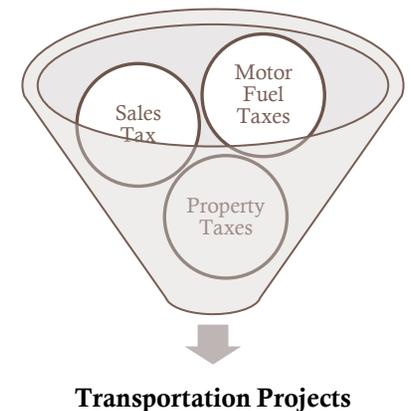
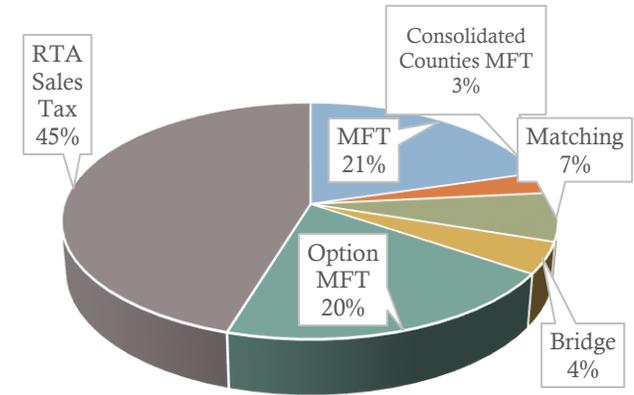


Table 2: Historical Tax Receipts Allocated to Funds; 2011-2016 (in Millions)

Tax Year	MFT	Consolidated Counties MFT	Matching	Bridge	Option MFT	RTA Sales Tax	TOTAL
2011	\$4.7	\$0.6	\$1.1	\$1.0	\$4.3	\$8.7	\$20.4
2012	\$4.4	\$0.6	\$1.1	\$1.0	\$4.2	\$9.0	\$20.3
2013	\$4.1	\$0.6	\$1.3	\$1.3	\$4.2	\$9.2	\$20.7
2014	\$4.0	\$0.6	\$1.2	\$1.1	\$4.0	\$9.6	\$20.5
2015	\$4.1	\$0.6	\$1.8	\$0.5	\$4.1	\$9.9	\$21.0
2016	\$4.3	\$0.7	\$1.8	\$0.5	\$4.6	\$10.2	\$22.1
Six-Year Total	\$25.6	\$3.7	\$8.3	\$5.4	\$25.4	\$56.6	\$125.0
% Δ 2011 to 2016	-9%	17%	64%	-50%	7%	17%	8%

McHenry County
Transportation Revenue Sources
2011-2016



Tax Year	MFT	Consolidated Counties MFT	Matching	Bridge	Option MFT	RTA Sales Tax	TOTAL
2017	\$4.5	\$0.7	\$1.8	\$0.5	\$4.6	\$10.5	\$22.6
2018	\$4.5	\$0.7	\$1.8	\$0.5	\$4.5	\$10.8	\$22.8
2019	\$4.4	\$0.7	\$1.8	\$0.5	\$4.4	\$11.1	\$22.9
2020	\$4.3	\$0.7	\$1.8	\$0.5	\$4.3	\$11.4	\$23.0
2021	\$4.2	\$0.6	\$1.8	\$0.5	\$4.2	\$11.7	\$23.0
2022	\$4.1	\$0.6	\$1.8	\$0.5	\$4.1	\$12.0	\$23.1
Six-Year Total	\$26.0	\$4.0	\$10.8	\$3.0	\$26.1	\$67.5	\$137.4
% Δ 2017 to 2022	-9%	-14%	0%	0%	-11%	14%	2%

McHenry County
Transportation Revenue Sources
2017-2022

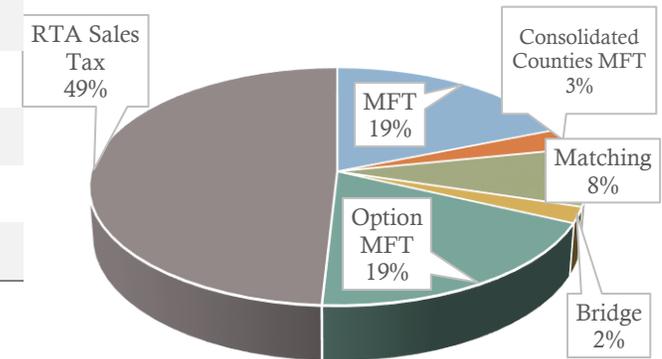


Table 3: Estimated Future Tax Receipts Allocated to Funds; 2017-2022 (in Millions)

Impacts of the FAST Act

The County relies on federal funding for bridge replacement work and for highway widening projects. In December 2015 a five-year Federal Transportation Bill called the **Fixing America’s Surface Transportation (FAST) Act** was signed into law providing federal funding for transportation through federal fiscal year 2020.

The FAST Act increases federal highway funding by 15% and transit funding by 18% over the life of the bill. The bill maintains current rates for the federal motor fuel tax (MFT) and therefore continues to rely heavily on transfers from the General Fund to support additional transportation spending. In addition, the FAST Act further streamlines the environmental review and permitting process to accelerate project approvals.

The bill also creates two new freight programs – the National Highway Freight Program and the Nationally Significant Freight and Highways Program – which will benefit the Chicago region as the hub of freight movement in the United States.

Financial Constraints

Over the next 6 years, \$237 million is estimated in transportation project revenue from all sources (See Figure 9 on next page). Of that amount, \$137.4 million, or 58%, are from County sources. It is anticipated that MFT and County Option MFT revenues will continue to decrease starting in 2018 (-2% each year). On the other hand, the County RTA sales tax receipts are estimated to increase 3% annually for the foreseeable future. In the meantime, the Bridge and Matching funds are anticipated to remain flat during the life of this transportation program.

Historically, the transportation system has been funded by user fees, or taxes paid by the users of the system to maintain the system. However, the current program shows that only 41% of all County revenues (\$56.1 million out of \$137.4 million) are generated directly from roadway users through the gas tax. Most McHenry County funding for transportation is paid for by both drivers and non-drivers alike, primarily through the RTA Sales Tax but also from County Property Taxes (Matching and Bridge Funds).

Anticipated Expenditures

Over the next 6 years, an estimated \$250.3 million in project work is programmed to be undertaken by the McHenry County Division of Transportation and other agencies on 71 projects and programs (See Table 4).

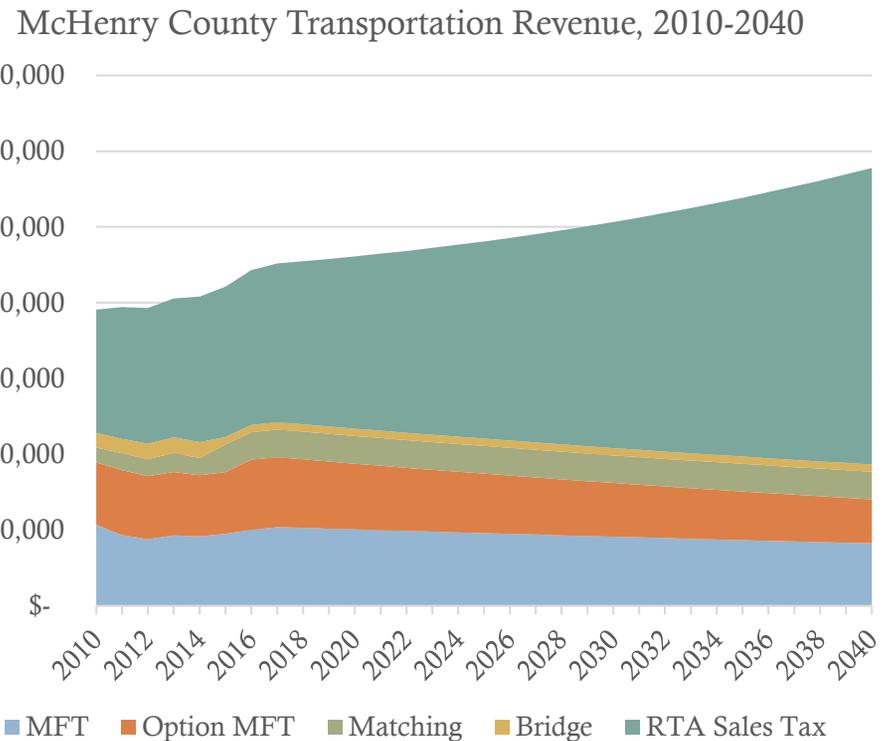


Figure 9: All Sources of Transportation Funds; with breakdown showing County Transportation Revenue Sources; FY17-22 (in Millions)

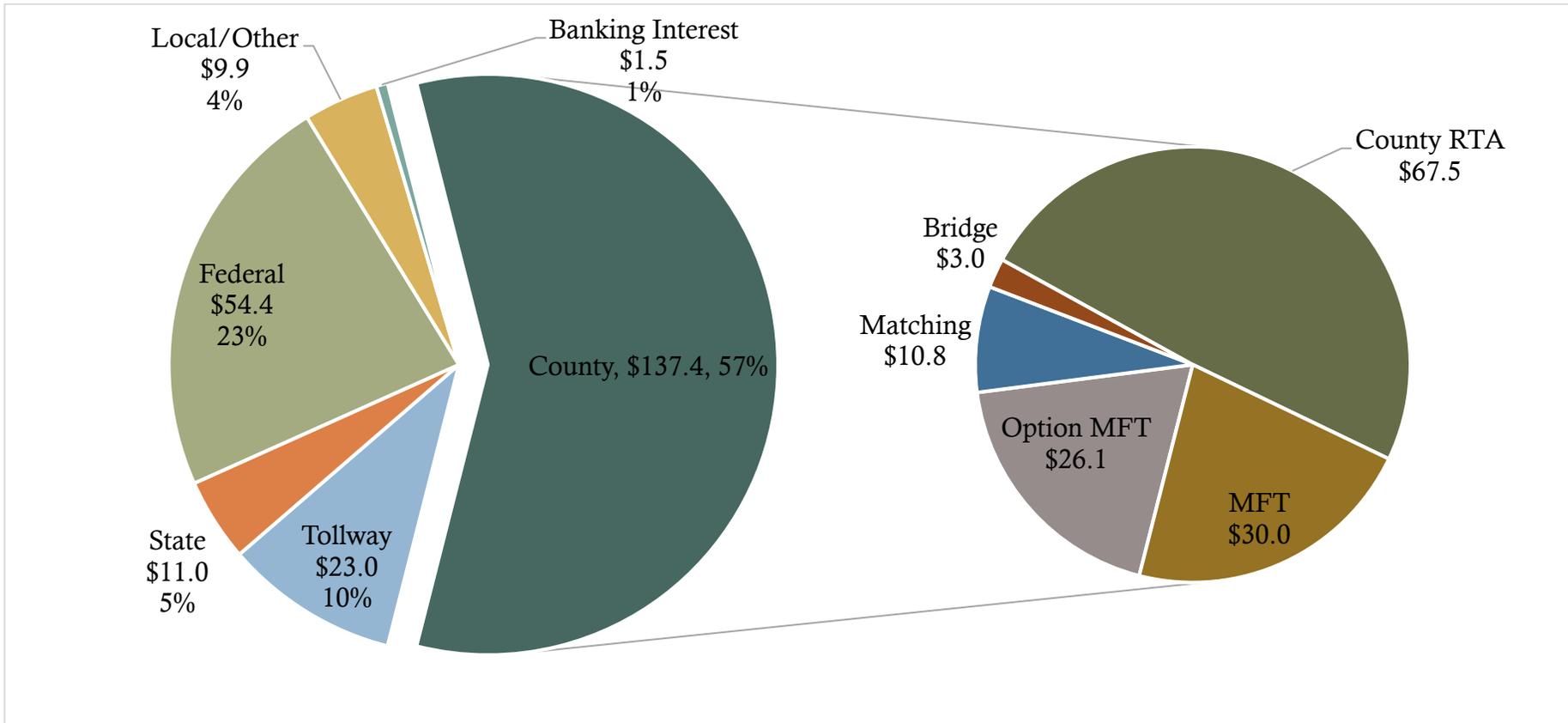


Table 4: Recent Five Year Program Comparison (in Millions)

Programmed Amounts	12-16	13-17	14-18	15-19	16-20	Proposed 17-22
Expenditures	\$250.5	\$224.2	\$188.5	\$260.9	\$216.1	\$250.3
Revenues	\$212.0	\$201.2	\$161.0	\$217.8	\$173.0	\$237.2
Expenditures - Revenues	\$38.5	\$23.0	\$28.0	\$43.1	\$43.1	\$13.1
Expenses/Revenues	1.18	1.11	1.17	1.20	1.25	1.05
Number of Projects	73	63	64	66	65	71

** The 2017-2022 Transportation Program is the first to include six years of expenditures and revenue calculations. This was done in an effort to show planned work to be done in the five years following the current County fiscal year (2017).*

At the beginning of fiscal year 2017, the McHenry County Division of Transportation had an unencumbered fund balance of \$11.6 million.

The 2017-2022 Program includes work in all districts of the County (See Figure 10). The 2017-2022 Program includes \$52.75 million for “Add Lanes” projects, \$33.25 million for “Pavement Preservation” projects, \$34.7 million for 20 bridge replacement and rehabilitation projects, and \$5.94 million to pay off debt certificates issued in 2007 (See Table 5).

Table 5: Programmed Expenditures 2017-2022; by Project Type (in Millions)

Project Type	Total County Costs	State	Federal	Local/Other	Total Project Cost
Add Lanes	\$ 35,750,000	\$ -	\$17,000,000	\$ -	\$ 52,750,000
Pavement Preservation	\$ 33,085,056	\$ -	\$ -	\$ 164,010	\$ 33,249,066
Intersection	\$ 15,514,550	\$ 2,595,000	\$ 9,800,000	\$ 1,088,000	\$ 28,997,550
Maintenance	\$ 9,143,440	\$ -	\$ -	\$ -	\$ 9,143,440
NSR	\$ 8,823,827	\$ -	\$ -	\$ -	\$ 8,823,827
Interchange	\$ 8,025,410	\$ 8,076,000	\$ -	\$23,025,730	\$ 39,127,140
Bridge Replacement	\$ 6,535,763	\$ 320,000	\$16,532,761	\$ -	\$ 23,388,524
Debt Service	\$ 5,937,750	\$ -	\$ -	\$ -	\$ 5,937,750
Bridge Rehabilitation	\$ 4,354,381	\$ -	\$ 7,120,151	\$ -	\$ 11,474,532
Roadway Realignment	\$ 4,000,000	\$ -	\$ -	\$ -	\$ 4,000,000
Metra	\$ 4,000,000	\$ -	\$ -	\$ -	\$ 4,000,000
Safety Project	\$ 3,650,000	\$ -	\$ -	\$ -	\$ 3,650,000
Signals	\$ 3,105,573	\$ -	\$ -	\$ -	\$ 3,105,573
Paratransit	\$ 2,230,000	\$ -	\$ 2,705,000	\$ 7,830,759	\$ 12,765,759
Bikepath	\$ 2,076,000	\$ -	\$ 559,680	\$ 584,000	\$ 3,219,680
Culverts	\$ 1,698,542	\$ -	\$ -	\$ -	\$ 1,698,542
ADA	\$ 1,100,000	\$ -	\$ -	\$ -	\$ 1,100,000
Planning	\$ 755,000	\$ -	\$ 160,000	\$ -	\$ 915,000
Guardrail	\$ 630,812	\$ -	\$ -	\$ -	\$ 630,812
Facility	\$ 500,000	\$ -	\$ -	\$ -	\$ 500,000
Other	\$ 490,632	\$ -	\$ 490,632	\$ -	\$ 981,264
Small Safety Project	\$ 300,000	\$ -	\$ -	\$ -	\$ 300,000
New Roadway	\$ 250,000	\$ -	\$ -	\$ 250,000	\$ 500,000
Total	\$ 151,956,736	\$10,991,000	\$54,368,224	\$32,942,499	\$ 250,258,459

Illinois Department of Transportation's (IDOT) Highway Improvement Program

The Illinois Department of Transportation (IDOT) releases their [Highway Improvement Program](#) on an annual basis. The most recent IDOT Program covers fiscal years 2017-2022 and identifies projects led by IDOT on State and U.S. routes throughout the State of Illinois. IDOT's 2017-2022 Highway Improvement Program totals \$11.173 billion and includes an FY2017 annual program of over \$2 billion. This \$11.173 billion in funding is split between improvements to the state highway system (\$7.68 billion) and the local highway system (\$3.493 billion). State projects located within McHenry County can be found [here](#). Some highlights in the State 2017-2022 program include:

- Providing funding to maintain 2,523 miles of highways and replace or rehabilitate 501 bridges.
- Providing \$431 million for local benefits programs to help cities, counties and townships improve local roads and support economic development.
- Providing funding for railroad crossing safety improvements throughout the state.
- Enhancing highway safety as part of IDOT's regular highway improvement program by targeting specific fatal and severe crash locations and addressing statewide safety concerns.
- Enhancing public right-of-way accessibility as part of IDOT's regular highway improvement program by removing barriers to accessibility as identified in IDOT's ADA Transition Plan.

FY 2017-2022 Highway Improvement Program									
MCHENRY COUNTY									
State Highways									
Route/Street	Location	Improvements	Objectives	Est. Cost	City	MYP Years		Needs Category	Miles
						Past	Current		
US 20 GRANT HWY	COUNTY LINE RD TO WEST ST Miles = 4.53 System Maintenance	RESURFACING ADA IMPROVEMENTS	SAFETY PRESERVE SYSTEM TRANSPORTATION OPS	\$2,510,000	MARENGO	9	2018-2022	ACCRUING	4.53
US 20 GRANT HWY	AT BOONE CO LINE System Maintenance	DRAINAGE	SAFETY PRESERVE SYSTEM	\$50,000		2	2017		
US 20 GRANT HWY	WEST ST TO KANE CO LINE Miles = 8.85 System Maintenance	RESURFACING ADA IMPROVEMENTS	SAFETY PRESERVE SYSTEM TRANSPORTATION OPS	\$3,360,000	MARENGO	1	2018-2022	ACCRUING	8.85
US 20 GRANT HWY	AT WEST UNION RD & AT CORAL RD System Maintenance	CHANNELIZATION	SAFETY TRANSPORTATION OPS MODAL CONNECTIVITY ECONOMIC DEVELOP	\$1,500,000		4	2018-2022		
US 20 GRANT HWY	AT CREEK 0.4 MI W OF BECK RD Bridge Maintenance	CULVERT REPLACEMENT	SAFETY PRESERVE SYSTEM	\$2,000,000		7	2018-2022		
US 20 GRANT HWY	AT MARENGO-BECK RD / SOUTH UNION RD Congestion Mitigation	INTERSECTION RECONSTN	SAFETY PRESERVE SYSTEM MODAL CONNECTIVITY TRANSPORTATION OPS FREIGHT MOVEMENT	\$2,000,000		7	2018-2022		
US 20 GRANT HWY	AT MARENGO-BECK RD / SOUTH UNION RD Congestion Mitigation	LAND ACQUISITION		\$500,000		7	2018-2022		

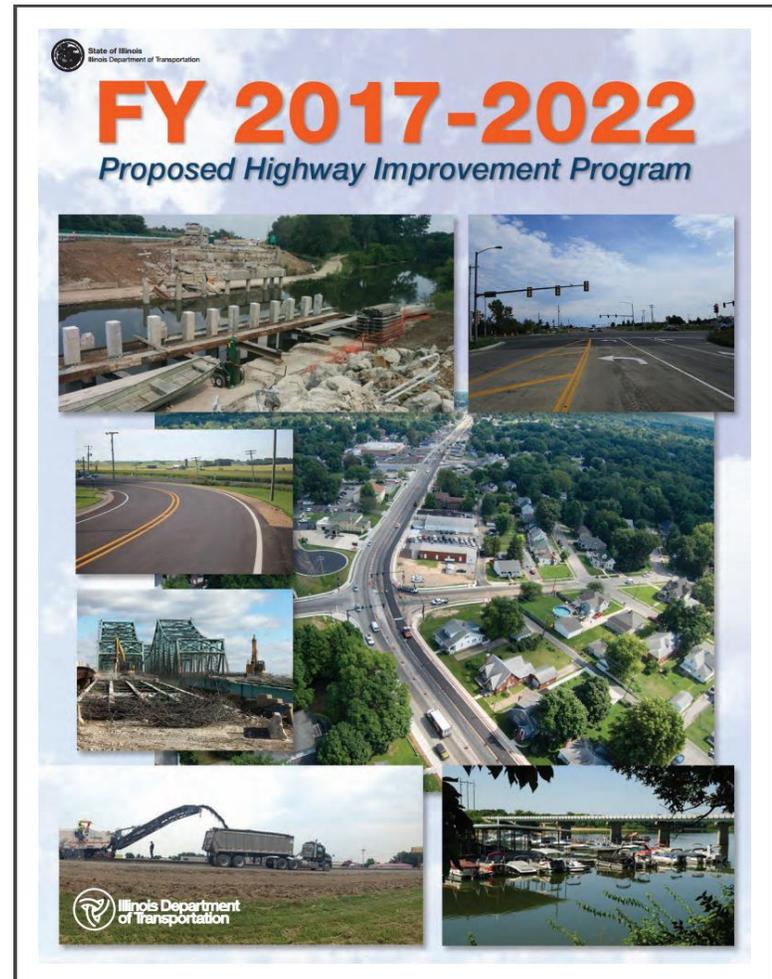
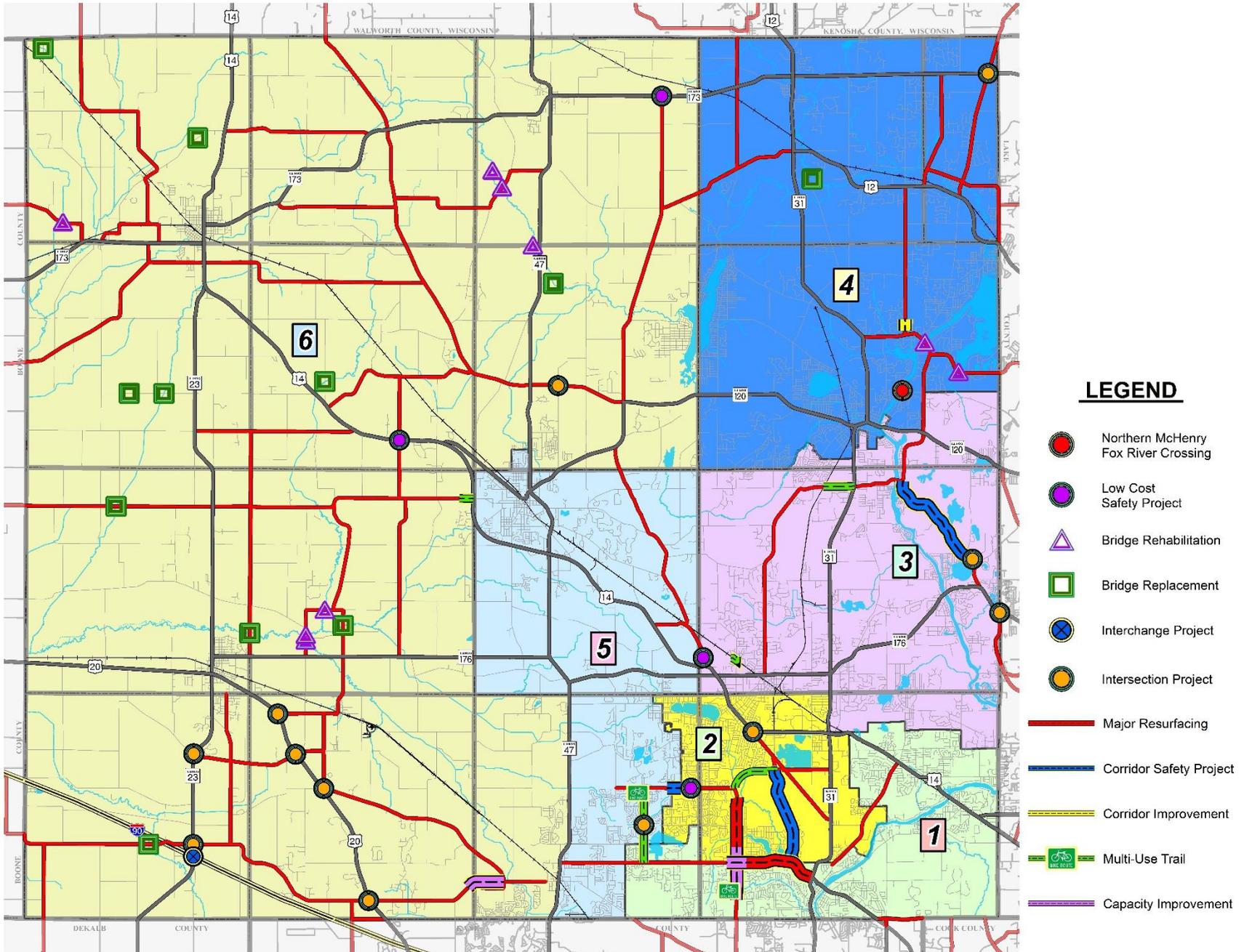


Figure 10: McHenry County 2017-2022 Programmed Projects - Locations Map



2. County Highway Maintenance Program

The McHenry County Division of Transportation is dedicated to maintaining the County Highways. In order to undertake maintenance activities more efficiently, the Division of Transportation has specialized working groups. The County has a sign shop to make and place needed signs and roadway striping. A vegetation section is dedicated to maintaining vegetation within the highway right-of-way. A mechanic shop maintains the vehicles, specialized equipment, 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 \$16.3 million in funding will be required over the next six years for these programs (See Table 6).

Table 6: Maintenance Program Summary

County Highway Maintenance Program	2017-2022 Programmed Costs
Bridge Preventative Maintenance	\$630,812
Culvert Materials	\$157,703
Guardrail Maintenance Program	\$630,812
Highway Lighting Systems-Power	\$567,731
Miscellaneous Culvert Projects	\$1,040,840
Pavement Marking Projects	\$2,523,248
ADA/PROWAG Maintenance Program	\$1,100,000
Remote Salt Storage and Maintenance Facility	\$500,000
Sign Materials	\$599,271
Snow Fence	\$252,325
Snow Removal Materials	\$4,316,859
Striping Paint and Glass Beads	\$1,258,707
Traffic Signal Re-Lamping	\$330,000
Traffic Signal/Lighting Maintenance	\$2,207,842
Tree Trimming and Removal Program	\$193,029
TOTAL	\$16,309,179



Bridge Preventative Maintenance

<i>Title</i>	Bridge Preventative Maintenance		<i>Municipality</i>	Countywide							
<i>Worktype</i>	Bridge Rehabilitation		<i>Board District</i>	All Board Districts							
<i>Category</i>	Preservation		<i>Total Cost</i>	\$630,812							
<i>Lead Agency</i>	McHenry County DOT		<i>Website</i>	N/A							
<i>Project ID</i>	N/A										
<i>Limits</i>	Various bridges throughout McHenry County										
<i>Description</i>	This funding is to enable the MCDOT to protect its bridges from early deterioration by applying protective coating materials on concrete decks and wearing surfaces, cleaning and painting of steel bridge beams, cleaning and/or replacement of bridge bearings and repairing damaged bridge joints or damage to bridges that is in need of repair as a result of routine inspections. These items ensure that the useful life of each bridge the County maintains can be as long as possible. The funding is sufficient for 2 to 4 bridges to receive maintenance each year dependent on the activities performed. The specific bridges to be worked on are evaluated each year based on routine bridge inspections. There are currently 54 bridges under County jurisdiction.										
Location	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total
Various Locations	MAINT	County Option MFT	\$0	\$100,000	\$102,000	\$104,040	\$106,121	\$108,243	\$110,408	\$112,616	\$630,812
		Total Maintenance	\$0	\$100,000	\$102,000	\$104,040	\$106,121	\$108,243	\$110,408	\$112,616	\$630,812
		Total Programmed		\$100,000	\$102,000	\$104,040	\$106,121	\$108,243	\$110,408		\$630,812

Total County Cost: \$630,812



Culvert Materials

<i>Title</i>	Purchase of Culvert Materials										
<i>Worktype</i>	Culverts					<i>Municipality</i>	Countywide				
<i>Category</i>	Preservation					<i>Board District</i>	All Board Districts				
<i>Lead Agency</i>	McHenry County DOT					<i>Total Cost</i>	\$157,703				
<i>Project ID</i>	N/A					<i>Website</i>	N/A				
<i>Limits</i>	Various culverts throughout McHenry County										
<i>Description</i>	This funding is for the annual purchase of roadway culverts. Culverts allow for water to flow under the roadway.										

Location	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total
Various Locations	MAINT	County Option MFT		\$25,000	\$25,500	\$26,010	\$26,530	\$27,061	\$27,602	\$28,154	\$157,703
		Total Maintenance		\$25,000	\$25,500	\$26,010	\$26,530	\$27,061	\$27,602	\$28,154	\$157,703
		Total Programmed		\$25,000	\$25,500	\$26,010	\$26,530	\$27,061	\$27,602		\$157,703

Total County Costs: \$157,703



Guardrail Maintenance Program

<i>Title</i>	Guardrail Maintenance Program										
<i>Worktype</i>	Guardrail	<i>Municipality</i>	Countywide								
<i>Category</i>	Preservation	<i>Board District</i>	All Board Districts								
<i>Lead Agency</i>	McHenry County DOT	<i>Total Cost</i>	\$630,812								
<i>Project ID</i>	N/A	<i>Website</i>	N/A								
<i>Limits</i>	Various locations throughout McHenry County										
<i>Description</i>	This funding is to repair damaged guardrail and upgrade portions of guardrail to meet current standards. Some costs for damaged guardrail are recouped from drivers responsible for the damage if a police report is filed. The County has a total of approximately 14 miles of guardrail in its system.										
Location	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total
Various Locations	MAINT	County Option MFT	\$61,831	\$100,000	\$102,000	\$104,040	\$106,121	\$108,243	\$110,408	\$112,616	\$630,812
		Total Maintenance	\$61,831	\$100,000	\$102,000	\$104,040	\$106,121	\$108,243	\$110,408	\$112,616	\$630,812
		Total Programmed		\$100,000	\$102,000	\$104,040	\$106,121	\$108,243	\$110,408		\$630,812

Total County Cost: \$630,812



Highway Lighting Systems-Power

<i>Title</i>	Highway Lighting Systems		<i>Municipality</i>	Various Municipalities							
<i>Worktype</i>	Signals		<i>Board District</i>	All Board Districts							
<i>Category</i>	Preservation		<i>Total Cost</i>	\$567,731							
<i>Lead Agency</i>	McHenry County DOT		<i>Website</i>	N/A							
<i>Project ID</i>	N/A										
<i>Limits</i>	Various locations throughout McHenry County										
<i>Description</i>	This funding is for the electricity required to light all county roadway lighting and traffic signals. Over the last eight years, the number of street lights on the County roadway system has more than doubled, from 250 street lights in 2009 to 559 in 2017. During that same time period, the number of traffic signals on the County system has increased from 32 to 42 signals, or by over 30%.										
Location	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total
Various Locations	MAINT	County Option MFT		\$90,000	\$91,800	\$93,636	\$95,509	\$97,419	\$99,367	\$101,355	\$567,731
		<i>Total Maintenance</i>		\$90,000	\$91,800	\$93,636	\$95,509	\$97,419	\$99,367	\$101,355	\$567,731
		<i>Total Programmed</i>		\$90,000	\$91,800	\$93,636	\$95,509	\$97,419	\$99,367		\$567,731

Total County Cost: \$567,731



Miscellaneous Culvert Projects

<i>Title</i>	Miscellaneous Culvert Projects										
<i>Worktype</i>	Culverts					<i>Municipality</i>	Various Municipalities				
<i>Category</i>	Preservation					<i>Board District</i>	All Board Districts				
<i>Lead Agency</i>	McHenry County DOT					<i>Total Cost</i>	\$1,040,840				
<i>Project ID</i>	N/A					<i>Website</i>	N/A				
<i>Limits</i>	Various locations throughout McHenry County										
<i>Description</i>	This funding is for the rehabilitation of roadway culverts under various County Highways that Division of Transportation staff are unable to repair due to the scope of the projects.										
Location	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total
Various Locations	MAINT	County Option MFT	\$165,000	\$165,000	\$168,300	\$171,666	\$175,099	\$178,601	\$182,173	\$185,817	\$1,040,840
		Total Maintenance	\$165,000	\$165,000	\$168,300	\$171,666	\$175,099	\$178,601	\$182,173	\$185,817	\$1,040,840
		Total Programmed		\$165,000	\$168,300	\$171,666	\$175,099	\$178,601	\$182,173		\$1,040,840

Total County Costs: \$1,040,840



Pavement Marking Projects

<i>Title</i>	Pavement Marking Projects		<i>Municipality</i>	Various Municipalities							
<i>Worktype</i>	Maintenance		<i>Board District</i>	All Board Districts							
<i>Category</i>	Preservation		<i>Total Cost</i>	\$2,523,248							
<i>Lead Agency</i>	McHenry County DOT		<i>Website</i>	N/A							
<i>Project ID</i>	N/A										
<i>Limits</i>	Various locations throughout McHenry County										
<i>Description</i>	This funding is for thermoplastic pavement markings and reflective pavement markers installation performed by contractors on behalf of the County.										

Location	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total
Various Locations	MAINT	County MFT	\$240,000	\$400,000	\$408,000	\$416,160	\$424,483	\$432,973	\$441,632	\$450,465	\$2,523,248
		Total Maintenance	\$240,000	\$400,000	\$408,000	\$416,160	\$424,483	\$432,973	\$441,632	\$450,465	\$2,523,248
		Total Programmed		\$400,000	\$408,000	\$416,160	\$424,483	\$432,973	\$441,632		\$2,523,248

Total County Cost: \$2,523,248



Americans with Disabilities Act (ADA)/PROWAG Maintenance Program

Title	Americans with Disabilities Act (ADA)/Public Right of Way Accessibility Guidelines (PROWAG) Maintenance Program										
Worktype	ADA	Municipality	Various Municipalities								
Category	Modernization	Board	All Board Districts								
Lead Agency	McHenry County DOT	Total Cost	\$1,100,000								
Project ID	N/A	Website	N/A								
Limits	Various locations throughout McHenry County										
Description	This funding is for updating the accessibility of the County's roadway system in accordance of the American with Disabilities Act (ADA). The County will hire a consultant in 2017 to finalize the ADA Transition Plan and work will start on construction in 2018. The County also ensures that its roadways are accessible to people with disabilities during each resurfacing and construction project.										
Location	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total
ADA Transition Plan	ENGR	County MFT	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
		Total Engineering	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000
Various Locations	MAINT	County MFT	\$0	\$0	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
		Total Maintenance	\$0	\$0	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
		Total Programmed		\$100,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,100,000

Total County Cost: \$1,100,000

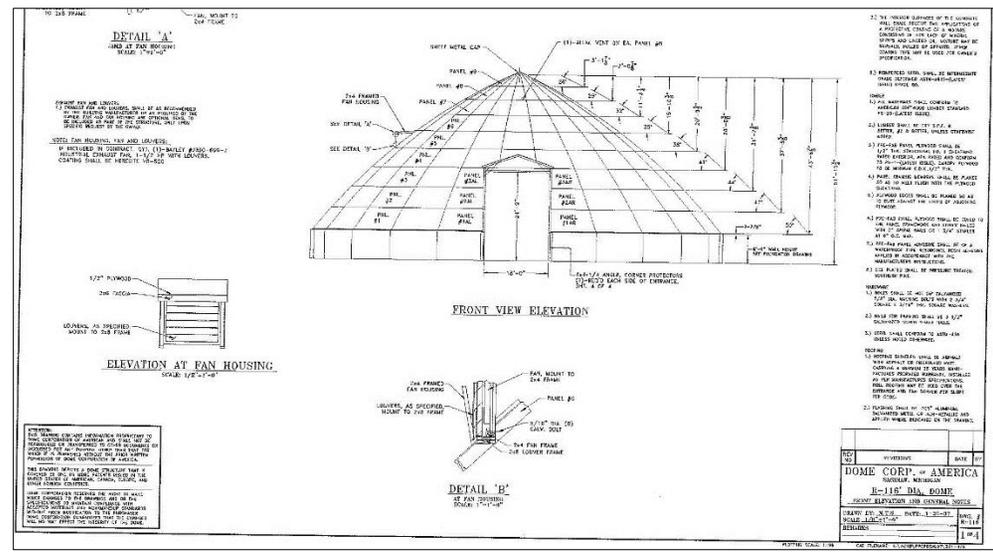


Remote Salt Storage and Maintenance Facility

Title	Remote Salt Storage and Maintenance Facility	
Worktype	Facility	Municipality TBD
Category	Modernization	Board District TBD
Lead Agency	McHenry County DOT	Total Cost \$500,000
Project ID	N/A	Website N/A
Limits	Location TBD	
Description	This funding is for the land acquisition, design and construction of a remote salt storage facility for maintenance operations. The County hopes to find an area to provide additional salt storage capability in order to protect itself and possibly other agencies from dramatic swings in the price paid for salt. This would allow for the ability to take delivery of a year's worth of salt, with the added benefit of having a supply of salt available to draw from in the event that suppliers are unable to deliver salt to the County due to weather or supply chain limitations.	

Location	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total
Location TBD	ENGR	County Option MFT	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000
		<i>Total Engineering</i>	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000
	CONST	County Option MFT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0
		<i>Total Construction</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000	\$0
		Total Programmed		\$0	\$0	\$0	\$0	\$500,000	\$0		\$500,000

Total County Cost: \$500,000



Sign Materials

Title	Sign Materials		Municipality	Various Municipalities							
Worktype	Maintenance		Board District	All Board Districts							
Category	Preservation		Total Cost	\$599,271							
Lead Agency	McHenry County DOT		Website	N/A							
Project ID	N/A										
Limits	Various locations throughout McHenry County										
Description	This funding is for the annual purchase of sign materials. These materials include sign blanks, reflective materials, and posts. The Division of Transportation has the capability to manufacture and install many of the County's signs in-house. Upgrades to the County's signage over the last ten years has greatly reduced future ongoing maintenance needs.										
Location	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total
Various Locations	MAINT	County Option MFT	\$70,132	\$95,000	\$96,900	\$98,838	\$100,815	\$102,831	\$104,888	\$106,985	\$599,271
		Total Maintenance		\$95,000	\$96,900	\$98,838	\$100,815	\$102,831	\$104,888	\$106,985	\$599,271
		Total Programmed		\$95,000	\$96,900	\$98,838	\$100,815	\$102,831	\$104,888		\$599,271

Total County Cost: \$599,271



Living Snow Fence Program

<i>Title</i>	Living Snow Fence		<i>Municipality</i>	Various Municipalities							
<i>Worktype</i>	Maintenance		<i>Board District</i>	All Board Districts							
<i>Category</i>	Preservation		<i>Total Cost</i>	\$252,325							
<i>Lead Agency</i>	McHenry County DOT		<i>Website</i>	N/A							
<i>Project ID</i>	N/A										
<i>Limits</i>	Various locations throughout McHenry County										
<i>Description</i>	This funding is used to contract the use of vegetation materials on private property to minimize drifting snow in key areas of the County. Minimizing drifting snow reduces the amount of anti-icing compound used on our roadways, and it saves the County money on labor costs.										
Location	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total
Various Locations	MAINT	County Option MFT	\$40,000	\$40,000	\$40,800	\$41,616	\$42,448	\$43,297	\$44,163	\$45,046	\$252,325
		<i>Total Maintenance</i>	\$40,000	\$40,000	\$40,800	\$41,616	\$42,448	\$43,297	\$44,163	\$45,046	\$252,325
		Total Programmed	\$40,000	\$40,800	\$41,616	\$42,448	\$43,297	\$44,163	\$44,163		\$252,325

Total County Cost: \$252,325



Snow and Ice Control Materials

Title	Snow and Ice Control Materials				Municipality	Various Municipalities					
Worktype	Maintenance				Board District	All Board Districts					
Category	Preservation				Total Cost	\$4,316,859					
Lead Agency	McHenry County DOT				Website	N/A					
Project ID	N/A										
Limits	All County Roadways										
Description	This funding is for the annual purchase of snow and ice control materials. During the most recent winter season, \$570,640 was spent on salt and another \$103,391 was spent on other snow removal materials. Over the last ten years, the Division of Transportation has average \$902,260 per year in snow and ice control materials purchases. The Division of Transportation currently has the ability to purchase salt for \$73.47 per ton.										
Location	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total
Various Locations	MAINT	County Option MFT	\$895,991	\$674,031	\$700,000	\$714,000	\$728,280	\$742,846	\$757,703	\$772,857	\$4,316,859
		Total Maintenance	\$895,991	\$674,031	\$700,000	\$714,000	\$728,280	\$742,846	\$757,703	\$772,857	\$4,316,859
		Total Programmed		\$674,031	\$700,000	\$714,000	\$728,280	\$742,846	\$757,703		\$4,316,859

Total County Cost: \$4,316,859



Striping Paint and Glass Beads

Title	Striping Paint and Glass Beads		Municipality	Various Municipalities							
Worktype	Maintenance		Board District	All Board Districts							
Category	Preservation		Total Cost	\$1,258,707							
Lead Agency	McHenry County DOT		Website	N/A							
Project ID	N/A										
Limits	All County Roadways										
Description	This funding is for the annual purchase of pavement marking paint and glass beads for work performed by McHenry County Division of Transportation staff. In 2017, \$169,898 will be spent on pavement marking paint and \$29,640 will be spent on glass beads. In 2016, \$171,800 was spent on paint and \$29,000 was spent on beads. The MCDOT annually paints and places glass beads on approximately 159 miles of County Highways and 115 centerline miles of township highways for the following townships (Chemung, Greenwood, Riley, Dorr, Hartland, Seneca, Grafton, and Marengo).										
Location	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total
Various Locations	MAINT	County MFT	\$200,800	\$199,538	\$203,528	\$207,599	\$211,751	\$215,986	\$220,306	\$224,712	\$1,258,707
		Total Maintenance	\$200,800	\$199,538	\$203,528	\$207,599	\$211,751	\$215,986	\$220,306	\$224,712	\$1,258,707
		Total Programmed		\$199,538	\$203,528	\$207,599	\$211,751	\$215,986	\$220,306		\$1,258,707

Total County Costs: \$1,258,707



Traffic Signal Re-Lamping

<i>Title</i>	Traffic Signal Re-Lamping										
<i>Worktype</i>	Signals					<i>Municipality</i>	Various Municipalities				
<i>Category</i>	Modernization					<i>Board District</i>	All Board Districts				
<i>Lead Agency</i>	McHenry County DOT					<i>Total Cost</i>	\$330,000				
<i>Project ID</i>	N/A					<i>Website</i>	N/A				
<i>Limits</i>	All County Roadways										
<i>Description</i>	This funding is for replacing bulbs on County Highway traffic lights with LED bulbs.										
Location	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total
Various Locations	MAINT	County Option MFT	\$100,000	\$0	\$105,000	\$0	\$110,000	\$0	\$115,000	\$0	\$330,000
		<i>Total Maintenance</i>	\$100,000	\$0	\$105,000	\$0	\$110,000	\$0	\$115,000	\$0	\$330,000
		Total Programmed		\$0	\$105,000	\$0	\$110,000	\$0	\$115,000		\$330,000

Total County Cost: \$330,000

Traffic Signal/Lighting Maintenance

<i>Title</i>	Traffic Signal/Lighting Maintenance										
<i>Worktype</i>	Signals					<i>Municipality</i>	Various Municipalities				
<i>Category</i>	Modernization					<i>Board District</i>	All Board Districts				
<i>Lead Agency</i>	McHenry County DOT					<i>Total Cost</i>	\$2,207,842				
<i>Project ID</i>	N/A					<i>Website</i>	N/A				
<i>Limits</i>	Various County Roadways										
<i>Description</i>	This funding is for a 24-hour repair and routine maintenance contract to maintain traffic signals and lighting systems on County Roadways. MCDOT staff maintains 42 traffic signals, 23 roadway lighting systems and 41 roadway flasher systems throughout the County under its jurisdiction. Due to the number of systems and the required 24-hour response time needed for adequate service, the County contracts with a private firm to maintain these systems on a daily, on-call, as-needed basis.										
Location	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total
Various Locations	MAINT	County Option MFT	\$400,000	\$350,000	\$357,000	\$364,140	\$371,423	\$378,851	\$386,428	\$394,157	\$2,207,842
		<i>Total Maintenance</i>	\$400,000	\$350,000	\$357,000	\$364,140	\$371,423	\$378,851	\$386,428	\$394,157	\$2,207,842
		Total Programmed		\$350,000	\$357,000	\$364,140	\$371,423	\$378,851	\$386,428		\$2,207,842

Total County Cost: \$2,207,842

Tree Trimming and Removal Program

<i>Title</i>	Tree Trimming and Removal Program	<i>Municipality</i>	Various Municipalities
<i>Worktype</i>	Maintenance	<i>Board District</i>	All Board Districts
<i>Category</i>	Preservation	<i>Total Cost</i>	\$193,029
<i>Lead Agency</i>	McHenry County DOT	<i>Website</i>	N/A
<i>Project ID</i>	N/A		
<i>Limits</i>	Various County Roadways		
<i>Description</i>	This funding is for a contract for large and emergency tree trimming and removal.		

Location	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total
Various Locations	MAINT	County Option MFT	\$30,000	\$30,600	\$31,212	\$31,836	\$32,473	\$33,122	\$33,785	\$34,461	\$193,029
		<i>Total Maintenance</i>	\$30,000	\$30,600	\$31,212	\$31,836	\$32,473	\$33,122	\$33,785	\$34,461	\$193,029
		<i>Total Programmed</i>		\$30,600	\$31,212	\$31,836	\$32,473	\$33,122	\$33,785		\$193,029

Total County Cost: \$193,029



3. County Highway Pavement Preservation Program

The management of the County’s pavement includes constant monitoring and improvements such as resurfacing, applying rejuvenator, crack sealing and micro-surfacing to extend the useable life of the County Highways. The premise is to select the right project at the right time with the right treatment. Despite preventative maintenance, a roadway will eventually need to be completely reconstructed. Such improvements are necessary to maintain the investment the public has made in the County Highway System. Neglecting pavement management needs can result in safety hazards, serious deterioration of the infrastructure, damage to vehicles traveling on the driving surface and increased future improvement costs. Like general maintenance activities, these pavement preservation activities are considered a first priority for funding. Between 2017 and 2022, \$33.3 million in pavement preservation projects are programmed (See Table 7). The 2017 pavement preservation program is shown as Figure 11 on the following page.

County Highway Pavement Preservation Program	2017-2022 Programmed Costs
Condition Evaluation/GIS Pavement Management Updates	\$394,063
County Pavement Preservation	\$27,534,948
Materials Testing	\$820,055
Randall Road and Algonquin Road Resurfacing	\$ 4,500,000
TOTAL	\$33,249,066

Table 7: 2017-2022 Pavement Preservation Program Summary





Location Map

-  Crack Seal
-  Mill & Resurface (4 inch)
-  Mill & Resurface (2 inch)

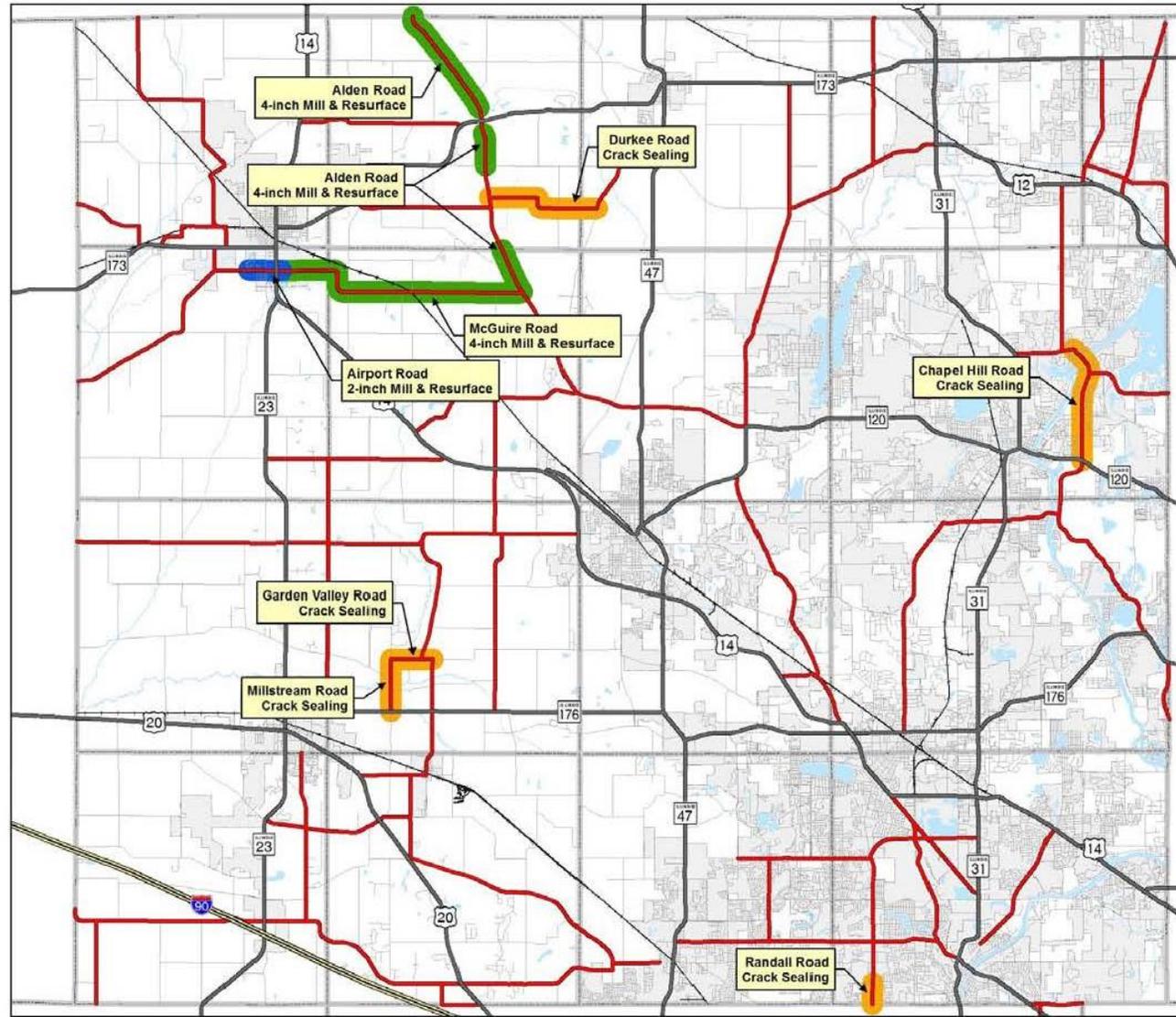


Figure 11: 2017 Pavement Preservation Program

Condition Evaluation/GIS Pavement Management Updates

Title	Condition Evaluation/GIS Pavement Management Updates											
Worktype	Pavement Preservation					Municipality	Various Municipalities					
Category	Preservation					Board District	All Board Districts					
Lead Agency	McHenry County DOT					Total Cost	\$394,063					
Project ID	N/A					Website	N/A					
Limits	Various County Roadways											
Description	This funding is for the evaluation of pavement conditions of County roadways and data collection needed for the GIS Pavement Management updates. This provides data to determine which roads need what pavement management activity and when.											
Location	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total	
Various Locations	ENGR	RTA Sales Tax	\$0	\$125,000	\$0	\$131,250	\$0	\$137,813	\$0	\$144,703	\$394,063	
		Total Engineering	\$0	\$125,000	\$0	\$131,250	\$0	\$137,813	\$0	\$144,703	\$394,063	
		Total Programmed		\$125,000	\$0	\$131,250	\$0	\$137,813	\$0		\$394,063	

Total County Cost: \$394,063



MCDOT Pavement

Segment ID: Randall Road 1

Features

- Pavement Classification: AC Asphalt Concrete
- Functional Classification: Other Principal Arterial
- Centerline Length: 2648 ft
- Average Width: 64 ft
- Pavement Area: 169472 ft²
- Today's DCI (Predicted): 6.51

Location

Route: Randall Road

Route Number: V 29

Route Direction: South to North

Travel Lanes: 4

Attachments

<Images>\2015 IMS Survey\pass1V...

Details

Pavement History | Inspection Activity | Traffic Counts | Suggested Maintenance

Constructed: 09/01/1996 Resurfaced: 09/01/2008

When Started	When Ended	Activity	Milling Depth	Surface Course	Surface Thickness	Bin Cox
09/01/1982	09/01/1982	AC - Surface Overlay < 2"	0 in	Class I	1 in	Class
09/01/1996	09/01/1996	AC - Reconstruction Full Depth	0 in	Class I	1.5 in	Class
09/01/2008	09/01/2008	AC - Milling & Surface Overlay > 2"				

County Pavement Preservation

Title	County Pavement Preservation & Resurfacing										
Worktype	Pavement Preservation					Municipality	Various Municipalities				
Category	Preservation					Board District	All Board Districts				
Lead Agency	McHenry County DOT					Total Cost	\$27,534,948				
Project ID	N/A					Website	mchenrycountygis.org/ConstructionProjects/#/MapView				
Limits	Various County Roadways										
Description	The right road, with the right treatment, at the right time. This funding is allocated each year to preserve and resurface approximately 5% of County Highway system lane miles. Pavement preservation techniques include rejuvenator application (which slows down the oxidation process and reduces pavement surface deterioration), crack sealing (which protects the pavement structure by limiting moisture intrusion into the roadway base) and thin lift treatments (which further extend the life the riding surface). Each of these techniques are implemented at different times over the life of a resurfaced pavement with the goal of preserving pavement integrity and the useful life of the highway.										
Segment	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total
Various Locations	CONST	County MFT	\$3,638,158	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$12,000,000
Various Locations	CONST	RTA Sales Tax	\$580,733	\$2,365,000	\$2,452,300	\$2,541,346	\$2,632,173	\$2,724,816	\$2,819,313	\$2,915,699	\$15,534,948
		Total Construction	\$4,218,891	\$4,365,000	\$4,452,300	\$4,541,346	\$4,632,173	\$4,724,816	\$4,819,313	\$4,915,699	\$27,534,948
		Total Programmed		\$4,365,000	\$4,452,300	\$4,541,346	\$4,632,173	\$4,724,816	\$4,819,313		\$27,534,948

Total County Cost: \$27,534,948



Materials Testing

<i>Title</i>	Materials Testing										
<i>Worktype</i>	Pavement Preservation				<i>Municipality</i>	Various Municipalities					
<i>Category</i>	Preservation				<i>Board District</i>	All Board Districts					
<i>Lead Agency</i>	McHenry County DOT				<i>Total Cost</i>	\$820,055					
<i>Project ID</i>	N/A				<i>Website</i>	N/A					
<i>Limits</i>	Various County Roadways										
<i>Description</i>	This funding is for the required engineering services to test pavement materials in accordance with IDOT requirements and investigate highway subsurface for all County paving and construction projects. A portion of the costs are paid for by Township Motor Fuel Tax as some of the testing performed is for Township resurfacing projects administered by the County.										
Segment	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total
Various Locations	CONST	RTA Sales Tax	\$97,153	\$104,000	\$106,080	\$108,202	\$110,366	\$112,573	\$114,824	\$117,121	\$656,045
Various Locations	CONST	Township MFT	\$24,885	\$26,000	\$26,520	\$27,050	\$27,591	\$28,143	\$28,706	\$29,280	\$164,010
		Total Construction	\$122,038	\$130,000	\$132,600	\$135,252	\$137,957	\$140,716	\$143,530	\$146,401	\$820,055
		Total Programmed		\$130,000	\$132,600	\$135,252	\$137,957	\$140,716	\$143,530		\$820,055

Total County Cost: \$656,045



Major Resurfacing Projects

Title	Randall Road and Algonquin Road Resurfacing Projects					Municipality	Crystal Lake, Lake in the Hills and Algonquin				
Worktype	Pavement Preservation					Board District	District 1, District 2				
Category	Preservation					Total Cost	\$4,500,000				
Lead Agency	McHenry County DOT					Website	N/A				
Project ID	N/A										
Limits	Randall Road from Alexandra Boulevard to Acorn Lane. Algonquin Road from Crystal Lake Road to Illinois Route 31 (3.2 Total Miles)										
Description	This resurfacing is outside the project limits of the Randall Road project which is described in detail on page 74. This resurfacing project will address the need to preserve the pavement of both Randall and Algonquin Roads and is anticipated to be constructed immediately following the Randall Road widening project. This funding is for resurfacing, barrier warrant upgrades, curb repairs, ADA improvements, and pedestrian accommodations.										
Segment	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total
Algonquin Road	CONST	County Option MFT	\$0	\$0	\$0	\$0	\$2,100,000	\$0	\$0	\$0	\$2,100,000
		<i>Total Construction</i>	\$0	\$0	\$0	\$0	\$2,100,000	\$0	\$0	\$0	\$2,100,000
Randall Road	CONST	RTA Sales Tax	\$0	\$0	\$0	\$0	\$2,400,000	\$0	\$0	\$0	\$2,400,000
		<i>Total Construction</i>	\$0	\$0	\$0	\$0	\$2,400,000	\$0	\$0	\$0	\$2,400,000
		Total Programmed		\$0	\$0	\$0	\$4,500,000	\$0	\$0		\$4,500,000

Total County Cost: \$4,500,000



4. County and Township Bridge Program

In conjunction with biennial bridge inspections, the Division of Transportation applies a pre-emptive approach to identify bridge structures, drainage ways, and storm sewer systems requiring reconstruction and/or having the ability to be rehabilitated before further deterioration can occur. This approach allows for more cost-effective measures to protect the County’s investment in bridge structures. Between 2017 and 2022, \$34.7 million in bridge work is programmed including funding to replace, rehabilitate, and repair 20 bridges. Of that amount, \$10.8 million will come from County funding sources.

In general, bridge replacement projects are eligible for federal bridge funds, which are now called Surface Transportation Program – Bridge (STP-Bridge), 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 80. The federal funds will pay for up to 80% of the project cost and requires a minimum 20% local match. Township bridge work is eligible for state Township Bridge Program (TBP) funds, which is currently \$162,000 per year. The County funds the local share of engineering and construction work for bridges with the County Bridge fund. Since many bridges were built between 1930 and 1970 across the region, there is increasing competition for limited federal STP-Bridge and TBP funds to rehabilitate or replace deteriorating bridge infrastructure to prevent their potential closure.



County and Township Bridge Program Summary	2017-2022 Programmed Costs
Allendale Road Township Bridge (SN056-3126)	\$2,300,000
Bay Road Bridge (SN056-3106) (TIP # 11-15-0005)	\$1,009,258
Bridge Inspections	\$718,251
Bunker Hill Road Township Bridge (SN056-3107)	\$1,100,000
Bunker Hill Road Township Bridge (SN056-3070)	\$200,000
Chapel Hill Road Bridge (SN056-3134) (TIP # 11-15-0006)	\$1,732,173
Deerpass Road Bridges (SN056-3029/3030) (TIP# 11-10-0003)	\$6,399,996
Garden Valley Road Bridge (SN056-3028)	\$150,000
Harmony Road Bridge (SN056-3138)	\$900,000
Hunter Road Bridge (SN056-3034)	\$2,290,000
Johnson Road Bridge (SN056-3128)	\$990,000
Kishwaukee Valley Road Culvert (SN056-3202)	\$200,000
Millstream Road Bridges (SN056-3022/3023)	\$2,441,673
Nelson Road Culvert (SN056-3201)	\$300,000
Oak Grove Road Township Bridge (SN056-3035) (TIP#11-14-0006)	\$2,174,218
O’Brien Road Township Bridge (SN056-3118) (TIP#11-14-0005)	\$1,662,038
Paulson Road Township Bridge (SN056-3071)	\$2,005,000
Thayer Road Township Bridge (SN056-3115)	\$1,320,000
Township Bridge Rehabilitation Assistance Program	\$972,000
Union Road Bridge (SN056-3026) (TIP#11-14-0004)	\$1,887,637
West Solon Road Township Bridge (SN056-3142)	\$2,005,000
White Oaks Road Township Bridge (SN056-3043)	\$1,975,000
TOTAL	\$34,732,245*

**of that amount, the County is responsible for \$10.8 million*

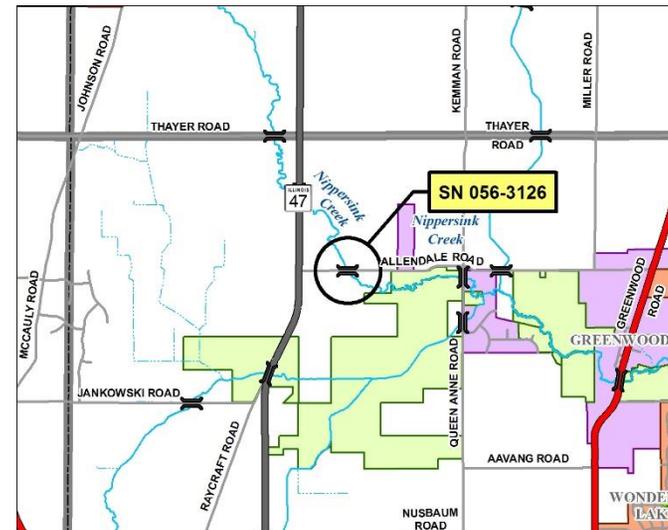
Allendale Road Bridge

Title	Allendale Road Township Bridge Replacement		Municipality	Unincorporated Greenwood Township	
Worktype	Bridge Replacement		Board District	District 6	
Category	Preservation		Total Cost	\$2,300,000	
Lead Agency	McHenry County DOT		Website	N/A	
Project ID	SN056-3126				
Limits	Allendale Road Bridge				
Description	This funding is for the replacement of a Township bridge over the Nippersink Creek in Greenwood Township. It had a sufficiency rating of 65.9/100 in 2016. Construction is anticipated in 2021.				

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Allendale Road Bridge	ENGR1	County Bridge Fund		\$150,000							\$150,000
		<i>Total Engineering 1</i>		\$150,000							\$150,000
	ENGR2	County Bridge Fund				\$150,000					\$150,000
		<i>Total Engineering 2</i>				\$150,000					\$150,000
	CONST	County Bridge Fund						\$400,000			\$400,000
	CONST	Federal STP Bridge						\$1,600,000			\$1,600,000
		<i>Total Construction</i>						\$2,000,000			\$2,000,000
		Total Programmed		\$150,000		\$150,000		\$2,000,000			\$2,300,000

Total County Cost: \$700,000

Total Federal Share: \$1,600,000



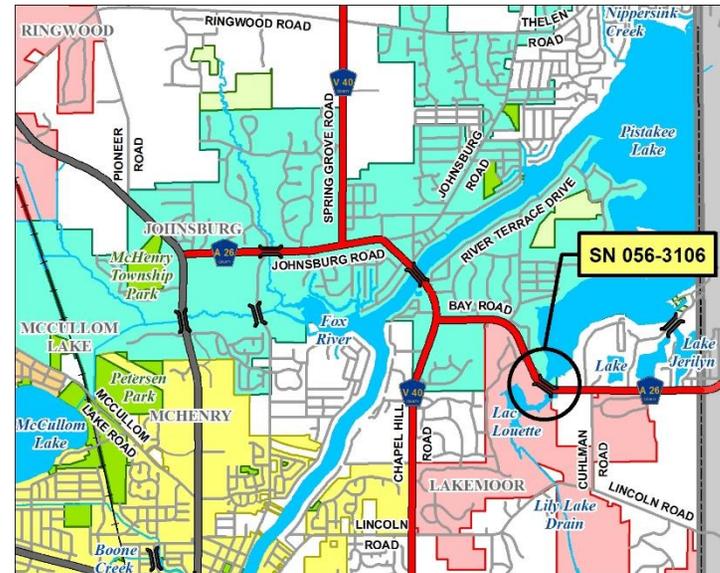
Bay Road Bridge (TIP#11-15-0005)

Title	Bay Road Bridge Rehabilitation			Municipality	Village of Johnsburg and Village of Lakemoor		
Worktype	Bridge Rehabilitation			Board District	District 4		
Category	Preservation			Total Cost	\$1,009,258		
Lead Agency	McHenry County DOT			Website	N/A		
Project ID	TIP # 11-15-0005; SN056-3106						
Limits	Bay Road Bridge						
Description	This funding is for the rehabilitation of a County bridge over Pistakee Lake (a.k.a Lily Lake Drain) in McHenry Township. The existing bridge was built in 1968. It had a sufficiency rating of 67/100 in 2014 and 63.7/100 in 2016. Construction is anticipated in 2018.						

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Bay Road Bridge	ENGR1&2	County Bridge Fund	\$268,391	\$8,808							\$8,808
		Total Engineering	\$268,391	\$8,808							\$8,808
	CONST	County Bridge Fund			\$200,090						\$200,090
	CONST	Federal STP Bridge			\$800,360						\$800,360
		Total Construction			\$1,000,450						\$1,000,450
		Total Programmed			\$8,808	\$1,000,450					\$1,009,258

Total County Cost: \$208,898

Total Federal Share: \$800,360



Bridge Inspections

Title	Bridge Inspections											
Worktype	Bridge Rehabilitation					Municipality	Various Municipalities					
Category	Preservation					Board District	All Board Districts					
Lead Agency	McHenry County DOT					Total Cost	\$718,251					
Project ID	N/A					Website	N/A					
Limits	Various Bridges											
Description	This funding is for the required biennial inspections of County and Township structures and special inspection such as scour analysis, underwater inspections, or emergency inspections.											
Segment	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total	
Various Bridges	ENGR	County Bridge Fund	\$230,000		\$230,000		\$239,292		\$248,959		\$718,251	
		Total Engineering	\$230,000		\$230,000		\$239,292		\$248,959		\$718,251	
		Total Programmed			\$230,000		\$239,292		\$248,959		\$718,251	

Total County Cost: \$718,251



Bunker Hill Road Township Bridge (West)

Title	Bunker Hill Road Township Bridge		
Worktype	Bridge Replacement	Municipality	Unincorporated Dunham Township
Category	Preservation	Board District	District 6
Lead Agency	McHenry County DOT	Total Cost	\$1,100,000
Project ID	SN056-3107	Website	N/A
Limits	Bunker Hill Road Bridge		
Description	This funding is for the replacement of a Township bridge over a drainage ditch in Dunham Township. The existing bridge had a sufficiency rating of 51.3/100 in 2016. Construction is anticipated in 2020.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Bunker Hill Road Bridge	ENGR1	County Matching		\$20,000							\$20,000
	ENGR1	Federal STP Bridge		\$80,000							\$80,000
	Total Engineering 1			\$100,000							
	ENGR2	County Matching				\$20,000					\$20,000
	ENGR2	Federal STP Bridge				\$80,000					\$80,000
	Total Engineering 2					\$100,000					
	CONST	County Matching					\$180,000				\$180,000
	CONST	Federal STP Bridge					\$720,000				\$720,000
	Total Construction						\$900,000				
Total Programmed				\$100,000		\$100,000	\$900,000				\$1,100,000

Total County Cost: \$220,000

Total Federal Share: \$880,000



Bunker Hill Road Township Bridge (East)

Title	Bunker Hill Road Township Bridge		
Worktype	Bridge Replacement	Municipality	Unincorporated Dunham Township
Category	Preservation	Board District	District 6
Lead Agency	McHenry County DOT	Total Cost	\$200,000
Project ID	SN056-3070	Website	N/A
Limits	Bunker Hill Road Bridge		
Description	This funding is for the replacement of a Township bridge over the Rush Creek in Dunham Township. The existing bridge had a sufficiency rating of 65.9/100 in 2016. Construction is anticipated in 2023.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Bunker Hill Road Bridge	ENGR1	County Bridge Fund					\$20,000				\$20,000
	ENGR1	Federal STP Bridge					\$80,000				\$80,000
		Total Engineering 1					\$100,000				\$100,000
	ENGR2	County Bridge Fund							\$20,000		\$20,000
	ENGR2	Federal STP Bridge							\$80,000		\$80,000
		Total Engineering 2							\$100,000		\$100,000
	CONST	County Bridge Fund								\$180,000	\$0
	CONST	Federal STP Bridge								\$720,000	\$0
		Total Construction								\$900,000	\$0
		Total Programmed					\$100,000		\$100,000		\$200,000

Total County Cost: \$40,000

Total Federal Share: \$160,000



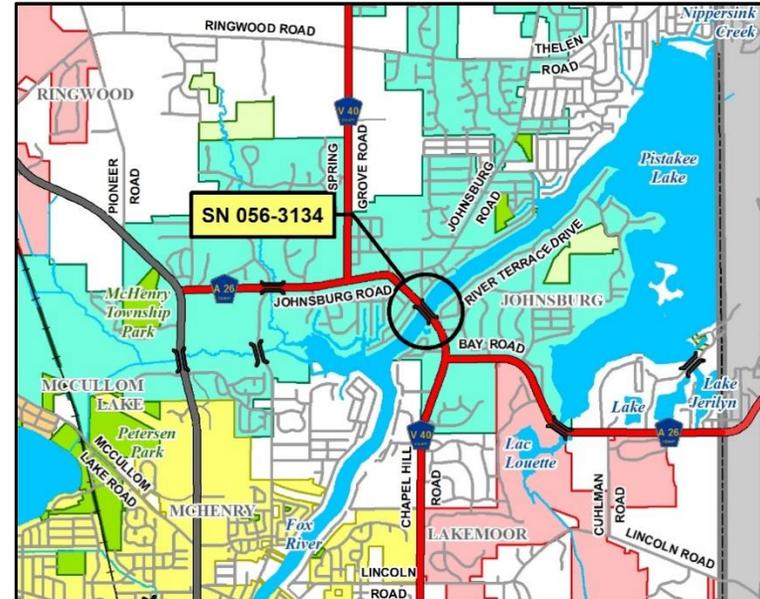
Chapel Hill Road Bridge (TIP#11-15-0006)

Title	Chapel Hill Road Bridge	Municipality	Village of Johnsburg
Worktype	Bridge Rehabilitation	Board District	District 4
Category	Preservation	Total Cost	\$1,732,173
Lead Agency	McHenry County DOT	Website	N/A
Project ID	TIP # 11-15-0006; SN 056-3134		
Limits	Chapel Hill Road Bridge		
Description	This funding is for the rehabilitation of a bridge over the Fox River in McHenry Township. The existing bridge was built in 1938 and was rehabilitated last in 1996. It had a sufficiency rating of 42/100 in 2014 and 40.7/100 in 2016. Construction is anticipated in 2018.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Chapel Hill Road Bridge	ENGR	County Bridge Fund	\$287,543	\$32,173							\$32,173
		Total Engineering	\$287,543	\$32,173							\$32,173
Chapel Hill Road Bridge	CONST	County Matching			\$340,000						\$340,000
	CONST	Federal STP Bridge			\$1,360,000						\$1,360,000
		Total Construction			\$1,700,000						\$1,700,000
		Total Programmed		\$32,173	\$1,700,000						\$1,732,173

Total County Cost: \$372,173

Total Federal Share: \$1,360,000



Deerpass Road Bridges (TIP#11-10-0003)

Title	Deerpass Road Bridges										
Worktype	Bridge Replacement						Municipality	Marengo			
Category	Preservation						Board District	District 6			
Lead Agency	McHenry County DOT						Total Cost	\$6,399,996			
Project ID	TIP # 11-10-0003; SN 056-3029 & 056-3030						Website	N/A			
Limits	Deerpass Road Bridges										
Description	This funding is for the replacement of two existing bridge structures into one structure over the Kishwaukee River and a tributary on the Marengo and Seneca Township boundary. The existing bridges were built in 1966 and have a posted limit of 15 tons. They had sufficiency ratings of 42.4/100 and 26.9/100 in 2014. The sufficiency ratings dropped to 36.9/100 and 26.9/100 in 2016. Construction is anticipated in 2018.										
Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Deerpass Road Bridges	ENGR1	County Bridge Fund	\$85,427								\$0
	ENGR1	Federal STP Bridge	\$192,170								\$0
	<i>Total Engineering 1</i>		\$277,597								\$0
	ENGR2	County Matching & Option MFT	\$73,934	\$5,554							\$5,554
	ENGR2	Federal STP Bridge	\$295,734	\$22,217							\$22,217
	<i>Total Engineering 2</i>		\$369,668	\$27,771							\$27,771
	ROW	County Matching	\$29,200	\$284,700							\$284,700
	<i>Total Right of Way</i>		\$29,200	\$284,700							\$284,700
	CONST	County Bridge Fund			\$317,505						\$317,505
	CONST	County Option MFT			\$800,000						\$800,000
	CONST	Federal STP Bridge			\$4,470,020						\$4,470,020
	<i>Total Construction</i>				\$5,587,525						\$5,587,525
	CE	County Matching			\$500,000						\$500,000
	<i>Total Construction Engineering</i>				\$500,000						\$500,000
Total Programmed				\$312,471	\$6,087,525						\$6,399,996

Total County Cost: \$1,907,759

Total Federal Share: \$4,492,237



Garden Valley Road Bridge

Title	Garden Valley Road Bridge		
Worktype	Bridge Rehabilitation	Municipality	Unincorporated Seneca Township
Category	Preservation	Board District	District 6
Lead Agency	McHenry County DOT	Total Cost	\$150,000
Project ID	SN 056-3028	Website	N/A
Limits	Garden Valley Road Bridge		
Description	This funding is for a deck rehabilitation of Garden Valley Road Bridge over the Kishwaukee River. The existing bridge had a sufficiency rating of 85.9/100 in 2014. The bridge currently has a posting restricting the loads that may traverse the bridge. Construction is anticipated in 2017.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Garden Valley Rd Bridge	ENGR2	County Bridge Fund	\$66,048								\$0
		<i>Total Engineering 2</i>	\$66,048								\$0
	CONST	County Bridge Fund		\$150,000							\$150,000
		<i>Total Construction</i>		\$150,000							\$150,000
		Total Programmed		\$150,000							\$150,000

Total County Cost: \$150,000

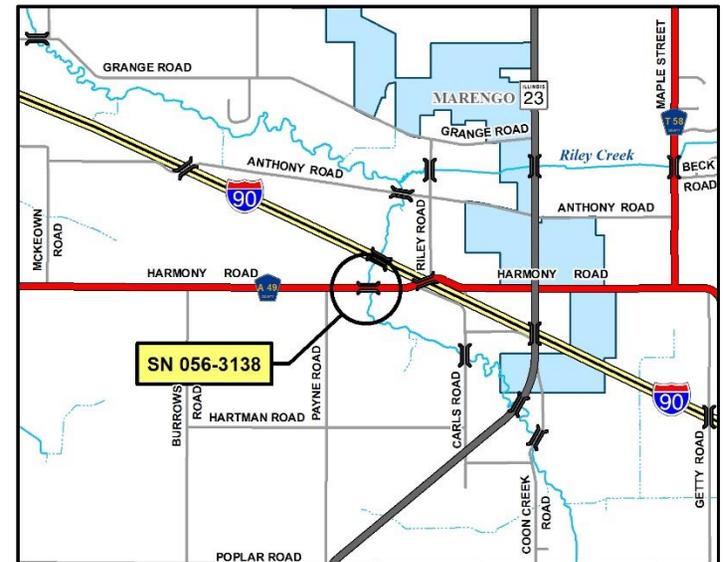


Harmony Road Bridge

Title	Harmony Road Bridge		Municipality	Unincorporated Riley Township	
Worktype	Bridge Replacement		Board District	District 6	
Category	Preservation		Total Cost	\$900,000	
Lead Agency	McHenry County DOT		Website	N/A	
Project ID	SN 056-3138				
Limits	Harmony Road Bridge				
Description	This funding is for the replacement of an existing bridge over Coon Creek. It had a sufficiency rating of 76.7/100 in 2014. Construction is anticipated in 2019.				

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Harmony Road Bridge	ENGR1	County Matching		\$150,000							\$150,000
		<i>Total Engineering 1</i>		\$150,000							\$150,000
	ENGR2	County Matching			\$150,000						\$150,000
		<i>Total Engineering 2</i>			\$150,000						\$150,000
	CONST	County Bridge Fund				\$600,000					\$600,000
		<i>Total Construction</i>				\$600,000					\$600,000
		Total Programmed		\$150,000	\$150,000	\$600,000					\$900,000

Total County Cost: \$900,000



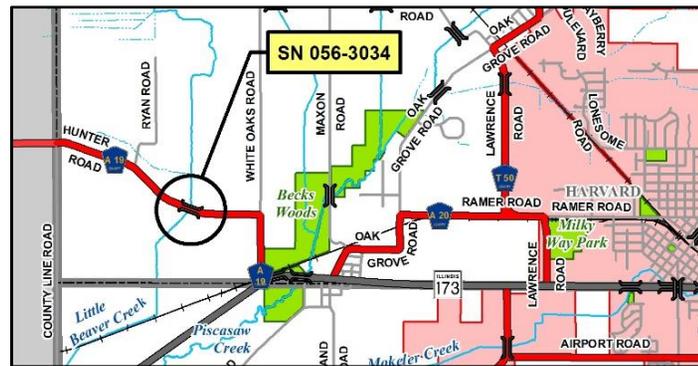
Hunter Road Bridge

Title	Hunter Road Bridge	
Worktype	Bridge Rehabilitation	Municipality Unincorporated Chemung Township
Category	Preservation	Board District District 6
Lead Agency	McHenry County DOT	Total Cost \$2,290,000
Project ID	SN 056-3034	Website N/A
Limits	Hunter Road Bridge	
Description	This funding is for a rehabilitation of Hunter Road Bridge over the Little Beaver Creek. It had a sufficiency rating of 73/100 in 2014 and 52.6/100 in 2016. Construction is anticipated in 2021.	

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Hunter Road Bridge	ENGR	County Bridge Fund	\$36,825								\$0
		Total Engineering	\$36,825								\$0
	ENGR1	County Bridge Fund		\$28,000							\$28,000
	ENGR1	Federal STP Bridge		\$112,000							\$112,000
		Total Engineering 1		\$140,000							\$140,000
	ENGR2	County Bridge Fund				\$30,000					\$30,000
	ENGR2	Federal STP Bridge				\$120,000					\$120,000
		Total Engineering 2				\$150,000					\$150,000
	CONST	County Matching						\$400,000			\$400,000
	CONST	Federal STP Bridge						\$1,600,000			\$1,600,000
		Total Construction						\$2,000,000			\$2,000,000
		Total Programmed		\$140,000		\$150,000		\$2,000,000			\$2,290,000

Total County Cost: \$458,000

Total Federal Share: \$1,832,000



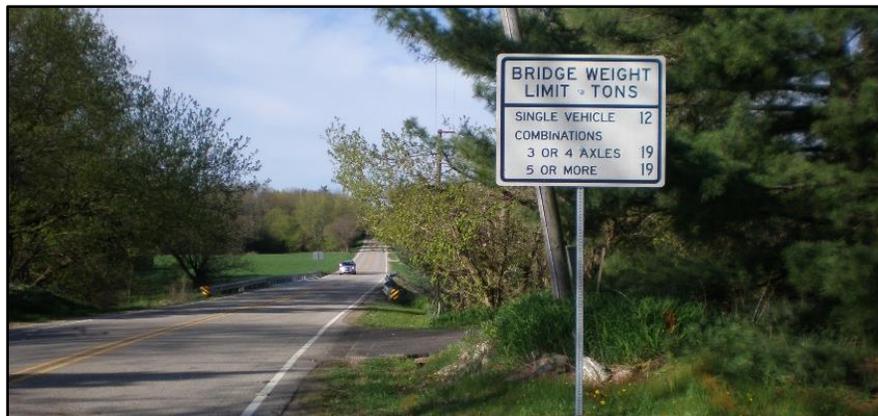
Johnson Road Bridge

Title	Johnson Road Bridge		
Worktype	Bridge Rehabilitation	Municipality	Unincorporated Hebron Township
Category	Preservation	Board District	District 6
Lead Agency	McHenry County DOT	Total Cost	\$990,000
Project ID	SN 056-3128	Website	N/A
Limits	Johnson Road Bridge		
Description	This funding is for a deck rehabilitation of Johnson Road Bridge over the Nippersink Creek. It had a sufficiency rating of 52/100 in 2016. A weight restriction of 12 tons for single unit vehicles and 19 tons for combination vehicles was placed on the bridge on April 24, 2017. Construction is anticipated in 2019.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Johnson Road Bridge	ENGR1	County Bridge Fund		\$24,000							\$24,000
	ENGR1	Federal STP Bridge		\$96,000							\$96,000
		Total Engineering 1		\$120,000							\$120,000
	ENGR2	County Bridge Fund			\$24,000						\$24,000
	ENGR2	Federal STP Bridge			\$96,000						\$96,000
		Total Engineering 2			\$120,000						\$120,000
	CONST	County Bridge Fund				\$150,000					\$150,000
	CONST	Federal STP Bridge				\$600,000					\$600,000
		Total Construction				\$750,000					\$750,000
		Total Programmed		\$120,000	\$120,000	\$750,000					\$990,000

Total County Cost: \$198,000

Total Federal Share: \$792,000

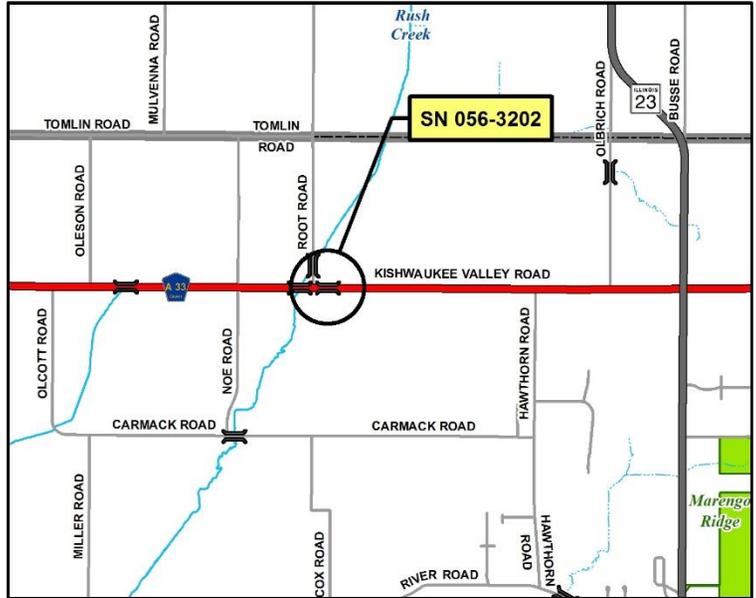


Kishwaukee Valley Road Culvert

Title	Kishwaukee Valley Road Culvert	
Worktype	Culvert	Municipality Unincorporated Marengo Township
Category	Preservation	Board District District 6
Lead Agency	McHenry County DOT	Total Cost \$200,000
Project ID	SN 056-3202	Website N/A
Limits	Kishwaukee Valley Road Culvert	
Description	This funding is to replace the concrete box culvert that carries a tributary of Rush Creek under Kishwaukee Valley Road. It had a sufficiency rating of 56.4/100 in 2016 and construction is anticipated in 2022.	

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Kishwaukee Valley Culvert	ENGR	County Matching			\$50,000						\$50,000
		<i>Total Engineering</i>			\$50,000						\$50,000
	CONST	County Matching							\$150,000		\$150,000
		<i>Total Construction</i>							\$150,000		\$150,000
		Total Programmed			\$50,000				\$150,000		\$200,000

Total County Cost: \$200,000



Millstream Road Bridges

Title	Millstream Road Bridges		
Worktype	Bridge Rehabilitation	Municipality	Unincorporated Seneca Township
Category	Preservation	Board District	District 6
Lead Agency	McHenry County DOT	Total Cost	\$2,441,673
Project ID	SN 056-3022 & 056-3023	Website	N/A
Limits	Millstream Road Bridges		
Description	This funding is for rehabilitation of two bridges on Millstream Road over two branches of the Kishwaukee River. They had a sufficiency rating of 74.5/100 in 2014 and 53.5/100 in 2016. Construction is anticipated in 2021.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Millstream Road Bridges	ENGR	County Bridge Fund	\$76,989	\$6,673							\$6,673
		Total Engineering	\$76,989	\$6,673							\$6,673
	ENGR1	County Matching			\$36,000						\$36,000
		Federal STP Bridge			\$144,000						\$144,000
		Total Engineering 1			\$180,000						\$180,000
	ENGR2	County Matching				\$36,000					\$36,000
		Federal STP Bridge				\$144,000					\$144,000
		Total Engineering 2				\$180,000					\$180,000
	ROW	County Matching					\$75,000				\$75,000
		Total Right of Way					\$75,000				\$75,000
	CONST	County Matching						\$400,000			\$400,000
		Federal STP Bridge					\$1,600,000				\$1,600,000
		Total Construction					\$2,000,000				\$2,000,000
		Total Programmed		\$6,673	\$180,000	\$180,000	\$75,000	\$2,000,000			\$2,441,673

Total County Cost: \$553,673

Total Federal Share: \$1,888,000



Nelson Road Culvert

Title	Nelson Road Culvert		
Worktype	Culvert	Municipality	Unincorporated Hartland Township
Category	Preservation	Board District	District 6
Lead Agency	McHenry County DOT	Total Cost	\$300,000
Project ID	SN056-3201	Website	N/A
Limits	Nelson Road Culvert		
Description	This funding is to replace wing walls of a box culvert on Nelson Road over the Slough Creek. Construction is anticipated in 2017.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Nelson Road Culvert	ROW	County Matching	\$1,300								\$0
		County Option MFT	\$14,600								\$0
		Total Right of Way	\$15,900								\$0
	CONST	County Bridge Fund		\$300,000							\$300,000
		Total Construction		\$300,000							\$300,000
		Total Programmed		\$300,000							\$300,000

Total County Cost: \$300,000



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

Title	Oak Grove Road Township Bridge Replacement		
Worktype	Bridge Replacement	Municipality	Unincorporated Chemung Township
Category	Preservation	Board District	District 6
Lead Agency	McHenry County DOT	Total Cost	\$2,174,218
Project ID	TIP # 11-14-0006; SN 056-3035	Website	N/A
Limits	Oak Grove Road Township Bridge		
Description	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 19.3/100 in 2014 and 2016, and has a posted load limit of 14 tons. Construction is anticipated in 2018. State Township Bridge Program (TBP) funding will be used to offset the cost of construction.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Oak Grove Road Bridge	ENGR1	County Bridge Fund	\$31,939								\$0
	ENGR1	Federal STP Bridge	\$127,757								\$0
		Total Engineering 1	\$159,696								\$0
	ENGR2	County Bridge Fund		\$24,844							\$24,844
	ENGR2	Federal STP Bridge		\$99,374							\$99,374
		Total Engineering 2		\$124,218							\$124,218
	ROW	County Bridge Fund		\$50,000							\$50,000
		Total Right of Way		\$50,000							\$50,000
	CONST	County Bridge Fund			\$80,000						\$80,000
	CONST	Federal STP Bridge			\$1,600,000						\$1,600,000
	CONST	Township Bridge Program			\$320,000						\$320,000
		Total Construction			\$2,000,000						\$2,000,000
		Total Programmed			\$174,218	\$2,000,000					\$2,174,218

Total County Cost: \$154,844

Total Federal Share: \$1,699,374

State TBP Share: \$320,000



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

Title	O'Brien Road Township Bridge Rehabilitation		
Worktype	Bridge Rehabilitation	Municipality	Unincorporated Hebron Township
Category	Preservation	Board District	District 6
Lead Agency	McHenry County DOT	Total Cost	\$1,662,038
Project ID	TIP # 11-14-0005; SN 056-3118	Website	N/A
Limits	O'Brien Road Township Bridge		
Description	This funding is for the 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 33.1/100 in 2014 and 2016, and a posted limit of 13 tons. Construction is anticipated in 2018.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Oak Grove Road Bridge	ENGR1	County Bridge Fund	\$27,424								\$0
	ENGR1	Federal STP Bridge	\$109,697								\$0
		Total Engineering 1	\$137,122								\$0
	ENGR2	County Bridge Fund		\$23,948							\$23,948
	ENGR2	Federal STP Bridge		\$95,791							\$95,791
		Total Engineering 2		\$119,738							\$119,738
	ROW	County Bridge Fund		\$42,300							\$42,300
		Total Right of Way		\$42,300							\$42,300
	CONST	County Bridge Fund			\$300,000						\$300,000
	CONST	Federal STP Bridge			\$1,200,000						\$1,200,000
		Total Construction			\$1,500,000						\$1,500,000
		Total Programmed		\$162,038	\$1,500,000						\$1,662,038

Total County Cost: \$366,248

Total Federal Share: \$1,295,791



Paulson Road Township Bridge

Title	Paulson Road Township Bridge		
Worktype	Bridge Replacement	Municipality	Unincorporated Hartland Township
Category	Preservation	Board District	District 6
Lead Agency	McHenry County DOT	Total Cost	\$2,005,000
Project ID	SN 056-3071	Website	N/A
Limits	Paulson Road Bridge		
Description	This funding is for the replacement of an existing Township bridge structure over the Kishwaukee River in Hartland Township. The existing bridge was built in 1959. It has a sufficiency rating of 30.7/100 in 2016. Construction is anticipated in 2021.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Paulson Road Bridge	ENGR1	County Bridge Fund		\$40,000							\$40,000
	ENGR1	Federal STP Bridge		\$160,000							\$160,000
	Total Engineering 1			\$200,000							\$200,000
	ENGR2	County Bridge Fund				\$35,000					\$35,000
	ENGR2	Federal STP Bridge				\$140,000					\$140,000
	Total Engineering 2					\$175,000					\$175,000
	ROW	County Bridge Fund					\$30,000				\$30,000
	Total Right of Way						\$30,000				\$30,000
	CONST	County Matching						\$400,000			\$400,000
	CONST	Federal STP Bridge						\$1,200,000			\$1,200,000
	Total Construction							\$1,600,000			\$1,600,000
Total Programmed				\$200,000		\$175,000	\$30,000	\$1,600,000			\$2,005,000

Total County Cost: \$505,000

Total Federal Share: \$1,500,000



Thayer Road Township Bridge

Title	Thayer Road Township Bridge Rehabilitation		
Worktype	Bridge Rehabilitation	Municipality	Unincorporated Hebron Township
Category	Preservation	Board District	District 6
Lead Agency	McHenry County DOT	Total Cost	\$1,320,000
Project ID	SN056-3115	Website	N/A
Limits	Thayer Road Township Bridge		
Description	This funding is for the 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 29.8/100 in 2014 and 31.4/100 in 2016. Construction is anticipated in 2019.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Thayer Road Bridge	ENGR1	County Matching		\$30,000							\$30,000
	ENGR1	Federal STP Bridge		\$120,000							\$120,000
		Total Engineering 1		\$150,000							\$150,000
	ROW	County Bridge Fund		\$20,000							\$20,000
		Total Right of Way		\$20,000							\$20,000
	ENGR2	County Bridge Fund			\$30,000						\$30,000
	ENGR2	Federal STP Bridge			\$120,000						\$120,000
		Total Engineering 2			\$150,000						\$150,000
	CONST	County Bridge Fund				\$200,000					\$200,000
	CONST	Federal STP Bridge				\$800,000					\$800,000
		Total Construction				\$1,000,000					\$1,000,000
		Total Programmed		\$170,000	\$150,000	\$1,000,000					\$1,320,000

Total County Cost: \$280,000

Total Federal Share: \$1,040,000



Township Bridge Rehabilitation Assistance Program

<i>Title</i>	Township Bridge Rehabilitation Assistance Program											
<i>Worktype</i>	Bridge Rehabilitation					<i>Municipality</i>	Various Municipalities					
<i>Category</i>	Preservation					<i>Board District</i>	Various Board Districts					
<i>Lead Agency</i>	Townships					<i>Total Cost</i>	\$972,000					
<i>Project ID</i>	N/A					<i>Website</i>	N/A					
<i>Limits</i>	McHenry County											
<i>Description</i>	This program is designed to provide financial assistance to Township Road Districts that desire to rehabilitate structures on their own, without the use of Federal funds. Currently the County receives \$162,000 per year from the State of Illinois as part of the Township Bridge Program. These funds are currently programmed to offset the local match on projects where a township bridge is being replaced by the County with Federal funds. This program matches State funds with the goal of extending the life of our existing Township bridges, which is a more sustainable practice and often avoids land acquisition and wetland, and/or floodplain impacts that are often associated with large scale bridge replacement projects. In 2016, \$162,000 was spent from this program to rehabilitate Thayer Road Bridge and Thorne Road Bridge.											
Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total	
Carls Road Bridge Rehab		County Option MFT	\$162,000	\$117,000							\$117,000	
Seeman Road Bridge Rehab		County Option MFT		\$45,000							\$45,000	
			\$162,000	\$162,000							\$162,000	
TBD		County Option MFT		\$162,000							\$162,000	
				\$162,000							\$162,000	
TBD		County Option MFT				\$162,000					\$162,000	
						\$162,000					\$162,000	
TBD		County Option MFT					\$162,000				\$162,000	
							\$162,000				\$162,000	
TBD		County Option MFT						\$162,000		\$162,000	\$162,000	
								\$162,000	\$162,000		\$162,000	
		Total Programmed		\$162,000	\$162,000	\$162,000	\$162,000	\$162,000	\$162,000		\$972,000	

Total County Cost: \$972,000

Union Road Bridge (TIP#11-14-0004)

Title	Union Road Bridge Replacement	
Worktype	Bridge Replacement	Municipality Unincorporated Seneca Township
Category	Preservation	Board District District 6
Lead Agency	McHenry County DOT	Total Cost \$1,887,637
Project ID	TIP # 11-14-0004; SN 056-3026	Website N/A
Limits	Union Road Bridge	
Description	This funding is for the replacement of an existing bridge structure over Kishwaukee River in Seneca Township. The existing bridge was built in 1966. It had a sufficiency rating of 36.4/100 in 2014 and 36.5/100 in 2016. It has a posted limit of 12 tons. Construction is anticipated in 2018.	

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Union Road Bridge	ENGR1	County Bridge Fund	\$38,266								\$0
	ENGR1	Federal STP Bridge	\$153,065								\$0
		Total Engineering 1	\$191,331								\$0
	ENGR2	County Bridge Fund		\$28,287							\$28,287
	ENGR2	Federal STP Bridge		\$113,150							\$113,150
		Total Engineering 2		\$141,437							\$141,437
	ROW	County Bridge Fund		\$146,200							\$146,200
		Total Right of Way		\$146,200							\$146,200
	CONST	County Bridge Fund			\$400,000						\$400,000
	CONST	Federal STP Bridge			\$1,200,000						\$1,200,000
		Total Construction			\$1,600,000						\$1,600,000
		Total Programmed		\$287,637	\$1,600,000						\$1,887,637

Total County Cost: \$574,487

Total Federal Share: \$1,313,150



West Solon Road Township Bridge

Title	West Solon Road Township Bridge	
Worktype	Bridge Replacement	Municipality Unincorporated Richmond Township
Category	Preservation	Board District District 4
Lead Agency	McHenry County DOT	Total Cost \$2,005,000
Project ID	SN 056-3142	Website N/A
Limits	West Solon Road Bridge	
Description	This funding is for the replacement of an existing township bridge structure over the Nippersink in Richmond Township. The existing bridge had a sufficiency rating of 62.6/100 in 2016. Construction is anticipated in 2022.	

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
West Solon Road Bridge	ENGR1	County Bridge Fund		\$40,000							\$40,000
	ENGR1	Federal STP Bridge		\$160,000							\$160,000
		Total Engineering 1		\$200,000							\$200,000
	ENGR2	County Bridge Fund				\$35,000					\$35,000
	ENGR2	Federal STP Bridge				\$140,000					\$140,000
		Total Engineering 2				\$175,000					\$175,000
	ROW	County Bridge Fund					\$30,000				\$30,000
		Total Right of Way					\$30,000				\$30,000
	CONST	County Bridge Fund							\$400,000		\$400,000
	CONST	Federal STP Bridge							\$1,200,000		\$1,200,000
		Total Construction							\$1,600,000		\$1,600,000
		Total Programmed		\$200,000		\$175,000	\$30,000		\$1,600,000		\$2,005,000

Total County Cost: \$505,000

Total Federal Share: \$1,500,000



White Oaks Road Township Bridge

Title	White Oaks Road Township Bridge		
Worktype	Bridge Replacement	Municipality	Unincorporated Chemung Township
Category	Preservation	Board District	District 6
Lead Agency	McHenry County DOT	Total Cost	\$1,975,000
Project ID	SN056-3043	Website	N/A
Limits	White Oaks Road Bridge		
Description	This funding is for the replacement of an existing Township bridge structure over the west branch of the Piscasaw Creek in Chemung Township. The existing bridge was built in 1947 and had a sufficiency rating of 70.4/100 in 2016. Construction is anticipated in 2022.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
White Oaks Road Bridge	ENGR1	County Matching			\$40,000						\$40,000
	ENGR1	Federal STP Bridge			\$160,000						\$160,000
		Total Engineering 1			\$200,000						\$200,000
	ENGR2	County Matching					\$35,000				\$35,000
	ENGR2	Federal STP Bridge					\$140,000				\$140,000
		Total Engineering 2					\$175,000				\$175,000
	CONST	County Matching							\$400,000		\$400,000
	CONST	Federal STP Bridge							\$1,200,000		\$1,200,000
		Total Construction							\$1,600,000		\$1,600,000
		Total Programmed			\$200,000		\$175,000		\$1,600,000		\$1,975,000

Total County Cost: \$475,000

Total Federal Share: \$1,500,000

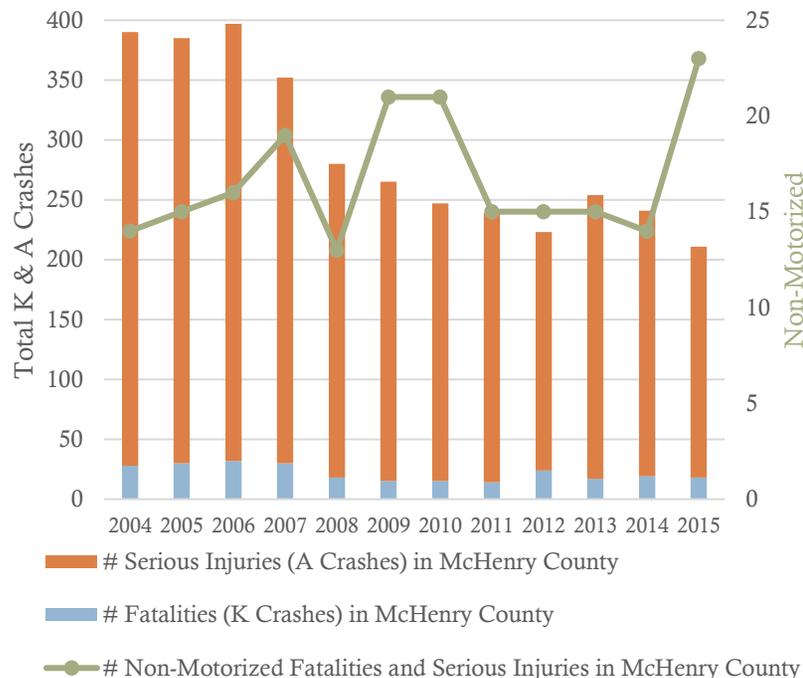


5. Public Safety and Health Program

Public safety projects are intended to reduce the number and severity of crashes at particular locations and enhance safe travel conditions throughout the County. Vehicle crashes result in higher costs to the public through personal injury, loss of worker productivity, property damage, and insurance rates. The perception of unsafe travel conditions reduces accessibility to adjacent properties. Improving sight-lines along a roadway or adding lighting are examples of safety improvements. Between 2017 and 2022, \$16.3 million in public safety improvements are programmed.

The County has adopted the goal of having zero fatalities on County roadways. Transportation engineers and planners look to the “four E’s” of transportation safety to reduce the number of fatalities and serious injuries on our roadways: **Engineering, Enforcement, Education and Emergency Response**. Engagement of each of the four components is necessary to improve roadway safety, however the Division of Transportation relies heavily on other agencies for Enforcement, Education and Emergency Response.

Public Safety and Health Program	2017-2022 Programmed Costs
Ackman Road Safety Project	\$ 6,650,000
Charles Road and Raffel Road Intersection Safety Project	\$ 2,183,550
Low-Cost Safety Improvement Program	\$ 300,000
Pyott Road Corridor Safety Project	\$ 3,200,000
River Road and Dowell Road Intersection Project	\$ 3,560,000
River Road Corridor Safety Project	\$ 450,000
TOTAL	\$ 16,343,550



Year:	# Fatalities (K) in McHenry County	# Serious Injuries (A Crashes) in McHenry County	# Non-Motorized Fatalities and Serious Injuries in McHenry County
2004	28	362	14
2005	30	355	15
2006	32	365	16
2007	30	322	19
2008	18	262	13
2009	15	250	21
2010	15	232	21
2011	14	225	15
2012	24	199	15
2013	17	237	15
2014	19	222	14
2015	18	193	23

Table 8: Fatalities (K Crashes) and Serious Injury (A Crashes), by Year

The Illinois Department of Transportation (IDOT) has provided McHenry County with a “5% Report” which lists the most dangerous 5% of intersections in the County. The list of intersections have at least one County roadway and do not intersect with State or U.S. Routes (these are evaluated separately by IDOT). Many intersections on the 5% report intersect a Municipal or Township roadway. In these cases, the County will work collaboratively with the Municipality or Township to assess safety concerns and the final cost of the project will be shared among all partners. Three intersections on this list are scheduled for construction in the coming years – the intersection of Charles and Raffel Roads, the intersection of South Union and Marengo Roads, and the intersection of Algonquin and Oakleaf Roads. This 2017-2022 Transportation Program also initiates engineering on several other 5% locations as part of the “Ackman Road Safety Project” and “River Road Corridor Safety Project.” In addition to this list of County intersections, several IDOT projects will be under construction in this Program that will dramatically improve motorist safety, especially along the U.S. 20 corridor.

Highway Safety Improvement Program

IDOT's Local Highway Safety Improvement Program (HSIP) is a Federal funding source for quick, low cost safety improvement projects that improve a location/feature or address a highway safety need that is contributing to severe roadway crashes. All phases of a project are eligible for HSIP funding, with a maximum Federal share of ninety percent (90%) and a ten percent (10%) local share.

McHenry County last received local HSIP in 2011 for a “Rural Township sign upgrade program”, in which existing signs were upgraded to meet retroreflectivity requirements of the MUTCD. MCDOT also applied for HSIP in 2007 for the addition of a right turn lane on the east leg of the Algonquin/Lakewood Road intersection.

5% REPORT MCDOT INTERSECTIONS					
INTERSECTION		INTERSECTION TYPE	CRASH DATA Y/N?	CRASH DATA YEARS	RECOMMEND FOR IMPROVEMENT?
ROAD NORTH/SOUTH	ROAD EAST/WEST				
ALDEN RD	O'BRIEN RD	MINOR LEG STOP CONTROL	N	-	
CARY RD	CERMAK RD	MINOR LEG STOP CONTROL	N	-	
CHARLES RD	QUEEN ANNE RD	MINOR LEG STOP CONTROL	Y	2009-2013	
CHARLES RD	RAFFEL RD	MINOR LEG STOP CONTROL	Y	2009-2016	Roundabout in 2017
DEERPASS RD	COLLINS RD	MINOR LEG STOP CONTROL	N	-	
DEERPASS RD	RIVER RD	MINOR LEG STOP CONTROL	Y	2009-2016	
FRANKLINVILLE RD	PERKINS RD / GARDEN VALLEY RD	MINOR LEG STOP CONTROL	N	-	
GOLF COURSE RD	ACKMAN RD	TRAFFIC SIGNAL	Y	2009-2013	
GREENWOOD RD	TRYON GROVE RD	MINOR LEG STOP CONTROL	N	-	
HAEGERS BEND RD / ELGIN RD	COUNTY LINE RD / LAKE COOK RD	TRAFFIC SIGNAL	N	-	
HALIGUS RD	ALGONQUIN RD	TRAFFIC SIGNAL	Y	2009-2013	
HANSON RD	ALGONQUIN RD	TRAFFIC SIGNAL	Y	2009-2014	
KEYSTONE RD	TRYON GROVE RD	MINOR LEG STOP CONTROL	N	-	
LAKEWOOD RD	ALBRECHT RD	MINOR LEG STOP CONTROL	N	-	
MARENGO RD	AIRPORT RD	ALL WAY STOP CONTROL	N	-	
NOE RD	KISHWAUKEE VALLEY RD	MINOR LEG STOP CONTROL	N	-	
OAKLEAF RD	ALGONQUIN RD	MINOR LEG STOP CONTROL	Y	2009-2013	
RANDALL RD	HARNISH DR	TRAFFIC SIGNAL	Y	2009-2013	
REESE RD	OAK GROVE RD	MINOR LEG STOP CONTROL	N	-	
RIVER ROAD	SUNSET DRIVE	MINOR LEG STOP CONTROL	N	-	
SEEMAN RD	MARENGO RD	MINOR LEG STOP CONTROL	N	-	
SOUTH UNION RD	CORAL RD	MINOR LEG STOP CONTROL	N	-	
SOUTH UNION RD	MARENGO RD	MINOR LEG STOP CONTROL	N	-	Roundabout in 2019/20
SPRING GROVE RD	MILLER RD	MINOR LEG STOP CONTROL	Y	2009-2013	
VERMONT RD	COLLINS RD	MINOR LEG STOP CONTROL	N	-	
WILMOT RD	MAIN ST	TRAFFIC SIGNAL	N	-	
WILMOT RD	PADDOCK RD	MINOR LEG STOP CONTROL	N	-	

COUNTY HIGHWAY

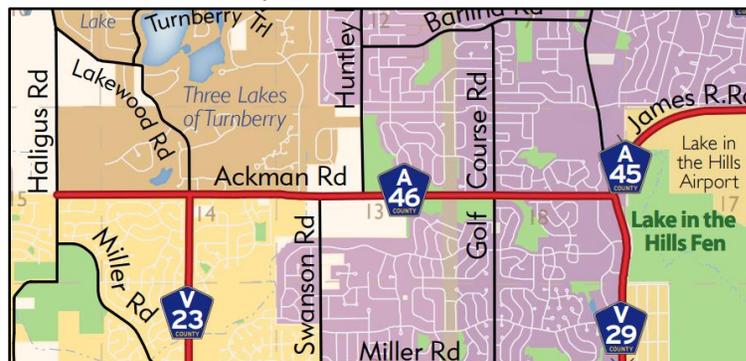
Figure 13: 5% Crash Locations - MCDOT Intersections with Municipal or Township Roadways (2014)

Ackman Road Safety Project (Huntley, Swanson and Redtail Intersections)

Title	Ackman Road Safety Project (Huntley, Swanson and Redtail Intersections)		
Worktype	Intersection	Municipality	Villages of Lakewood, Lake in the Hills & City of Crystal Lake
Category	Modernization	Board District	District 2 and District 5
Lead Agency	McHenry County DOT	Total Cost	\$6,650,000
Project ID	N/A	Website	N/A
Limits	West of Redtail Drive to East of Huntley Road		
Description	This project will address known safety concerns along the Ackman Road corridor. Two issues have been identified - a lack of bicycle and pedestrian infrastructure along the corridor, and vehicle turning conflicts at the Huntley, Swanson and Redtail intersections. This project will add bicycle and pedestrian accommodations and provide for safe vehicle travel along Ackman Road.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Huntley to Redtail	FEAS.	RTA Sales Tax			\$250,000						\$250,000
		<i>Total Feasibility</i>			\$250,000						\$250,000
	ENGR1	RTA Sales Tax				\$250,000					\$250,000
		<i>Total Engineering 1</i>				\$250,000					\$250,000
	ENGR2	RTA Sales Tax					\$250,000				\$250,000
		<i>Total Engineering 2</i>					\$250,000				\$250,000
	ROW	RTA Sales Tax					\$200,000	\$200,000			\$400,000
		<i>Total Right of Way</i>					\$200,000	\$200,000			\$400,000
	CONST	RTA Sales Tax						\$2,000,000	\$3,000,000		\$5,000,000
		<i>Total Construction</i>						\$2,000,000	\$3,000,000		\$5,000,000
	CE	RTA Sales Tax						\$200,000	\$300,000		\$500,000
		<i>Total Construction Engineering</i>						\$200,000	\$300,000		\$500,000
		Total Programmed			\$250,000	\$250,000	\$450,000	\$2,400,000	\$3,300,000		\$6,650,000

Total County Cost: \$6,650,000



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

Title	Charles Road and Raffel Road Intersection Safety Project		
Worktype	Intersection	Municipality	Unincorporated Greenwood Township
Category	Modernization	Board District	District 6
Lead Agency	McHenry County DOT	Total Cost	\$2,183,550
Project ID	TIP # 11-09-0001	Website	N/A
Limits	Intersection of Charles and Raffel Road just north of the City of Woodstock		
Description	This project's primary purpose is to improve the safety of the intersection by constructing a roundabout, which will reduce the probability of serious angle collisions. This project is programmed to be completed in 2017.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Charles-Raffel Intersection	ENGR	County MFT	\$348,604								\$0
		<i>Total Engineering</i>	\$348,604								\$0
	ROW	RTA Sales Tax	\$160,816								\$0
		<i>Total Right of Way</i>	\$160,816								\$0
	CONST	County Matching		\$2,183,550							\$2,183,550
		<i>Total Construction</i>		\$2,183,550							\$2,183,550
		Total Programmed		\$2,183,550							\$2,183,550

Total County Cost: \$2,183,550



Low-Cost Safety Improvement Program

Title	Low-Cost Safety Improvement Program				Municipality	Various Municipalities					
Worktype	Small Safety Project				Board District	Various Board Districts					
Category	Modernization				Total Cost	\$300,000					
Lead Agency	McHenry County DOT				Website	N/A					
Project ID	N/A										
Limits	Various Locations										
Description	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. In 2015, Rectangular Rapid Flashing Beacons (RRFBs) were placed on Ackman Road at Westport Ridge to help facilitate safe midblock crossing for students walking to Crystal Lake South High School. In 2016, the Division of Transportation installed 24 hour warning flashers at the intersection of Pyott Road and Oak Street in Lake in the Hills at a cost of approximately \$10,000. In 2017, a pedestrian crossing and RRFBs will be placed at the intersection of Ackman Road and Amberwood Drive in the City of Crystal Lake, and in 2018 RRFBs will be installed at the Ridgefield Road crossing of the Ridgefield Trace bike path.										
Location	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total
Ackman Road RRFB	CONST	County Option MFT		\$50,000							\$50,000
				\$50,000							\$50,000
Ridgefield Trace RRFB	CONST	RTA Sales Tax			\$50,000						\$50,000
					\$50,000						\$50,000
Hartland/Hughes & US-14	CONST	RTA Sales Tax				\$50,000					\$50,000
						\$50,000					\$50,000
Greenwood Road & IL 173	CONST	RTA Sales Tax					\$50,000				\$50,000
							\$50,000				\$50,000
TBD	CONST	RTA Sales Tax						\$50,000			\$50,000
								\$50,000			\$50,000
TBD	CONST	RTA Sales Tax							\$50,000		\$50,000
									\$50,000		\$50,000
Total Programmed				\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000

Total County Cost: \$300,000



Pyott Road Corridor Safety Project

Title	Pyott Road Corridor Safety Project		
Worktype	Safety Project	Municipality	Village of Lake in the Hills
Category	Modernization	Board District	District 2
Lead Agency	McHenry County DOT	Total Cost	\$3,200,000
Project ID	N/A	Website	N/A
Limits	Pyott Road from Rakow Road to Algonquin Road in the Village of Lake in the Hills		
Description	This project will address safety concerns that have been raised by the Village of Lake in the Hills and residents living along the Pyott Road corridor, and in particular near the Pyott Road and Oak Street intersection. Federal Highway Safety Improvement Program (HSIP) funding for safety projects will be pursued, which could reduce the cost to McHenry County.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Pyott Road Corridor	FEAS.	RTA Sales Tax				\$200,000					\$200,000
		<i>Total Feasibility</i>				\$200,000					\$200,000
	ENGR1	RTA Sales Tax					\$200,000				\$200,000
		<i>Total Engineering 1</i>					\$200,000				\$200,000
	ENGR2	RTA Sales Tax						\$200,000			\$200,000
		<i>Total Engineering 2</i>						\$200,000			\$200,000
	ROW	RTA Sales Tax						\$300,000	\$100,000		\$400,000
		<i>Total Right of Way</i>						\$300,000	\$100,000		\$400,000
	CONST	RTA Sales Tax							\$2,000,000	\$2,000,000	\$2,000,000
		<i>Total Construction</i>							\$2,000,000	\$2,000,000	\$2,000,000
	CE	RTA Sales Tax							\$200,000	\$200,000	\$200,000
		<i>Total Construction Engineering</i>							\$200,000	\$200,000	\$200,000
		Total Programmed				\$200,000	\$200,000	\$500,000	\$2,300,000		\$3,200,000

Total County Cost: \$3,200,000



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

Title	River Road and Dowell Road Intersection Safety Project		
Worktype	Intersection	Municipality	Unincorporated Nunda Township
Category	Modernization	Board District	District 3
Lead Agency	McHenry County DOT	Total Cost	\$3,560,000
Project ID	TIP # 11-08-0021	Website	N/A
Limits	Intersection of River Road and Dowell Road		
Description	The project is designed to improve vehicle movements through the intersection and reduce the probability of serious angle collisions by constructing a roundabout. This project is programmed to be completed in 2018.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
River and Dowell	ENGR1&2	County MFT	\$381,277								\$0
		<i>Total Engineering 1 & 2</i>	\$381,277								\$0
	ROW	County Matching	\$750,000	\$200,000							\$200,000
		<i>Total Right of Way</i>	\$750,000	\$200,000							\$200,000
	CONST	RTA Sales Tax			\$3,000,000						\$3,000,000
		<i>Total Construction</i>			\$3,000,000						\$3,000,000
	CE	County MFT			\$360,000						\$360,000
		<i>Total Construction Engineering</i>			\$360,000						\$360,000
		Total Programmed		\$200,000	\$3,360,000						\$3,560,000

Total County Cost: \$3,560,000



River Road Corridor Safety Project

Title	River Road Corridor Safety Project		
Worktype	Safety Project	Municipality	Holiday Hills
Category	Modernization	Board District	District 3
Lead Agency	McHenry County DOT	Total Cost	\$450,000
Project ID	N/A	Website	N/A
Limits	River Road from S. Lily Lake Road to Charles J. Miller Road		
Description	This project will address safety concerns that exist along the River Road corridor. Federal HSIP funding for safety projects will be pursued, which could reduce the cost to McHenry County.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
River Road Corridor	ENGR1	RTA Sales Tax					\$150,000				\$150,000
		<i>Total Feasibility</i>					\$150,000				\$150,000
	ENGR2	RTA Sales Tax						\$200,000			\$200,000
		<i>Total Engineering 2</i>						\$200,000			\$200,000
	ROW	RTA Sales Tax							\$100,000		\$100,000
		<i>Total Right of Way</i>							\$100,000		\$100,000
	CONST	RTA Sales Tax								\$1,500,000	\$0
		<i>Total Construction</i>								\$1,500,000	\$0
	CE	RTA Sales Tax								\$150,000	\$0
		<i>Total Construction Engineering</i>								\$150,000	\$0
		Total Programmed					\$150,000	\$200,000	\$100,000		\$450,000

Total County Cost: \$450,000



6. County Highway Operational and Capacity Program

County Highway operational and capacity projects are intended to reduce “spot” delays at particular intersections and along particular roadways while better accommodating various highway users. Dedicated turn lanes, roundabouts, pedestrian crossings, and traffic signals are examples of these types of projects. If left unaddressed, operational and capacity problems may become safety problems as travelers adopt more aggressive behaviors. Capacity projects typically are large in scale and involve the construction of additional road lanes, turn lanes, and new roadway. Such projects are primarily developed based on the result of the County’s adopted Long-Range Transportation Plan. Between 2017 and 2022, \$59.5 million has been programmed for operational and capacity improvements. Of that amount, \$42.2 million is programmed from County funding sources.

County Highway Operational and Capacity Program	2017-2022 Programmed Costs
County-Wide Traffic Counts	\$ 315,000
Lakewood and Miller Road Intersection	\$ 1,600,000
Main Street Extension (West of Huntley)	\$ 4,000,000
Northern McHenry Fox River Crossing	\$ 500,000
Randall Road Operational and Capacity Changes	\$ 52,750,000
Spring Grove Road Operational Improvements	\$ 300,000
TOTALS	\$ 59,465,000



Figure 14: Randall and Algonquin Intersection

County-Wide Traffic Counts

Title	County-Wide Traffic Counts		
Worktype	Planning	Municipality	Various Municipalities
Category	Modernization	Board District	All Districts
Lead Agency	McHenry County DOT	Total Cost	\$315,000
Project ID	N/A	Website	www.co.mchenry.il.us/county-government/departments-j-z/transportation/resources/traffic-counts
Limits	McHenry County		
Description	This funding is for traffic counts to be taken on County Highways every two years. These traffic counts are posted on the County website at www.co.mchenry.il.us/county-government/departments-j-z/transportation/resources/traffic-counts .		

Segment	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total
County-wide	ENGR	County Option MFT		\$100,000		\$105,000		\$110,000		\$115,000	\$315,000
		Total Engineering		\$100,000		\$105,000		\$110,000		\$115,000	\$315,000
		Total Programmed		\$100,000		\$105,000		\$110,000		\$115,000	\$315,000

Total County Cost: \$315,000

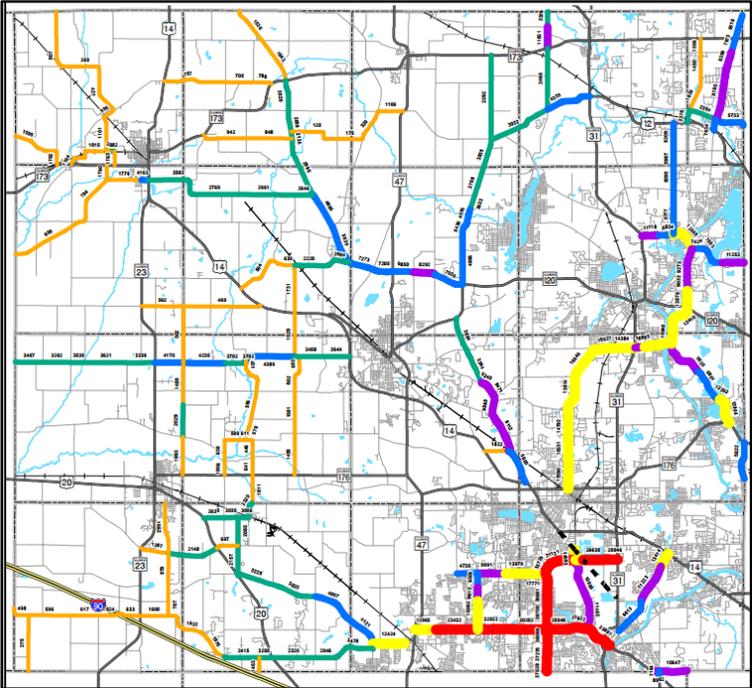
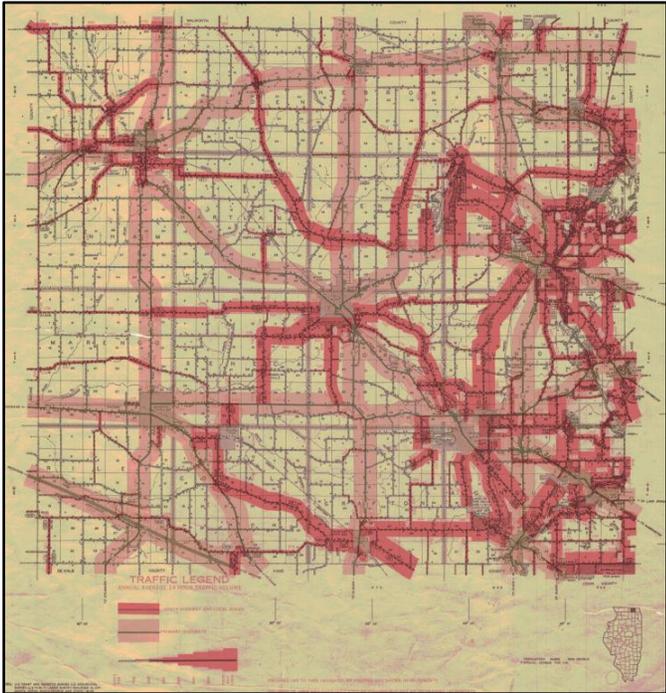


Figure 15: 1959 and 2015 County Traffic Counts

Lakewood Road and Miller Road Intersection Project

<i>Title</i>	Lakewood Road and Miller Road Intersection Improvements				<i>Municipality</i>	Village of Lake in the Hills			
<i>Worktype</i>	Intersection				<i>Board District</i>	District 5			
<i>Category</i>	Modernization				<i>Total Cost</i>	\$1,600,000			
<i>Lead Agency</i>	McHenry County DOT				<i>Website</i>	N/A			
<i>Project ID</i>	N/A								
<i>Limits</i>	Lakewood Road and Miller Road Intersection								
<i>Description</i>	This funding is for engineering and construction of operational improvements to the intersection of Miller Road and Lakewood Road in the Village of Lake in the Hills.								

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Lakewood and Miller	ROW	RTA Sales Tax			\$100,000						\$100,000
		<i>Total Right of Way</i>			\$100,000						\$100,000
	CONST	County Option MFT				\$1,500,000					\$1,500,000
		<i>Total Construction</i>				\$1,500,000					\$1,500,000
		<i>Total Programmed</i>			\$100,000	\$1,500,000					\$1,600,000

Total County Cost: \$1,600,000



Main Street Extension (West of Huntley) (TIP#11-00-0016)

Title	Main Street (Huntley) Extension	Municipality	Village of Huntley
Worktype	New Roadway	Board District	District 6
Category	Expansion	Total Cost	\$4,000,000
Lead Agency	McHenry County DOT	Website	N/A
Project ID	TIP # 11-00-0016		
Limits	Harmony Road to Main Street		
Description	This funding is to design and construct an extension of Main Street in Huntley west to connect with Harmony Road. Temporary signals were installed in 2014 at Marengo and Harmony Road and Marengo and Hemmer Road to address traffic operation concerns in this area.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Main Street Extension	ENGR2	RTA Sales Tax					\$300,000				\$300,000
	ENGR2	County Matching					\$200,000				\$200,000
		<i>Total Engineering 2</i>					\$500,000				\$500,000
	ROW	County Option MFT						\$500,000			\$500,000
		<i>Total Right of Way</i>						\$500,000			\$500,000
	CONST	County Option MFT							\$1,500,000		\$1,500,000
	CONST	County MFT							\$1,500,000		\$1,500,000
		<i>Total Construction</i>							\$3,000,000		\$3,000,000
		Total Programmed					\$500,000	\$500,000	\$3,000,000		\$4,000,000

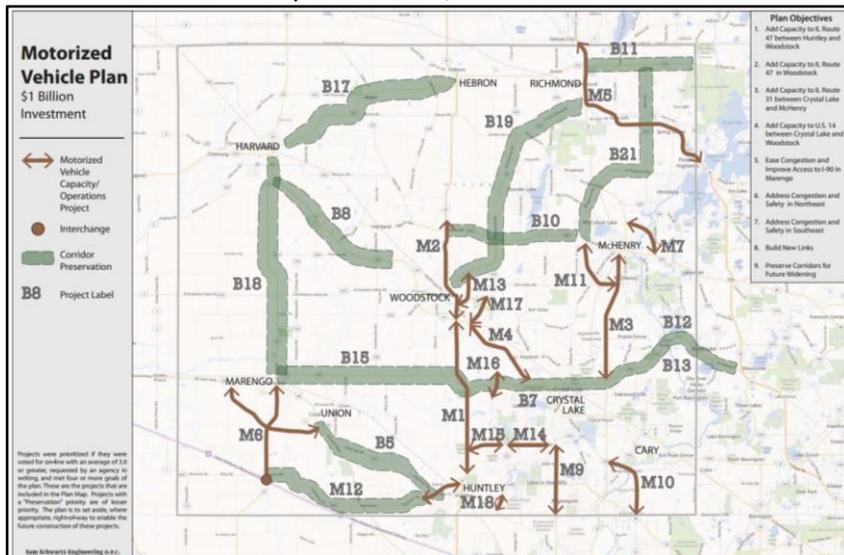
Total County Cost: \$4,000,000



Northern McHenry Fox River Crossing

Title	Northern McHenry Fox River Crossing				Municipality	City of McHenry					
Worktype	New Roadway				Board District	District 4					
Category	Expansion				Total Cost	\$500,000					
Lead Agency	McHenry County DOT				Website	N/A					
Project ID	N/A										
Limits	Illinois Route 31 to Chapel Hill Road										
Description	This funding is to begin engineering for a crossing of the Fox River north of the City of McHenry and south of the Village of Johnsburg. This was identified as a high-priority project in the McHenry County 2040 Long-Range Transportation Plan (project M7) and would accommodate the expected increase in traffic resulting from the Route 53/120 Project in Lake County. Both the County of McHenry (2009) and the McHenry County Council of Governments (2016) have passed resolutions in support of the Illinois Route 53/120 Project, declaring that the project will benefit the citizens and businesses of McHenry County and those who travel through McHenry County into Lake County. Due to the Northern McHenry Fox River Crossing's large anticipated construction cost and the County's lack of financial resources for new roadway alignments and bridges, a toll would likely be needed to help pay for the construction and ongoing maintenance of the bridge facility.										
Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
New Fox River Crossing	ENGR1	RTA Sales Tax							\$250,000		\$250,000
	ENGR1	Municipal Contribution							\$250,000		\$250,000
		<i>Total Engineering 1</i>							\$500,000		\$500,000
	ROW	RTA Sales Tax								\$500,000	\$0
		<i>Total Right of Way</i>								\$500,000	\$0
		Total Programmed							\$500,000		\$500,000

Total County Cost: \$250,000



MOTORIZED VEHICLE PROJECTS						
Label	Project Name	Project Costs (\$2013)	Votes	Agency	Goals	Priority
M1	Woodstock to Huntley Capacity, Operations, and Side Path (IL 47 from US 14 to Road Road)	\$104,800,000	Yes	Yes	Yes	High
M2	Woodstock Traffic Circulation (IL 47 from US 14 to Charles Road)	\$94,800,000	Yes	Yes	Yes	High
M3	Crystal Lake to McHenry Capacity, Operations, and Side Path (IL 31)	\$101,000,000	Yes	Yes	Yes	High
M4	Crystal Lake to Woodstock Capacity, Operations, and Side Path (US 14)	\$75,700,000	Yes	Yes	Yes	High
M5	Richmond to Fox Lake Capacity, Operations, and Side Path (US 12)	\$125,800,000	Yes	Yes	Yes	High
M6	Marengo Access to Interstate 90, South Bypass, IL 23 Intersections	\$93,900,000	Yes	Yes	Yes	High
M7	North McHenry Fox River Crossing from Chapel Hill to IL 31	\$47,000,000	Yes	Yes	Yes	High
M8	Ringwood Road and Spring Grove Road Corridor Preservation	\$5,100,000	Yes	Yes	Yes	High
M9	Randall Road Commercial Center Development (Add Capacity for Motorists, Bicycles, Pedestrians, and Transit Users)	\$90,800,000	No	Yes	Yes	Medium
M10	North Algonquin Fox River Crossing	\$76,500,000	Yes	No	Yes	Medium
M11	New Congestion Mitigation Route Southwest of McHenry	\$51,300,000	Yes	No	Yes	Medium
M12	New Southern Arterial from IL 23 to IL 47	\$62,600,000	No	Yes	Yes	Medium
M13	Zimmerman Road Extension from Country Club Road to IL 120 in Woodstock	\$8,500,000	Yes	No	Yes	Medium
M14	Ackman Road Mixed Residential and Commercial Development	\$32,300,000	Yes	Yes	No	Medium
M15	Ackman Road and Miller Road Extension to IL 47	\$10,200,000	Yes	Yes	No	Medium
M16	Mt. Thabor/Haligus and IL 176 Connectivity	\$7,500,000	Yes	Yes	No	Medium
M17	Industrial Park Connection between McConnell Road and US 14	\$18,600,000	Yes	No	No	Low
M18	Extension from Lakeswood Road to Huntley Dundee Road	\$6,800,000	No	Yes	No	Low
B5	Marengo Road Corridor Preservation from US 20 to Main Street*	\$0	Yes	Yes	Yes	Preservation
B7,B12,B13,B15	IL 176 Corridor Preservation from IL 23 to US 12*	\$0	Yes	Yes	Yes	Preservation
B8	US 14 Corridor Preservation from IL 120 to IL 23*	\$0	Yes	No	Yes	Preservation
B11&B17	IL 173 Corridor Preservation from IL 23 to IL 47 and East of US 12*	\$0	Yes	No	Yes	Preservation
B18	IL 23 Corridor Preservation from IL 176 to US 14*	\$0	Yes	No	No	Preservation

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

Title	Randall Road Operational and Capacity Changes		
Worktype	Add Lanes	Municipality	Villages of Lake in the Hills and Algonquin
Category	Expansion	Board District	District 1 and District 2
Lead Agency	McHenry County DOT	Total Cost	\$52,750,000
Project ID	TIP # 11-03-0018	Website	http://www.randallroad.info/
Limits	Harnish Drive to Acorn Lane/Polaris Drive		
Description	This project is to be constructed in two major segments (from South to North): 1) Harnish Drive to Acorn Lane/Polaris Drive, including the Randall/Algonquin intersection; and 2) Acorn Lane/Polaris Drive to Ackman Road; The total cost for the entire project (Harnish Drive to Ackman Road) is projected to be \$97 million. To date, \$20 million has been committed for engineering and land acquisition. As the current cost estimates are beyond the County's ability to fund the entire project, \$52.25 million in funding has been identified in this program to construct the southern segment between Harnish Drive and Acorn Lane/Polaris Drive, including the Randall/Algonquin intersection. \$10.6 million in Congestion Mitigation and Air Quality (CMAQ) funds from the Federal Highway Administration have been granted to fund the intersection work at Algonquin Road. In addition, \$6.5 million in Federal STP-C funds have been directed towards this project (a total of \$17 million from Federal sources). The northern segment is anticipated to cost an additional \$27.3 million and is not included in this program.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Randall Road	ENGR1	MFT	\$1,300,470								\$0
	ENGR1	Federal Funds	\$1,565,723								\$0
	Total Engineering 1		\$2,866,193								\$0
	ENGR2	County MFT	\$2,500,000								\$0
	ENGR2	RTA Sales Tax	\$6,600,000								\$0
	Total Engineering 2		\$9,100,000								\$0
	ROW	County Option MFT	\$7,250,000	\$750,000							\$750,000
	ROW	County Matching	\$500,000	\$4,250,000							\$4,250,000
	ROW	RTA Sales Tax		\$5,750,000					\$7,000,000		\$5,750,000
	Total Right of Way		\$7,750,000	\$10,750,000					\$7,000,000		\$10,750,000
	CONST	RTA Sales Tax			\$6,500,000				\$18,400,000		\$6,500,000
	CONST	County MFT				\$5,000,000					\$5,000,000
	CONST	County Matching				\$7,000,000	\$2,000,000				\$9,000,000
	CONST	Federal CMAQ			\$6,583,000	\$4,000,000					\$10,583,000
	CONST	Federal STP			\$6,417,000						\$6,417,000
	Total Construction				\$19,500,000	\$16,000,000	\$2,000,000		\$18,400,000		\$37,500,000
	CE	County Option MFT		\$500,000							\$500,000
	CE	RTA Sales Tax			\$2,000,000	\$1,500,000	\$500,000		\$1,900,000		\$4,000,000
	Total Construction Engineering			\$500,000	\$2,000,000	\$1,500,000	\$500,000		\$1,900,000		\$4,500,000
	Total Programmed			\$11,250,000	\$21,500,000	\$17,500,000	\$2,500,000				\$52,750,000

Total County Cost: \$35,750,000

Total Federal Share: \$17,000,000

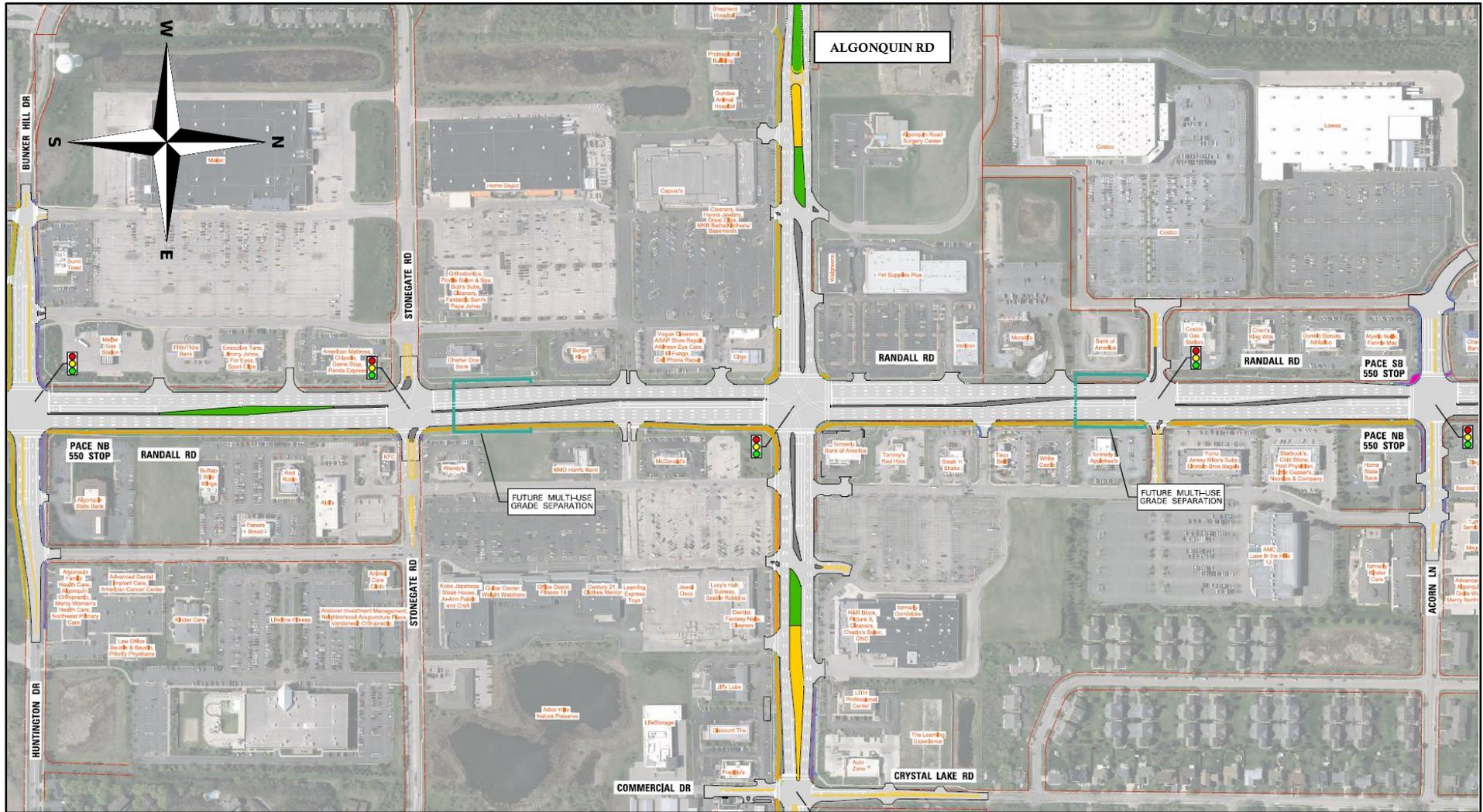


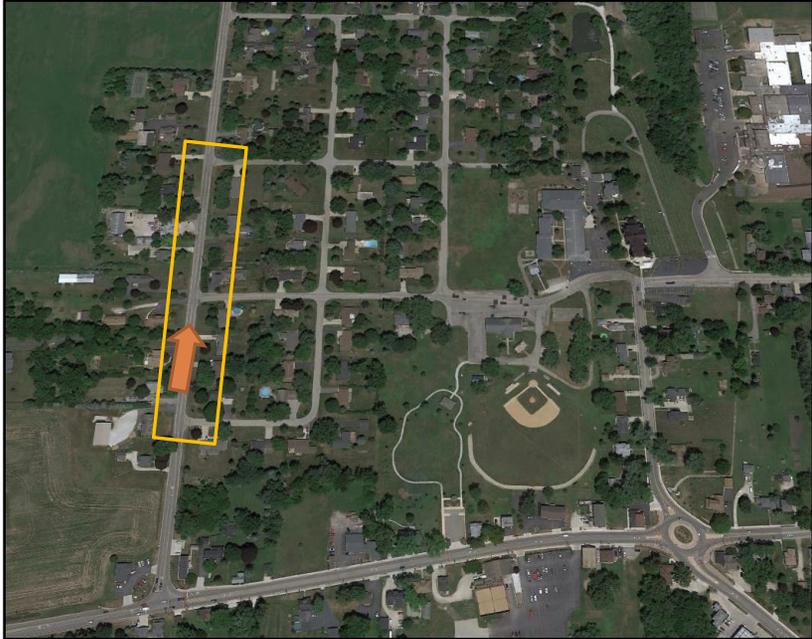
Figure 16: Randall Road Widening Project (Harnish Drive to Acorn/Polaris Drive)

Spring Grove Road Operational Improvements

Title	Spring Grove Road Operational Improvements		
Worktype	Intersection	Municipality	Village of Johnsburg
Category	Modernization	Board District	District 4
Lead Agency	Village of Johnsburg	Total Cost	\$300,000
Project ID	TIP # 11-15-0007	Website	N/A
Limits	Spring Grove Road, between Olive Avenue and St. Francis Avenue		
Description	This project is part of the Village of Johnsburg's Church Street project and will add a center left turn lane to Spring Grove Road between Olive and St. Francis.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Spring Grove Road	ROW	RTA Sales Tax		\$100,000							\$100,000
		<i>Total Right of Way</i>		\$100,000							\$100,000
	CONST	RTA Sales Tax			\$200,000						\$200,000
		<i>Total Construction</i>			\$200,000						\$200,000
		Total Programmed		\$100,000	\$200,000						\$300,000

Total County Cost: \$300,000



7. State Highway Program

Operational and capacity changes to the County Highway system are best realized when coordinated with other improvements to the transportation network. In particular, the State Highways form the backbone of McHenry County's transportation network and are therefore vital to the efficient movement of goods and persons throughout the County. Between 2017 and 2022, \$53.8 million has been programmed for State Highway improvements. Of that amount, \$9.2 million is programmed from County sources.

State Highway Program	2017-2022 Programmed Costs
Illinois Route 23 and I-90 Jane Addams Interchange Project	\$39,127,140
Illinois Route 23 and Coral Road Intersection Project	\$438,000
Illinois Route 173 and Wilmot Road Intersection Project	\$1,700,000
Illinois Route 176 and Roberts Road Intersection Project	\$1,075,000
U.S. Route 20 and Harmony Road Intersection Project	\$3,110,000
U.S. Route 20 at W. Union/Coral/Marengo/Union/Beck Road	\$6,245,000
U.S. Route 14 and Virginia Road Intersection Project	\$2,136,000
TOTALS	\$53,831,140

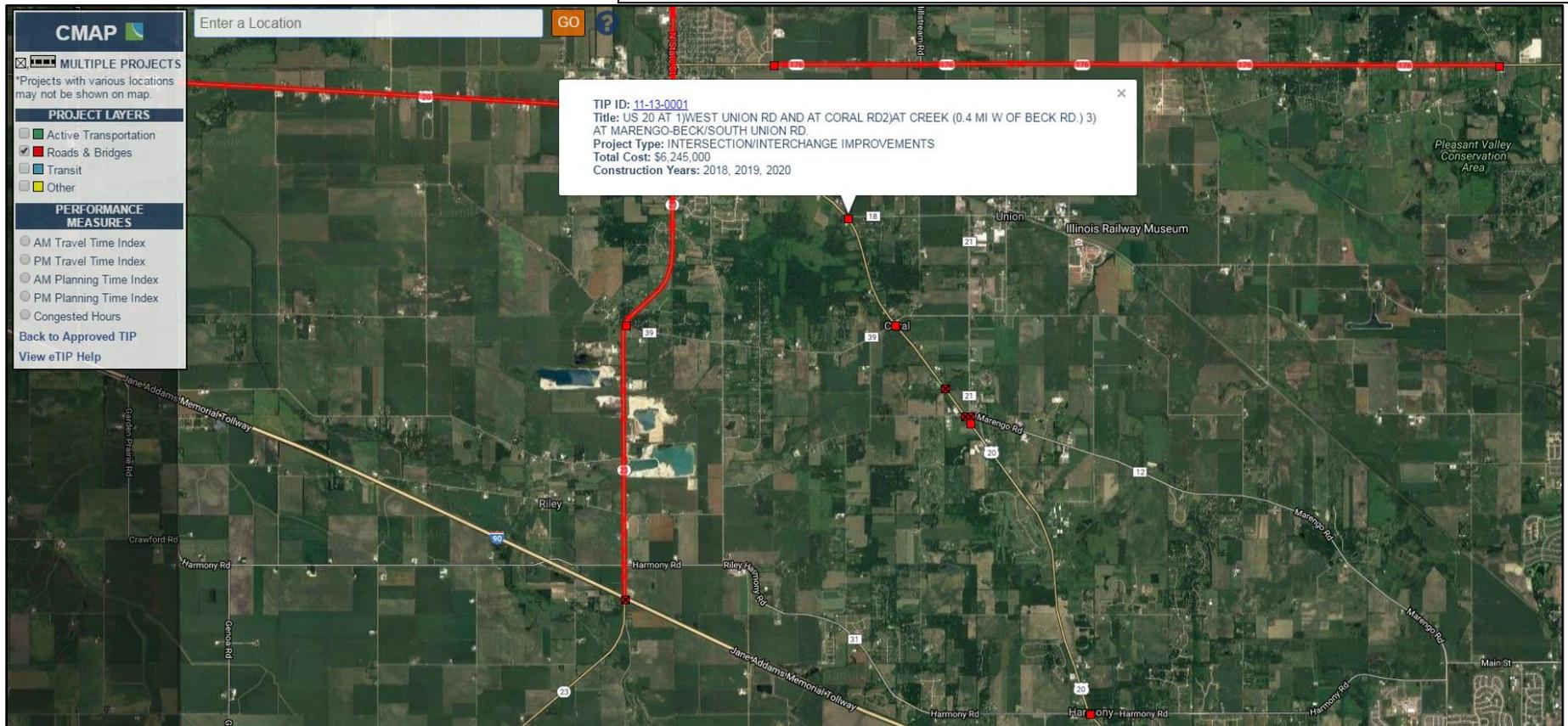


Figure 17: State Projects in the Region's TIP

Illinois Route 23 and I-90 Interchange Project

Title	Illinois Route 23 and Interstate 90 Interchange Project		
Worktype	Interchange	Municipality	City of Marengo
Category	Expansion	Board District	District 6
Lead Agency	McHenry County DOT	Total Cost	\$39,127,140
Project ID	TIP # 09-16-0041	Website	https://www.illinoistollway.com/projects/jane-addams/illinois-route-23-bridge-project
Limits	Harmony Road to Coon Creek Road		
Description	<p>This funding from McHenry County is for the local portion of total costs to add an interchange at Illinois State Route 23 and the Jane Addams Memorial Tollway (I-90) in the City of Marengo. The cost share arrangement is laid out in the Illinois Tollway Interchange and Roadway Cost Share Policy. The total cost of \$39.1 million includes the cost of replacing the bridge over I-90 as well as the cost of adding interchange ramps. This project will also add a roundabout at the intersection of Illinois State Route 23 and Harmony Road, just north of the interchange location. The City of Marengo has committed to repaying McHenry County for its share of the interchange costs through a value capture mechanism, which will be defined in the upcoming intergovernmental agreement between the partner agencies. Once built, the interchange will increase traffic traveling along Illinois Route 23 both north and south of I-90. As identified in the McHenry County 2040 Long Range Transportation Plan, it is therefore imperative that the Illinois Route 23 corridor is planned and developed as a regional thoroughfare, allowing for the efficient movement of people and goods throughout McHenry County. This would include a bypass of the City of Marengo (project M6 in the Plan) and preservation of right of way along the Illinois Route 23 corridor between the Cities of Marengo and Harvard (project B18 in the Plan).</p>		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
IL23 & I-90 Interchange	PRE ENGR	City of Marengo	\$300,000								\$0
	ENGR1	County Option MFT	\$408,000	\$1,272,667							\$1,272,667
		Total Engineering 1	\$708,000	\$1,272,667							\$1,272,667
	ENGR2	County Matching		\$190,743	\$876,000	\$200,000					\$1,266,743
		Total Engineering 2		\$190,743	\$876,000	\$200,000					\$1,266,743
	ROW	RTA Sales Tax		\$400,000	\$1,000,000	\$1,000,000					\$2,400,000
		Total Right of Way		\$400,000	\$1,000,000	\$1,000,000					\$2,400,000
	CONST	RTA Sales Tax				\$3,086,000					\$3,086,000
	CONST	State of Illinois				\$8,076,000					\$8,076,000
	CONST	Illinois Tollway Authority		\$6,873,730	\$16,152,000						\$23,025,730
		Total Construction		\$6,873,730	\$27,314,000						\$34,187,730
		Total Programmed		\$8,737,140	\$1,876,000	\$28,514,000					\$39,127,140

Total County Cost: \$8,025,410

Total State of Illinois Share: \$8,076,000

Total Illinois Tollway Share: \$23,025,730



Figure 18: Proposed I-90 and IL 23 Interchange and Roundabout at IL 23 and Harmony Road

Coral Road at Illinois Route 23 Intersection Project (TIP#11-12-0012)

<i>Title</i>	Coral Road at Illinois Route 23 Intersection Project		
<i>Worktype</i>	Intersection	<i>Municipality</i>	City of Marengo
<i>Category</i>	Modernization	<i>Board District</i>	District 6
<i>Lead Agency</i>	Illinois Department of Transportation	<i>Total Cost</i>	\$438,000
<i>Project ID</i>	TIP # 11-12-0012	<i>Website</i>	N/A
<i>Limits</i>	Coral Road at Illinois Route 23		
<i>Description</i>	This funding is to pay for the County's portion of the proposed improvements to be made to the intersection of Illinois Route 23 and Coral Road in the City of Marengo.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
IL23 & Coral Road	ENGR	State of Illinois	\$39,000								\$0
		<i>Total Engineering</i>	\$39,000								\$0
	CONST	County MFT				\$12,000					\$12,000
	CONST	City of Marengo				\$20,000					\$20,000
	CONST	State of Illinois				\$81,000					\$81,000
	CONST	Federal NHPP				\$325,000					\$325,000
		<i>Total Construction</i>				\$438,000					\$438,000
		<i>Total Programmed</i>				\$438,000					\$438,000

Total County Cost: \$12,000

Total Federal Share: \$325,000

Total State of Illinois Share: \$81,000



Illinois Route 173 and Wilmot Road Intersection Project (TIP#11-09-0059)

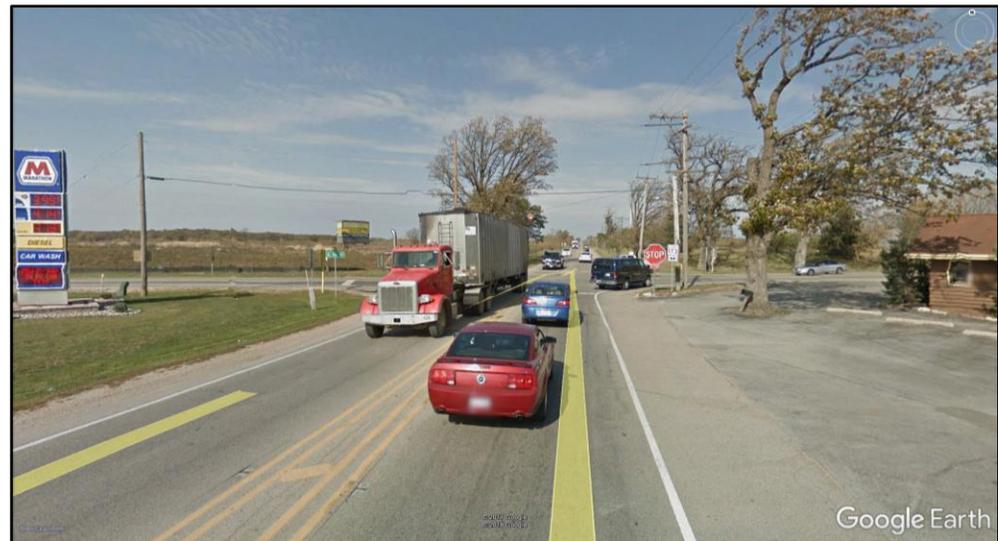
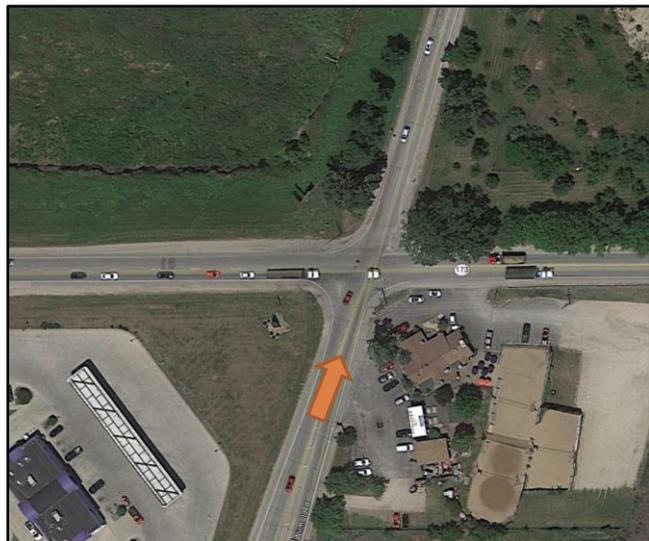
Title	Illinois Route 173 and Wilmot Road Intersection Project			
Worktype	Intersection	Municipality	Fox Lake	
Category	Modernization	Board District	District 4	
Lead Agency	Illinois Department of Transportation		Total Cost	\$1,700,000
Project ID	TIP # 11-09-0059		Website	N/A
Limits	Illinois Route 173 and Wilmot Road			
Description	This funding is to pay for the County's portion of the improvements proposed to be made to the intersection of Illinois Route 173 and Wilmot Road. Currently it is a four-way stop controlled intersection.			

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
IL173 and Wilmot Rd	ROW	State of Illinois	\$80,000	\$250,000							\$250,000
		<i>Total Right of Way</i>	\$80,000	\$250,000							\$250,000
	CONST	County MFT				\$40,000					\$40,000
	CONST	State of Illinois				\$282,000					\$282,000
	CONST	Federal NHPP				\$1,128,000					\$1,128,000
		<i>Total Construction</i>				\$1,450,000					\$1,450,000
		Total Programmed		\$250,000		\$1,450,000					\$1,700,000

Total County Cost: \$40,000

Total Federal Share: \$1,128,000

Total State of Illinois Share: \$532,000



Illinois Route 176 and Roberts Road Intersection Project (TIP#10-14-0021)

Title	Illinois Route 176 and Roberts Road Intersection Project		
Worktype	Intersection	Municipality	Island Lake
Category	Modernization	Board District	District 3
Lead Agency	Illinois Department of Transportation	Total Cost	\$1,075,000
Project ID	TIP # 10-14-0021	Website	N/A
Limits	Illinois Route 176 and Roberts Road		
Description	This funding is to pay for the County's portion of the improvements proposed to be made to the intersection of Illinois Route 176 and Roberts Road (including retaining wall).		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
IL176 and Roberts Road	ROW	State of Illinois			\$20,000						\$20,000
	ROW	Federal CMAQ			\$80,000						\$80,000
		<i>Total Right of Way</i>			\$100,000						\$100,000
	CONST	RTA Sales Tax				\$50,000					\$50,000
	CONST	State of Illinois				\$145,000					\$145,000
	CONST	Federal NHPP				\$780,000					\$780,000
		<i>Total Construction</i>				\$975,000					\$975,000
		Total Programmed			\$100,000	\$975,000					\$1,075,000

Total County Cost: \$50,000 Total Federal Share: \$860,000 Total State of Illinois Share: \$165,000



U.S. Route 20 and Harmony Road Intersection Project (TIP#11-09-0045)

Title	U.S. Route 20 and Harmony Road Intersection Project		Municipality	Unincorporated Coral Township	
Worktype	Intersection		Board District	District 6	
Category	Modernization		Total Cost	\$3,110,000	
Lead Agency	Illinois Department of Transportation		Website	http://us20atharmony.com/	
Project ID	TIP # 11-09-0045				
Limits	U.S. 20 and Harmony Road				
Description	This funding is to pay for the County's portion of the improvements to U.S. Route 20 and Harmony Road. The Illinois Department of Transportation is planning to install a roundabout at this location in 2018 to improve the safety of the intersection and allow for more efficient traffic flow.				

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
U.S. Route 20 at Harmony	ROW	State of Illinois	\$50,000	\$76,000							\$76,000
	ROW	Federal HSIP	\$450,000	\$684,000							\$684,000
		Total Right of Way	\$500,000	\$760,000							\$760,000
	CONST	County MFT			\$40,000						\$40,000
	CONST	State of Illinois			\$231,000						\$231,000
	CONST	Federal HSIP			\$2,079,000						\$2,079,000
		Total Construction			\$2,350,000						\$2,350,000
		Total Programmed		\$760,000	\$2,350,000						\$3,110,000

Total County Cost: \$40,000

Total Federal Share: \$2,763,000

Total State of Illinois Share: \$307,000



U.S. Route 20 at West Union Road, Coral Road, and Marengo/Union/Beck (TIP#11-13-0001)

Title	US 20 at 1)West Union Rd and at Coral Rd2)At Creek (0.4 MI W of Beck Rd.) 3) At Marengo-Beck/South Union Road		
Worktype	Intersection	Municipality	Unincorporated Coral Township
Category	Modernization	Board District	District 6
Lead Agency	Illinois Department of Transportation	Total Cost	\$6,245,000
Project ID	TIP # 11-13-0001	Website	http://www.idot.illinois.gov/projects/US20-at-Marengo
Limits	Along US 20 1)at West Union Rd and 2)at Coral From Coral Rd Grant Highway Bridge and 3) Marengo/Beck/South Union		
Description	This funding is to pay for the County's portion of the improvements made to U.S. Route 20 at 1)West Union Rd and at Coral Rd2)At Creek (0.4 MI W of Beck Rd.) 3) At Marengo-Beck/South Union Road. The Illinois Department of Transportation is looking at installing roundabouts at several of these intersections for safety and operational improvements.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
U.S. Route 20 Intersections	ENGR2	State of Illinois		\$250,000	\$420,000						\$670,000
		<i>Total Engineering 2</i>		\$250,000	\$420,000						\$670,000
	ROW	Federal HSIP		\$1,044,000							\$1,044,000
	ROW	State of Illinois		\$331,000							\$331,000
		<i>Total Right of Way</i>		\$1,375,000							\$1,375,000
	CONST	Federal HSIP			\$1,350,000		\$1,790,000				\$3,140,000
	CONST	State of Illinois			\$150,000	\$160,000	\$199,000				\$509,000
	CONST	County MFT					\$11,000				\$11,000
	CONST	Federal NHPP				\$540,000					\$540,000
		<i>Total Construction</i>			\$1,500,000	\$700,000	\$2,000,000				\$4,200,000
		Total Programmed		\$1,625,000	\$1,920,000	\$700,000	\$2,000,000				\$6,245,000

Total County Cost: \$11,000

Total Federal Share: \$4,724,000

Total State of Illinois Share: \$1,510,000



U.S. Route 14 and Virginia Road Intersection Signalization Project

Title	U.S. 14 and Virginia Road Intersection Project											
Worktype	Intersection											
Category	Modernization											
Lead Agency	City of Crystal Lake											
Project ID	TIP # 11-18-4287											
Limits	Intersection of U.S. 14 and Virginia Road											
Description	This project will add an additional left turn lane on Virginia Road, an additional eastbound right turn lane on Route 14, upgrade the traffic signal equipment and provide pedestrian accommodations where feasible. The City of Crystal Lake has applied for Federal Congestion, Mitigation and Air Quality (CMAQ) funding in 2017 to pay for 80% of the cost of construction and construction engineering. CMAQ funding will be awarded in October, 2017.											
Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total	
U.S. 14 and Virginia Road	ENGR1	City of Crystal Lake		\$24,000								\$24,000
	ENGR1	RTA Sales Tax		\$24,000								\$24,000
		<i>Total Engineering 1</i>		\$48,000								\$48,000
	ENGR2	City of Crystal Lake			\$72,000							\$72,000
	ENGR2	RTA Sales Tax			\$72,000							\$72,000
		<i>Total Engineering 2</i>			\$144,000							\$144,000
	CONST	City of Crystal Lake			\$500,000	\$400,000						\$900,000
	CONST	RTA Sales Tax			\$500,000	\$400,000						\$900,000
		<i>Total Construction</i>			\$1,000,000	\$800,000						\$1,800,000
	CE	City of Crystal Lake			\$40,000	\$32,000						\$72,000
	CE	RTA Sales Tax			\$40,000	\$32,000						\$72,000
		<i>Total Construction Engineering</i>			\$80,000	\$64,000						\$144,000
		Total Programmed		\$48,000	\$1,224,000	\$864,000						\$2,136,000

Total County Cost: \$1,068,000

City of Crystal Lake Share: \$1,068,000

*Potential CMAQ Funding: \$1,555,200



8. Bicycle, Pedestrian, and Transit Program

Bus and commuter rail operations in McHenry County provide efficient connections to the metropolitan region. These operations also provide much needed transportation services to those living in the County. To date, many of these needs remain unmet. As indicated in the County's *2040 Plan*, the lack of sidewalks and comfortable bicycle accommodations present a great challenge for transit operations in the County. Between 2017 and 2022, \$20.0 million is programmed for bicycle, pedestrian, and transit projects (\$8.3 million from County sources) to improve traffic circulation and access to transit services.

Bicycle, Pedestrian, and Transit Program Summary	2017-2022 Programmed Costs
Bull Valley Road Bike Path	\$250,000
Lakewood Road Bike Path	\$1,160,000
MCRide Dial-a-Ride Pace Contract	\$12,090,759
Metra Service Enhancements	\$4,000,000
Ridgefield Trace Oak Street Gap	\$699,680
Rakow Road Bike Path	\$200,000
U.S. 14 and Kishwaukee Valley Road Crossing	\$910,000
Volunteer Driver and Transit Enhancement Program	\$675,000
TOTAL	\$19,985,439



Bull Valley Road Bike Path

<i>Title</i>	Bull Valley Road Bike Path		
<i>Worktype</i>	Bike Path	<i>Municipality</i>	City of McHenry
<i>Category</i>	Modernization	<i>Board District</i>	District 3
<i>Lead Agency</i>	McHenry County DOT	<i>Total Cost</i>	\$250,000
<i>Project ID</i>	N/A	<i>Website</i>	N/A
<i>Limits</i>	Prairie Trail to Illinois Route 31		
<i>Description</i>	This project will add a bike path along Bull Valley Road from the Prairie Trail to Illinois Route 31 in the City of McHenry. This project would also install a pedestrian crossing of the Union Pacific Railroad just east of the Prairie Trail. Federal Transportation Alternatives Program (TAP) and/or State Illinois Transportation Enhancement Program (ITEP) funding will be pursued to reduce the local cost of construction and construction engineering by 80%.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Bull Valley Road Bike Path	ENGR1	TBD - Local				\$20,000					\$20,000
	ENGR1	RTA Sales Tax				\$80,000					\$80,000
		<i>Total Engineering 1</i>				\$100,000					\$100,000
	ENGR2	TBD - Local					\$20,000				\$20,000
	ENGR2	RTA Sales Tax					\$80,000				\$80,000
		<i>Total Engineering 2</i>					\$100,000				\$100,000
	ROW	TBD - Local						\$10,000			\$10,000
	ROW	RTA Sales Tax						\$40,000			\$40,000
		<i>Total Right of Way</i>						\$50,000			\$50,000
	CONST	TBD - Local							\$240,000		\$0
	CONST	RTA Sales Tax							\$960,000		\$0
		<i>Total Construction</i>							\$1,200,000		\$0
	CE	TBD - Local							\$24,000		\$0
	CE	RTA Sales Tax							\$96,000		\$0
		<i>Total Construction Engineering</i>							\$120,000		\$0
		<i>Total Programmed</i>				\$100,000	\$100,000	\$50,000			\$250,000

Total County Cost: \$200,000 TBD - Local Share: \$50,000 *Potential Federal Funding: \$1,056,000

Lakewood Road Bike Path

Title	Lakewood Road Bike Path		
Worktype	Bike Path	Municipality	Village of Lake in the Hills
Category	Modernization	Board District	District 1 and District 5
Lead Agency	McHenry County DOT	Total Cost	\$1,160,000
Project ID	N/A	Website	N/A
Limits	Algonquin Road to Ackman Road		
Description	This project will add a bike path along the east side of Lakewood Road from Algonquin Road to Ackman Road in the Village of Lake in the Hills. Federal Transportation Alternatives Program (TAP) and/or State Illinois Transportation Enhancement Program (ITEP) funding will be pursued to reduce the local cost of construction and construction engineering by 80%.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Lakewood Road Bike Path	ENGR1	Lake in the Hills			\$30,000						\$30,000
	ENGR1	RTA Sales Tax			\$120,000						\$120,000
		<i>Total Engineering 1</i>			\$150,000						\$150,000
	ENGR2	Lake in the Hills				\$28,000					\$28,000
	ENGR2	RTA Sales Tax				\$112,000					\$112,000
		<i>Total Engineering 2</i>				\$140,000					\$140,000
	ROW	Lake in the Hills				\$9,000					\$9,000
	ROW	RTA Sales Tax				\$36,000					\$36,000
		<i>Total Right of Way</i>				\$45,000					\$45,000
	CONST	Lake in the Hills					\$150,000				\$150,000
	CONST	RTA Sales Tax					\$600,000				\$600,000
		<i>Total Construction</i>					\$750,000				\$750,000
	CE	Lake in the Hills					\$15,000				\$15,000
	CE	RTA Sales Tax					\$60,000				\$60,000
		<i>Total Construction Engineering</i>					\$75,000				\$75,000
		Total Programmed			\$150,000	\$185,000	\$825,000				\$1,160,000

Total County Cost: \$928,000

Village of Lake in the Hills Share: \$232,000

*Potential Federal Funding: \$660,000

MCRide Dial-a-Ride Pace Contract

Title												
MCRide Dial-a-Ride Pace Contract												
Worktype			Paratransit			Municipality			Various Municipalities			
Category			Expansion			Board District			All Board Districts			
Lead Agency			Pace Suburban Bus			Total Cost			\$12,090,759			
Project ID			TIP # 13-14-0014 (Section 5310)			Website			www.co.mchenry.il.us/county-government/departments-j-z/transportation/transit-services/mcride-dial-a-ride			
Limits			MCRide Service Area									
Description			MCRide service is a demand-response transit operation in and between the Cities of Crystal Lake, McHenry, Woodstock, Huntley, Marengo, Harvard, Ringwood, and Johnsburg, as well as the townships of Dorr, Greenwood, Nunda, McHenry, Grafton, Marengo and Riley. In 2016, over 101,000 total trips were taken by approximately 3,000 individuals. Grants (\$335,000 in federal Section 5310, and \$170,000 in County Senior Services Grant funds) were used to offset operational costs. More information regarding this program can be found at www.co.mchenry.il.us/county-government/departments-j-z/transportation/transit-services/mcride-dial-a-ride .									
Project	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total	
MCRide Dial-a-Ride	TRAN	Rider Fares	\$151,035	\$180,000	\$185,000	\$190,000	\$195,000	\$200,000	\$205,000	\$210,000	\$1,155,000	
		Pace Suburban Bus										
	TRAN	Subsidy	\$801,312	\$825,000	\$835,000	\$850,000	\$865,000	\$885,000	\$900,000	\$920,000	\$5,160,000	
		Federal Section										
	TRAN	5310 Funding	\$334,889	\$400,000	\$425,000	\$440,000	\$460,000	\$480,000	\$500,000	\$500,000	\$2,705,000	
		Municipalities and										
	TRAN	Townships	\$225,750	\$220,759	\$230,000	\$240,000	\$250,000	\$260,000	\$270,000	\$280,000	\$1,470,759	
		County Senior										
	TRAN	Services Grant	\$170,000	\$45,000	\$0	\$0	\$0	\$0	\$0	\$0	\$45,000	
	TRAN	RTA Sales Tax	\$194,832	\$245,000	\$280,000	\$270,000	\$265,000	\$250,000	\$245,000	\$240,000	\$1,555,000	
Total Public Transportation			\$1,877,818	\$1,915,759	\$1,955,000	\$1,990,000	\$2,035,000	\$2,075,000	\$2,120,000	\$2,150,000	\$12,090,759	
Total Programmed				\$1,915,759	\$1,955,000	\$1,990,000	\$2,035,000	\$2,075,000	\$2,120,000		\$12,090,759	
Total County Cost:			\$1,555,000			Total Federal Share:			\$2,705,000			
									Total Pace Bus Share:			\$5,160,000



Metra Service Enhancements

Title	Metra Service Enhancements		Municipality	All Municipalities	
Worktype	Public Transportation		Board District	All Board Districts	
Category	Expansion		Total Cost	\$4,000,000	
Lead Agency	McHenry County DOT		Website	https://metrarail.com/sites/default/files/assets/about-metra/studies/up-nw_aa_final_report_october2007.pdf	
Project ID	TIP # 18-07-0670				
Limits	Metra Union Pacific Northwest (UP-NW) Line				
Description	The McHenry County 2040 Long Range Transportation Plan identified the upgrades of the Union Pacific Northwest Metra line to be the highest priority project in the Plan. With that in mind, any eventual service expansion by Metra will require significant local (State, County, Municipal) funding to match Federal funds for the project. An investment of \$4,000,000 in 2022 represents the first annual down payment towards a total County contribution of \$20,000,000. Together with additional funds from Cook County, the City of Chicago and other municipalities along the rail line, as well as a contribution from the State of Illinois, a large local match can be used to leverage the necessary Federal funds to complete the project. A description of the UP-NW Line New Starts Project is shown below.				

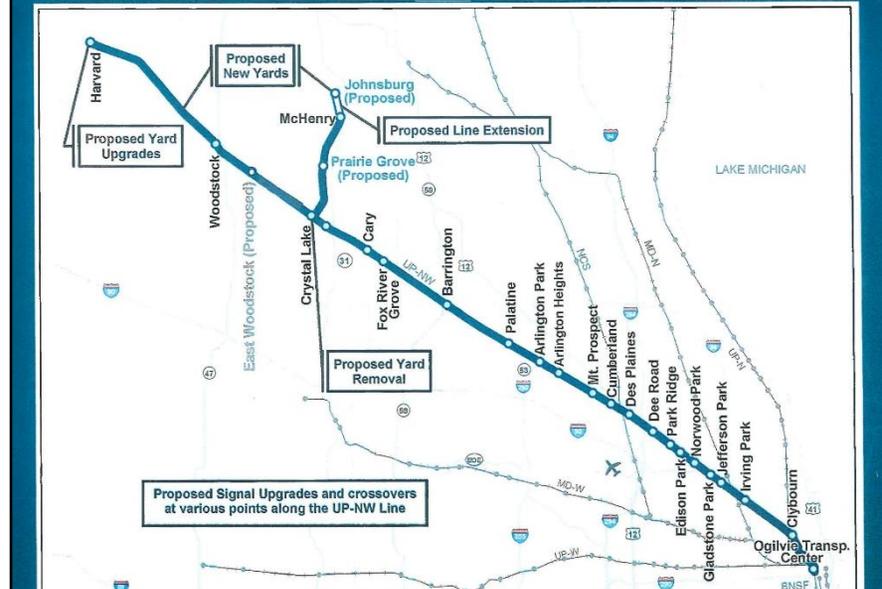
Project	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Metra Service Enhancements	TRAN	RTA Sales Tax							\$4,000,000	\$16,000,000	\$4,000,000
		Total Transportation							\$4,000,000	\$16,000,000	\$4,000,000
		Total Programmed							\$4,000,000		\$4,000,000

Total County Cost: \$4,000,000

UP-NW Line New Start Project Improvements

- **Yards**
 - Provide new layover yard facilities at Woodstock and Johnsburg
 - Modernized facilities for cleaning, washing, inspection, and servicing of toilets
- **Stations**
 - Johnsburg, Prairie Grove & East Woodstock
 - Other station improvements to accommodate increases in passenger boardings
- **Increase rail rolling stock fleet to support increased service**
- **Signals**
 - Signalize the entire McHenry Branch
 - Improved signals on other parts of the line
- **Schedule**
 - Increase from 17 to 24 trains in peak for CBD-bound riders
 - Increase from 4 to 8 reverse commute trains
 - 7.5 minutes average peak frequency (11 min. existing)
- **Other**
 - 35% increase in capacity
 - Employer shuttles at several stations for the "last mile"

Proposed UP-NW Upgrade Project



Ridgefield Trace – Oak Street Gap

<i>Title</i>	Ridgefield Trace - Oak Street Gap		<i>Municipality</i>	City of Crystal Lake							
<i>Worktype</i>	Bike Path		<i>Board District</i>	District 3							
<i>Category</i>	Modernization		<i>Total Cost</i>	\$699,680							
<i>Lead Agency</i>	McHenry County Conservation District		<i>Website</i>	N/A							
<i>Project ID</i>	N/A										
<i>Limits</i>	Ridgefield Trace Terminus to Oak Street										
<i>Description</i>	This project will connect the existing Ridgefield Trace bike path to Oak Street in the City of Crystal Lake and allow for a crossing of the Union Pacific Railroad. Funding for construction has been committed by the McHenry County Community Foundation, the McHenry County Conservation Foundation and the McHenry County Bicycle Advocates. The City of Crystal Lake has been approached to contribute funding towards the project as well. The McHenry County Conservation District and McHenry County will split the remaining share of project costs.										
Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Oak Street Gap	CONST	MC Conservation District		\$54,000							\$54,000
	CONST	Federal CMAQ Grant		\$508,800							\$508,800
	CONST	MC Community Foundation		\$10,000							\$10,000
	CONST	MC Conservation Foundation		\$5,000							\$5,000
	CONST	MC Bicycle Advocates		\$5,000							\$5,000
	CONST	RTA Sales Tax		\$54,000							\$54,000
		<i>Total Construction</i>		\$636,800							\$636,800
	CE	MC Conservation District		\$6,000							\$6,000
	CE	Federal CMAQ Grant		\$50,880							\$50,880
	CE	RTA Sales Tax		\$6,000							\$6,000
		<i>Total Construction Engineering</i>		\$62,880							\$62,880
		Total Programmed		\$699,680							\$699,680

Total County Cost: \$60,000

Conservation District Share \$60,000

Total Federal CMAQ Funding: \$559,680

Rakow Road Bike Path

Title	Rakow Road Bike Path		
Worktype	Bike Path	Municipality	City of Crystal Lake and Village of Lake in the Hills
Category	Modernization	Board District	District 2
Lead Agency	McHenry County DOT	Total Cost	\$200,000
Project ID	N/A	Website	N/A
Limits	Ackman Road to Pyott Road		
Description	This project will add a bike path along Rakow Road from Ackman Road to the Prairie Trail. Federal Transportation Alternatives Program (TAP) and/or State Illinois Transportation Enhancement Program (ITEP) funding will be pursued to reduce the local cost of construction and construction engineering by 80%.		

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Rakow Road Bike Path	ENGR1	City of Crystal Lake						\$10,000			\$10,000
	ENGR1	Village of Lake in the Hills						\$10,000			\$10,000
	ENGR1	RTA Sales Tax						\$80,000			\$80,000
		Total Engineering 1						\$100,000			\$100,000
	ENGR2	City of Crystal Lake							\$10,000		\$10,000
	ENGR2	Village of Lake in the Hills							\$10,000		\$10,000
	ENGR2	RTA Sales Tax							\$80,000		\$80,000
		Total Engineering 2							\$100,000		\$100,000
	CONST	City of Crystal Lake								\$100,000	\$0
	CONST	Village of Lake in the Hills								\$100,000	\$0
	CONST	RTA Sales Tax								\$800,000	\$0
		Total Construction								\$1,000,000	\$0
	CE	City of Crystal Lake								\$10,000	\$0
	CE	Village of Lake in the Hills								\$10,000	\$0
	CE	RTA Sales Tax								\$80,000	\$0
		Total Construction Engineering								\$100,000	\$0
		Total Programmed						\$100,000	\$100,000		\$200,000

Total County Cost: \$160,000

Total Municipal Share: \$40,000

*Potential Federal Funding: \$880,000

U.S. 14 and Kishwaukee Valley Road Pedestrian Crossing

Title	U.S. 14 & Kishwaukee Valley Road Pedestrian Crossing											
Worktype	Bike Path											
Category	Modernization											
Lead Agency	City of Woodstock											
Project ID	N/A											
Limits	Intersection of U.S. 14 and Kishwaukee Valley Road											
Description	This project will add a safe pedestrian crossing at the intersection of U.S. 14 and Kishwaukee Valley Road in the City of Woodstock. Heavy pedestrian traffic crossing at this location can be attributed to the Pioneer Center PADS shelter located just west of the target intersection.											
Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total	
U.S. 14 and Kishwaukee	ENGR1	City of Woodstock					\$20,000				\$20,000	
	ENGR1	RTA Sales Tax					\$80,000				\$80,000	
		<i>Total Engineering 1</i>					\$100,000				\$100,000	
	ENGR2	City of Woodstock						\$20,000			\$20,000	
	ENGR2	RTA Sales Tax						\$80,000			\$80,000	
		<i>Total Engineering 2</i>						\$100,000			\$100,000	
	ROW	City of Woodstock						\$10,000			\$10,000	
	ROW	RTA Sales Tax						\$40,000			\$40,000	
		<i>Total Right of Way</i>						\$50,000			\$50,000	
	CONST	City of Woodstock							\$120,000		\$120,000	
	CONST	RTA Sales Tax							\$480,000		\$480,000	
		<i>Total Construction</i>							\$600,000		\$600,000	
	CE	City of Woodstock						\$12,000			\$12,000	
	CE	RTA Sales Tax						\$48,000			\$48,000	
		<i>Total Construction Engineering</i>						\$60,000			\$60,000	
		Total Programmed					\$100,000	\$150,000	\$660,000		\$910,000	

Total County Cost: \$728,000

City of Woodstock Share: \$182,000

Volunteer Driver and Transit Enhancement Program

Title	Volunteer Driver and Transit Enhancement Program											
Worktype	Paratransit					Municipality	All Municipalities					
Category	Expansion					Board District	All Board Districts					
Lead Agency	McHenry County DOT					Total Cost	\$675,000					
Project ID	N/A					Website	N/A					
Limits	McHenry County											
Description	This funding from the County RTA fund is to continue funding coordination and expansion of local transit services in the County. In 2016, \$60,000 is programmed for the Senior Care Volunteer Network (SCVN), \$5,000 is for the Veterans Affairs Commission (VAC), and \$35,000 is for the Transportation Network Company (TNC) Pilot Program. The TNC Pilot Program will allow McHenry County residents to request an on-demand transportation service from their mobile device.											
Project	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total	
Senior Care Volunteer Net.	TRAN	RTA Sales Tax	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$360,000	
VAC	TRAN	RTA Sales Tax	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$30,000	
TNC Pilot Program	TRAN	RTA Sales Tax		\$35,000	\$40,000	\$45,000	\$50,000	\$55,000	\$60,000	\$65,000	\$285,000	
		Total Transportation	\$65,000	\$100,000	\$105,000	\$110,000	\$115,000	\$120,000	\$125,000	\$130,000	\$675,000	
		Total Programmed		\$100,000	\$105,000	\$110,000	\$115,000	\$120,000	\$125,000		\$675,000	

Total County Cost: \$675,000

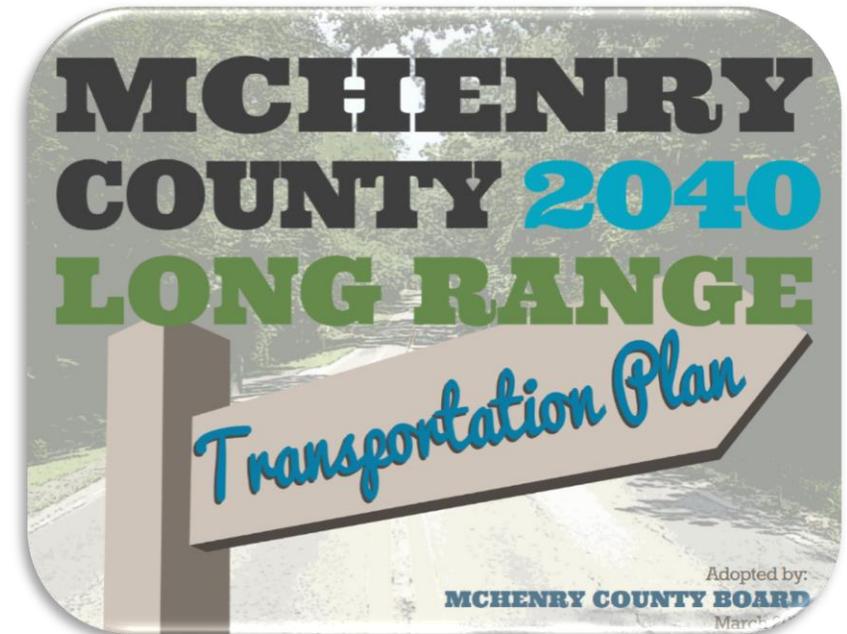


SENIOR CARE
Volunteer Network
Formerly Faith in Action

9. Miscellaneous Program

There are various programs, projects, and initiatives that support other programs of the McHenry County Division of Transportation. Between 2017 and 2022, approximately \$16.3 million is programmed for these types of projects.

Miscellaneous Program Summary	2017-2022 Programmed Costs
Debt Certificate Service (\$50,000,000 in 2007)	\$5,937,750
Transportation Planning Projects	\$600,000
Nondedicated Subdivision Road Construction Program	\$7,734,107
Nondedicated Subdivision Road Maintenance Program	\$1,089,720
County Engineer Salary Program	\$981,264
TOTALS	\$16,342,841



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

<i>Title</i>	Debt Certificate Service (\$50,000,000 in 2007)										
<i>Worktype</i>	Debt Service					<i>Municipality</i>	All Municipalities				
<i>Category</i>	Expansion					<i>Board District</i>	All Board Districts				
<i>Lead Agency</i>	McHenry County DOT					<i>Total Cost</i>	\$5,937,750				
<i>Project ID</i>	N/A					<i>Website</i>	N/A				
<i>Limits</i>	N/A										
<i>Description</i>	This funding is for the debt service required for the \$50,000,000 debt certificate issued in 2007 to be retired over ten years (in 2017). 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.										
Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Debt Service		RTA Sales Tax	\$54,000,000	\$5,937,750							\$5,937,750
		<i>Total Debt Service</i>	\$54,000,000	\$5,937,750							\$5,937,750
		Total Programmed		\$5,937,750							\$5,937,750

Total County Cost: \$5,937,750

Transportation Planning Projects

<i>Title</i>	Transportation Planning Projects										
<i>Worktype</i>	Other					<i>Municipality</i>	All Municipalities				
<i>Category</i>	Preservation					<i>Board District</i>	All Board Districts				
<i>Lead Agency</i>	McHenry County DOT					<i>Total Cost</i>	\$600,000				
<i>Project ID</i>	N/A					<i>Website</i>	https://www.co.mchenry.il.us/county-government/departments-j-z/transportation/transportation-plans/long-range-transportation-plan				
<i>Limits</i>	Transportation Planning encompasses the entire County.										
<i>Description</i>	In 2018, the County is scheduled to receive \$160,000 in Federal Unified Work Program (UWP) funds to update the County's Transit Plan, matched by \$40,000 in County funds. In 2019, \$100,000 is programmed to update the County's Transportation Programming software. The funding in 2020-2022 is for consultant services needed as part of the long-range transportation planning process. At this time, an update of the long-range transportation plan is programmed to occur every 7 years.										
Project	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
	PLAN	RTA Sales Tax	\$80,000	\$40,000	\$100,000	\$50,000	\$150,000	\$100,000			\$520,000
	PLAN	Federal UWP	\$200,000	\$160,000							\$360,000
	PLAN	RTA Planning Funds	\$120,000								\$120,000
		<i>Total Planning</i>	\$400,000	\$200,000	\$100,000	\$50,000	\$150,000	\$100,000			\$1,000,000
		Total Programmed		\$200,000	\$100,000	\$50,000	\$150,000	\$100,000			\$600,000

Total County Cost: \$440,000

Total Federal Share: \$160,000

Nondedicated Subdivision Road Construction Program

Title	Nondedicated Subdivision Road Construction Program			
Worktype	NSR	Municipality	Unincorporated McHenry County	
Category	Modernization	Board District	Various Board Districts	
Lead Agency	McHenry County DOT	Total Cost	\$7,734,107	
Project ID	N/A	Website	https://www.co.mchenry.il.us/county-government/departments-j-z/transportation/resources/nondedicated-subdivision-roads	
Limits	N/A			
Description	This funding is allocated each year for nondedicated subdivision roads to help bring them into a public jurisdiction. In 2015, \$8,060,000 was allocated by the County Board for this program spread over five years.			

Segment	Phase	Fund Source	Prior FY	2017	2018	2019	2020	2021	2022	Future FY	Total
Indian Ridge	ENGR	County MFT		\$205,294							\$205,294
		<i>Total Engineering</i>		\$205,294							\$205,294
Indian Ridge	CONST	County MFT	\$325,893	\$4,748,813	\$2,500,000	\$280,000					\$7,528,813
		<i>Total Construction</i>	\$325,893	\$4,748,813	\$2,500,000	\$280,000					\$7,528,813
		Total Programmed		\$4,954,107	\$2,500,000	\$280,000					\$7,734,107

Total County Cost: \$7,734,107



Nondedicated Subdivision Road Maintenance Program

<i>Title</i>	Nondedicated Subdivision Road Maintenance Program												
<i>Worktype</i>	NSR						<i>Municipality</i>	Unincorporated McHenry County					
<i>Category</i>	Preservation						<i>Board District</i>	Various Board Districts					
<i>Lead Agency</i>	McHenry County DOT						<i>Total Cost</i>	\$1,089,720					
<i>Project ID</i>	N/A						<i>Website</i>	https://www.co.mchenry.il.us/county-government/departments-j-z/transportation/resources/nondedicated-subdivision-roads					
<i>Limits</i>	N/A												
<i>Description</i>	This funding is to match private investments committed to maintain nondedicated subdivision roads in unincorporated areas of McHenry County. These efforts are coordinated with the Township Highway Commissioners. The County's contribution cannot exceed 50% of the Motor Fuel Tax funds received in the participating townships of Algonquin, Dorr, McHenry and Nunda, which for calendar year 2016 totaled \$187,579.35.												
Segment	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total		
	CONST	County MFT	\$100,000	\$181,620	\$181,620	\$181,620	\$181,620	\$181,620	\$181,620	\$181,620	\$1,089,720		
	Total Construction		\$100,000	\$181,620	\$181,620	\$181,620	\$181,620	\$181,620	\$181,620	\$181,620	\$1,089,720		
	Total Programmed			\$181,620	\$181,620	\$181,620	\$181,620	\$181,620	\$181,620		\$1,089,720		

Total County Cost: \$1,089,720

County Engineer Salary Program

<i>Title</i>	County Engineer Salary Program												
<i>Worktype</i>	Other						<i>Municipality</i>	N/A					
<i>Category</i>	Preservation						<i>Board District</i>	All Board Districts					
<i>Lead Agency</i>	McHenry County DOT						<i>Total Cost</i>	\$981,264					
<i>Project ID</i>	N/A						<i>Website</i>	N/A					
<i>Limits</i>	N/A												
<i>Description</i>	This funding is for the County Engineer's position (half of this salary is funded by federal Surface Transportation Program funds allocated to the collar counties of the Chicago metropolitan area)												
	Phase	Fund Source	2016	2017	2018	2019	2020	2021	2022	2023	Total		
	ENGR	County MFT	\$75,591	\$77,292	\$79,031	\$80,809	\$82,627	\$84,486	\$86,387	\$88,331	\$490,632		
	ENGR	Federal STP	\$75,591	\$77,292	\$79,031	\$80,809	\$82,627	\$84,486	\$86,387	\$88,331	\$490,632		
	Total Engineering			\$154,584	\$158,062	\$161,618	\$165,254	\$168,972	\$172,774		\$981,264		
	Total Programmed			\$154,584	\$158,062	\$161,618	\$165,254	\$168,972	\$172,774		\$981,264		

Total County Cost: \$490,632

Total Federal Share: \$490,632

APPENDIX A: METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM

McHenry County is part of the Chicago Metropolitan Planning Organization (MPO). As part of this MPO all federal and state funded projects and projects of regional significance must be included in the MPO Transportation Improvement Program (TIP). The TIP is the official transportation plan for the MPO and is included in the State's Transportation Improvement Program. The 2015-2018 program can be viewed at www.idot.illinois.gov/transportation-system/transportation-management/transportation-improvement-programs-/stip/index. The TIP is used to track transportation projects and to inform the public of all the various agency projects in the region.

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

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

The current MPO TIP can be viewed at <https://etip.cmap.illinois.gov/>

The image shows the cover of a report titled "Statewide Transportation Improvement Program FY 2015-2018". The cover has a light green background. At the top left is the State of Illinois logo and the text "State of Illinois Illinois Department of Transportation". The main title "Statewide Transportation Improvement Program" is in large, bold, white letters on a dark green rectangular background. Below this, "FY 2015-2018" is written in large, bold, black letters. Underneath that, "Proposed Highway & Transit Improvement Program" is written in smaller black letters. At the bottom left is the Illinois Department of Transportation logo. At the bottom right, there is a small line of text: "Printed by authority of the State of Illinois, 1115-10, 08/14, 101 1013".

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: www.idot.illinois.gov/Assets/uploads/files/Doing-Business/Manuals-Guides-&-Handbooks/Highways/Local-Roads-and-Streets/Local%20Roads%20and%20Streets%20Manual.pdf

Bureau of Local Roads and Streets Manual

The BLRS Manual is in the process of being updated per Circular Letter 2014-17. We welcome your comments on needed updates. Please click here to leave you comment.



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

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

2017

PROJECT	PHASE	MFT	MATCHING	BRIDGE	OPTION	RTA	TOTAL COUNTY COSTS	PROJECT COST	STATE	FEDERAL	LOCAL/OTHER
RANDALL ROAD	ROW	\$0	\$4,250,000	\$0	\$750,000	\$5,750,000	\$10,750,000	\$10,750,000	\$0	\$0	\$0
DEBT CERTIFICATE SERVICE (\$50 MILLION IN 2007)	MISC	\$0	\$0	\$0	\$0	\$5,937,750	\$5,937,750	\$5,937,750	\$0	\$0	\$0
NON DEDICATED SUBDIVISION ROAD CONSTRUCTION PROGRAM	CONST	\$4,748,813	\$0	\$0	\$0	\$0	\$4,748,813	\$4,748,813	\$0	\$0	\$0
GENERAL PAVEMENT PRESERVATION	CONST	\$2,000,000	\$0	\$0	\$0	\$2,365,000	\$4,365,000	\$4,365,000	\$0	\$0	\$0
CHARLES & RAFFEL ROAD	CONST	\$0	\$2,183,550	\$0	\$0	\$0	\$2,183,550	\$2,183,550	\$0	\$0	\$0
ILLINOIS ROUTE 23 & I-90 INTERCHANGE	ENGR1	\$0	\$0	\$0	\$1,272,667	\$0	\$1,272,667	\$1,272,667	\$0	\$0	\$0
SNOW REMOVAL MATERIALS	MAINT	\$0	\$0	\$0	\$674,031	\$0	\$674,031	\$674,031	\$0	\$0	\$0
RANDALL ROAD	ENGR3	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$500,000	\$0	\$0	\$0
ILLINOIS ROUTE 23 & I-90 INTERCHANGE	ROW	\$0	\$400,000	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0	\$0
PAVEMENT MARKING MATERIALS MAINTENANCE	MAINT	\$400,000	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$0	\$0	\$0
TRAFFIC SIGNAL/LIGHTING MAINTENANCE	MAINT	\$0	\$0	\$0	\$350,000	\$0	\$350,000	\$350,000	\$0	\$0	\$0
NELSON ROAD CULVERT	CONST	\$0	\$0	\$300,000	\$0	\$0	\$300,000	\$300,000	\$0	\$0	\$0
DEERPASS ROAD BRIDGE (SN056-3029) (TIP# 11-10-0003)	ROW	\$0	\$284,700	\$0	\$0	\$0	\$284,700	\$284,700	\$0	\$0	\$0
MCRIDE DIAL-A-RIDE SERVICE PACE CONTRACT	TRAN	\$0	\$0	\$0	\$0	\$1,200,000	\$245,000	\$1,915,759	\$0	\$400,000	\$1,270,759
NON DEDICATED SUBDIVISION ROAD CONSTRUCTION PROGRAM	ENGR	\$205,294	\$0	\$0	\$0	\$0	\$205,294	\$205,294	\$0	\$0	\$0
RIVER & DOWELL ROAD	ROW	\$0	\$200,000	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
STRIPING PAINT & GLASS BEADS	MAINT	\$199,538	\$0	\$0	\$0	\$0	\$199,538	\$199,538	\$0	\$0	\$0
ILLINOIS ROUTE 23 & I-90 INTERCHANGE	ENGR2	\$0	\$190,743	\$0	\$0	\$0	\$190,743	\$190,743	\$0	\$0	\$0
NON DEDICATED SUBDIVISION ROAD MAINTENANCE PROGRAM	CONST	\$181,620	\$0	\$0	\$0	\$0	\$181,620	\$181,620	\$0	\$0	\$0
MISCELLANEOUS CULVERTS	MAINT	\$0	\$0	\$0	\$165,000	\$0	\$165,000	\$165,000	\$0	\$0	\$0

PROJECT	PHASE	MFT	MATCHING	BRIDGE	OPTION	RTA	TOTAL COUNTY COSTS	PROJECT COST	STATE	FEDERAL	LOCAL/OTHER
TOWNSHIP BRIDGE REHABILITATION ASSISTANCE PROGRAM	CONST	\$0	\$0	\$0	\$162,000	\$0	\$162,000	\$162,000	\$0	\$0	\$0
HARMONY ROAD BRIDGE (SN 056-3138)	ENGR 1	\$0	\$150,000	\$0	\$0	\$0	\$150,000	\$150,000	\$0	\$0	\$0
ALLENDALE ROAD BRIDGE REPLACEMENT (SN056-3126)	ENGR1	\$0	\$0	\$150,000	\$0	\$0	\$150,000	\$150,000	\$0	\$0	\$0
GARDEN VALLEY ROAD BRIDGE (SN 056-3028)	CONST	\$0	\$0	\$150,000	\$0	\$0	\$150,000	\$150,000	\$0	\$0	\$0
CONDITION EVALUATION/GIS PAVEMENT MANAGEMENT UPDATES	ENGR	\$0	\$0	\$0	\$0	\$125,000	\$125,000	\$125,000	\$0	\$0	\$0
MATERIALS TESTING	ENGR	\$0	\$0	\$0	\$0	\$104,000	\$104,000	\$130,000	\$0	\$0	\$26,000
PROWAG MAINTENANCE PROGRAM	ENGR	\$100,000	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$0	\$0	\$0
COUNTY WIDE TRAFFIC COUNTS	ENGR	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
VOLUNTEER DRIVER AND TRANSIT ENHANCEMENT PROGRAM	TRAN	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000	\$0	\$0	\$0
BRIDGE PREVENTATIVE MAINTENANCE	MAINT	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
GUARDRAIL MAINTENANCE	MAINT	\$0	\$0	\$0	\$100,000	\$0	\$100,000	\$100,000	\$0	\$0	\$0
SPRING GROVE ROAD OPERATIONAL IMPROVEMENTS	ROW	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000	\$0	\$0	\$0
SIGN MATERIALS	MAINT	\$0	\$0	\$0	\$95,000	\$0	\$95,000	\$95,000	\$0	\$0	\$0
HIGHWAY LIGHTING SYSTEMS	MAINT	\$0	\$0	\$0	\$90,000	\$0	\$90,000	\$90,000	\$0	\$0	\$0
COUNTY ENGINEER SALARY PROGRAM	ENGR	\$154,584	\$0	\$0	\$0	\$0	\$77,292	\$154,584	\$0	\$77,292	\$0
RIDGEFIELD TRACE - OAK STREET GAP	CONST	\$0	\$0	\$0	\$0	\$54,000	\$54,000	\$636,800	\$0	\$508,800	\$74,000
OAK GROVE ROAD TOWNSHIP BRIDGE (SN056-3035)	ROW	\$0	\$0	\$50,000	\$0	\$0	\$50,000	\$50,000	\$0	\$0	\$0
LOW-COST SAFETY IMPROVEMENT PROGRAM	CONST	\$0	\$0	\$0	\$50,000	\$0	\$50,000	\$50,000	\$0	\$0	\$0
PAULSON ROAD TOWNSHIP BRIDGE (SN 056-3071)	ENGR1	\$0	\$0	\$200,000	\$0	\$0	\$40,000	\$200,000	\$0	\$160,000	\$0
WEST SOLON ROAD TOWNSHIP BRIDGE	ENGR1	\$0	\$0	\$200,000	\$0	\$0	\$40,000	\$200,000	\$0	\$160,000	\$0
SNOW FENCE (LIVING)	MAINT	\$0	\$0	\$0	\$40,000	\$0	\$40,000	\$40,000	\$0	\$0	\$0
CHAPEL HILL ROAD BRIDGE (SN056-3134)(TIP#PENDING)	ENGR1&2	\$0	\$0	\$32,173	\$0	\$0	\$32,173	\$32,173	\$0	\$0	\$0
TREE TRIMMING & REMOVAL PROGRAM	MAINT	\$0	\$0	\$0	\$30,600	\$0	\$30,600	\$30,600	\$0	\$0	\$0
THAYER ROAD TOWNSHIP BRIDGE (SN056-3115)	ENGR1	\$0	\$150,000	\$0	\$0	\$0	\$30,000	\$150,000	\$0	\$120,000	\$0

PROJECT	PHASE	MFT	MATCHING	BRIDGE	OPTION	RTA	TOTAL COUNTY COSTS	PROJECT COST	STATE	FEDERAL	LOCAL/OTHER
UNION ROAD BRIDGE (SN056-3026)	ROW	\$0	\$0	\$146,200	\$0	\$0	\$146,200	\$146,200	\$0	\$0	\$0
UNION ROAD BRIDGE (SN056-3026)	ENGR2	\$0	\$0	\$141,437	\$0	\$0	\$28,287	\$141,437	\$0	\$113,150	\$0
HUNTER ROAD BRIDGE (SN 056-3034)	ENGR1	\$0	\$0	\$140,000	\$0	\$0	\$28,000	\$140,000	\$0	\$112,000	\$0
CULVERT MATERIALS	MAINT	\$0	\$0	\$0	\$25,000	\$0	\$25,000	\$25,000	\$0	\$0	\$0
OAK GROVE ROAD TOWNSHIP BRIDGE (SN056-3035)	ENGR2	\$0	\$0	\$124,218	\$0	\$0	\$24,844	\$124,218	\$0	\$99,374	\$0
JOHNSON ROAD BRIDGE (SN056-3128)	ENGR1	\$0	\$0	\$120,000	\$0	\$0	\$24,000	\$120,000	\$0	\$96,000	\$0
U.S. 14 & VIRGINIA ROAD INTERSECTION PROJECT	ENGR1	\$0	\$0	\$0	\$0	\$24,000	\$24,000	\$48,000	\$0	\$0	\$24,000
O'BRIEN ROAD TOWNSHIP BRIDGE (SN056-3118)	ENGR2	\$0	\$0	\$119,738	\$0	\$0	\$23,947	\$119,738	\$0	\$95,791	\$0
BUNKER HILL ROAD WEST BRIDGE (SN056-3107)	ENGR1	\$0	\$100,000	\$0	\$0	\$0	\$20,000	\$100,000	\$0	\$80,000	\$0
THAYER ROAD TOWNSHIP BRIDGE (SN056-3115)	ROW	\$0	\$0	\$20,000	\$0	\$0	\$20,000	\$20,000	\$0	\$0	\$0
BAY ROAD BRIDGE (SN056-3106)(TIP#11-15-0005)	ENGR1&2	\$0	\$0	\$8,808	\$0	\$0	\$8,808	\$8,808	\$0	\$0	\$0
O'BRIEN ROAD TOWNSHIP BRIDGE (SN056-3118)	ROW	\$0	\$0	\$42,300	\$0	\$0	\$42,300	\$42,300	\$0	\$0	\$0
MILLSTREAM ROAD BRIDGES (SN 056-3022) (SN 056-3023)	ENGR	\$0	\$0	\$6,673	\$0	\$0	\$6,673	\$6,673	\$0	\$0	\$0
RIDGEFIELD TRACE - OAK STREET GAP	CE	\$0	\$0	\$0	\$0	\$6,000	\$6,000	\$62,880	\$0	\$50,880	\$6,000
DEERPASS ROAD BRIDGE (SN056-3029) (TIP# 11-10-0003)	ENGR 2	\$0	\$0	\$27,771	\$0	\$0	\$5,554	\$27,771	\$0	\$22,217	\$0
ILLINOIS ROUTE 173 & WILMOT ROAD INTERSECTION PROJECT	ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$0	\$0
ILLINOIS ROUTE 23 & I-90 INTERCHANGE	CONST	\$0	\$0	\$0	\$0	\$0	\$0	\$6,873,730	\$0	\$0	\$6,873,730
US 20 & HARMONY ROAD INTERSECTION PROJECT	ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$760,000	\$76,000	\$684,000	\$0
US 20 AT 1)WEST UNION RD AND AT CORAL RD2)AT CREEK (0.4 MI W OF BECK RD.) 3) AT MARENGO-BECK/SOUTH UNION RD.	ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$1,375,000	\$331,000	\$1,044,000	\$0
US 20 AT 1)WEST UNION RD AND AT CORAL RD2)AT CREEK (0.4 MI W OF BECK RD.) 3) AT MARENGO-BECK/SOUTH UNION RD.	ENGR2	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$0	\$0
TOTALS		\$7,989,849	\$7,908,993	\$1,979,318	\$4,504,298	\$15,765,750	\$36,057,384	\$49,062,377	\$907,000	\$3,823,504	\$8,274,489

2018

PROJECT	PHASE	MFT	MATCHING	BRIDGE	OPTION	RTA	TOTAL COUNTY COSTS	PROJECT COST	STATE	FEDERAL	LOCAL/OTHER
RANDALL ROAD	CONST	\$0	\$0	\$0	\$13,000,000	\$6,500,000	\$6,500,000	\$19,500,000	\$0	\$13,000,000	\$0
GENERAL PAVEMENT PRESERVATION	CONST	\$2,000,000	\$0	\$0	\$0	\$2,452,300	\$4,452,300	\$4,452,300	\$0	\$0	\$0
RIVER & DOWELL ROAD	CONST	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$3,000,000	\$0	\$0	\$0
NON DEDICATED SUBDIVISION ROAD CONSTRUCTION PROGRAM	CONST	\$2,500,000	\$0	\$0	\$0	\$0	\$2,500,000	\$2,500,000	\$0	\$0	\$0
RANDALL ROAD	ENGR3	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$0	\$0	\$0
DEERPASS ROAD BRIDGE (SN056-3029) (TIP# 11-10-0003)	CONST	\$0	\$0	\$317,505	\$800,000	\$0	\$1,117,505	\$5,587,525	\$0	\$4,470,020	\$0
ILLINOIS ROUTE 23 & I-90 INTERCHANGE	ROW	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$0	\$0	\$0
ILLINOIS ROUTE 23 & I-90 INTERCHANGE	ENGR2	\$0	\$876,000	\$0	\$0	\$0	\$876,000	\$876,000	\$0	\$0	\$0
SNOW REMOVAL MATERIALS	MAINT	\$0	\$0	\$0	\$700,000	\$0	\$700,000	\$700,000	\$0	\$0	\$0
DEERPASS ROAD BRIDGE (SN056-3029) (TIP# 11-10-0003)	ENGR3	\$0	\$500,000	\$0	\$0	\$0	\$500,000	\$500,000	\$0	\$0	\$0
U.S. 14 & VIRGINIA ROAD INTERSECTION PROJECT	CONST	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$1,000,000	\$0	\$0	\$500,000
PAVEMENT MARKING MATERIALS MAINTENANCE	MAINT	\$408,000	\$0	\$0	\$0	\$0	\$408,000	\$408,000	\$0	\$0	\$0
UNION ROAD BRIDGE (SN056-3026)	CONST	\$0	\$0	\$1,600,000	\$0	\$0	\$400,000	\$1,600,000	\$0	\$1,200,000	\$0
RIVER & DOWELL ROAD	ENGR3	\$360,000	\$0	\$0	\$0	\$0	\$360,000	\$360,000	\$0	\$0	\$0
TRAFFIC SIGNAL/LIGHTING MAINTENANCE	MAINT	\$0	\$0	\$0	\$357,000	\$0	\$357,000	\$357,000	\$0	\$0	\$0
CHAPEL HILL ROAD BRIDGE (SN056-3134)(TIP#PENDING)	CONST	\$0	\$0	\$340,000	\$0	\$0	\$340,000	\$1,700,000	\$0	\$1,360,000	\$0
O'BRIEN ROAD TOWNSHIP BRIDGE (SN056-3118)	CONST	\$0	\$0	\$1,500,000	\$0	\$0	\$300,000	\$1,500,000	\$0	\$1,200,000	\$0
MCRIDE DIAL-A-RIDE SERVICE PACE CONTRACT	TRAN	\$0	\$0	\$0	\$0	\$1,200,000	\$280,000	\$1,955,000	\$0	\$425,000	\$1,250,000
ACKMAN ROAD INTERSECTIONS (HUNTLEY, SWANSON AND RED TAIL)	Feasibility	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$250,000	\$0	\$0	\$0
BRIDGE INSPECTIONS	ENGR	\$0	\$0	\$230,000	\$0	\$0	\$230,000	\$230,000	\$0	\$0	\$0
STRIPING PAINT & GLASS BEADS	MAINT	\$203,528	\$0	\$0	\$0	\$0	\$203,528	\$203,528	\$0	\$0	\$0

PROJECT	PHASE	MFT	MATCHING	BRIDGE	OPTION	RTA	TOTAL COUNTY COSTS	PROJECT COST	STATE	FEDERAL	LOCAL/OTHER
BAY ROAD BRIDGE (SN056-3106)(TIP#11-15-0005)	CONST	\$0	\$0	\$200,090	\$0	\$0	\$200,090	\$1,000,450	\$0	\$800,360	\$0
PROWAG MAINTENANCE PROGRAM	MAINT	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
SPRING GROVE ROAD OPERATIONAL IMPROVEMENTS	CONST	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$200,000	\$0	\$0	\$0
NON DEDICATED SUBDIVISION ROAD MAINTENANCE PROGRAM	CONST	\$181,620	\$0	\$0	\$0	\$0	\$181,620	\$181,620	\$0	\$0	\$0
MISCELLANEOUS CULVERTS	MAINT	\$0	\$0	\$0	\$168,300	\$0	\$168,300	\$168,300	\$0	\$0	\$0
TOWNSHIP BRIDGE REHABILITATION ASSISTANCE PROGRAM	CONST	\$0	\$0	\$0	\$162,000	\$0	\$162,000	\$162,000	\$0	\$0	\$0
HARMONY ROAD BRIDGE (SN 056-3138)	ENGR 2	\$0	\$150,000	\$0	\$0	\$0	\$150,000	\$150,000	\$0	\$0	\$0
LAKEWOOD ROAD BIKE PATH	ENGR1	\$0	\$0	\$0	\$0	\$120,000	\$120,000	\$150,000	\$0	\$0	\$30,000
MATERIALS TESTING	ENGR	\$0	\$0	\$0	\$0	\$106,080	\$106,080	\$132,600	\$0	\$0	\$26,520
VOLUNTEER DRIVER AND TRANSIT ENHANCEMENT PROGRAM	TRAN	\$0	\$0	\$0	\$0	\$105,000	\$105,000	\$105,000	\$0	\$0	\$0
TRAFFIC SIGNAL RE-LAMPING	MAINT	\$0	\$0	\$0	\$105,000	\$0	\$105,000	\$105,000	\$0	\$0	\$0
BRIDGE PREVENTATIVE MAINTENANCE	MAINT	\$0	\$0	\$0	\$102,000	\$0	\$102,000	\$102,000	\$0	\$0	\$0
GUARDRAIL MAINTENANCE	MAINT	\$0	\$0	\$0	\$102,000	\$0	\$102,000	\$102,000	\$0	\$0	\$0
LAKEWOOD ROAD/MILLER ROAD INTERSECTION	ROW	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000	\$0	\$0	\$0
SIGN MATERIALS	MAINT	\$0	\$0	\$0	\$96,900	\$0	\$96,900	\$96,900	\$0	\$0	\$0
HIGHWAY LIGHTING SYSTEMS	MAINT	\$0	\$0	\$0	\$91,800	\$0	\$91,800	\$91,800	\$0	\$0	\$0
OAK GROVE ROAD TOWNSHIP BRIDGE (SN056-3035)	CONST	\$0	\$0	\$400,000	\$0	\$0	\$80,000	\$2,000,000	\$320,000	\$1,600,000	\$0
COUNTY ENGINEER SALARY PROGRAM	ENGR	\$158,062	\$0	\$0	\$0	\$0	\$79,031	\$158,062	\$0	\$79,031	\$0
U.S. 14 & VIRGINIA ROAD INTERSECTION PROJECT	ENGR2	\$0	\$0	\$0	\$0	\$72,000	\$72,000	\$144,000	\$0	\$0	\$72,000
KISHWAUKEE VALLEY ROAD CULVERT (SN 056-3202)	ENGR	\$0	\$50,000	\$0	\$0	\$0	\$50,000	\$50,000	\$0	\$0	\$0
LOW-COST SAFETY IMPROVEMENT PROGRAM	CONST	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$50,000	\$0	\$0	\$0
SNOW FENCE (LIVING)	MAINT	\$0	\$0	\$0	\$40,800	\$0	\$40,800	\$40,800	\$0	\$0	\$0

PROJECT	PHASE	MFT	MATCHING	BRIDGE	OPTION	RTA	TOTAL COUNTY COSTS	PROJECT COST	STATE	FEDERAL	LOCAL/OTHER
WHITE OAKS ROAD TOWNSHIP BRIDGE (SN056-3043)	ENGR1	\$0	\$200,000	\$0	\$0	\$0	\$40,000	\$200,000	\$0	\$160,000	\$0
TRANSPORTATION PLANNING PROJECTS	ENGR	\$0	\$0	\$0	\$0	\$200,000	\$40,000	\$200,000	\$0	\$160,000	\$0
U.S. 14 & VIRGINIA ROAD INTERSECTION PROJECT	ENGR3	\$0	\$0	\$0	\$0	\$40,000	\$40,000	\$80,000	\$0	\$0	\$40,000
US 20 & HARMONY ROAD INTERSECTION PROJECT	CONST	\$40,000	\$0	\$0	\$0	\$0	\$40,000	\$2,350,000	\$231,000	\$2,079,000	\$0
MILLSTREAM ROAD BRIDGES (SN 056-3022) (SN 056-3023)	ENGR1	\$0	\$180,000	\$0	\$0	\$0	\$36,000	\$180,000	\$0	\$144,000	\$0
TREE TRIMMING & REMOVAL PROGRAM	MAINT	\$0	\$0	\$0	\$31,212	\$0	\$31,212	\$31,212	\$0	\$0	\$0
THAYER ROAD TOWNSHIP BRIDGE (SN056-3115)	ENGR2	\$0	\$0	\$150,000	\$0	\$0	\$30,000	\$150,000	\$0	\$120,000	\$0
CULVERT MATERIALS	MAINT	\$0	\$0	\$0	\$25,500	\$0	\$25,500	\$25,500	\$0	\$0	\$0
JOHNSON ROAD BRIDGE (SN056-3128)	ENGR2	\$0	\$0	\$120,000	\$0	\$0	\$24,000	\$120,000	\$0	\$96,000	\$0
IL176 & ROBERTS ROAD INTERSECTION PROJECT	ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000	\$20,000	\$80,000	\$0
US 20 AT 1)WEST UNION RD AND AT CORAL RD2)AT CREEK (0.4 MI W OF BECK RD.) 3) AT MARENGO-BECK/SOUTH UNION RD.	CONST	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500,000	\$150,000	\$1,350,000	\$0
US 20 AT 1)WEST UNION RD AND AT CORAL RD2)AT CREEK (0.4 MI W OF BECK RD.) 3) AT MARENGO-BECK/SOUTH UNION RD.	ENGR2	\$0	\$0	\$0	\$0	\$0	\$0	\$420,000	\$420,000	\$0	\$0
TOTALS		\$6,051,210	\$1,956,000	\$4,857,595	\$15,782,512	\$17,895,380	\$29,143,666	\$60,526,597	\$1,141,000	\$28,323,411	\$1,918,520

2019

PROJECT	PHASE	MFT	MATCHING	BRIDGE	OPTION	RTA	TOTAL COUNTY COSTS	PROJECT COST	STATE	FEDERAL	LOCAL/OTHER
RANDALL ROAD	CONST	\$9,000,000	\$7,000,000	\$0	\$0	\$0	\$12,000,000	\$16,000,000	\$0	\$4,000,000	\$0
GENERAL PAVEMENT PRESERVATION	CONST	\$2,000,000	\$0	\$0	\$0	\$2,541,346	\$4,541,346	\$4,541,346	\$0	\$0	\$0
ILLINOIS ROUTE 23 & I-90 INTERCHANGE	CONST	\$0	\$0	\$0	\$0	\$3,086,000	\$3,086,000	\$27,314,000	\$8,076,000	\$0	\$16,152,000
LAKEWOOD ROAD/MILLER ROAD INTERSECTION	CONST	\$0	\$0	\$0	\$1,500,000	\$0	\$1,500,000	\$1,500,000	\$0	\$0	\$0
RANDALL ROAD	ENGR3	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	\$1,500,000	\$0	\$0	\$0
ILLINOIS ROUTE 23 & I-90 INTERCHANGE	ROW	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$0	\$0	\$0
SNOW REMOVAL MATERIALS	MAINT	\$0	\$0	\$0	\$714,000	\$0	\$714,000	\$714,000	\$0	\$0	\$0
HARMONY ROAD BRIDGE (SN 056-3138)	CONST	\$0	\$0	\$600,000	\$0	\$0	\$600,000	\$600,000	\$0	\$0	\$0
PAVEMENT MARKING MATERIALS MAINTENANCE	MAINT	\$416,160	\$0	\$0	\$0	\$0	\$416,160	\$416,160	\$0	\$0	\$0
U.S. 14 & VIRGINIA ROAD INTERSECTION PROJECT	CONST	\$0	\$0	\$0	\$0	\$400,000	\$400,000	\$800,000	\$0	\$0	\$400,000
TRAFFIC SIGNAL/LIGHTING MAINTENANCE	MAINT	\$0	\$0	\$0	\$364,140	\$0	\$364,140	\$364,140	\$0	\$0	\$0
NON DEDICATED SUBDIVISION ROAD CONSTRUCTION PROGRAM	CONST	\$280,000	\$0	\$0	\$0	\$0	\$280,000	\$280,000	\$0	\$0	\$0
MCRIDE DIAL-A-RIDE SERVICE PACE CONTRACT	TRAN	\$0	\$0	\$0	\$0	\$1,200,000	\$270,000	\$1,990,000	\$0	\$440,000	\$1,280,000
ACKMAN ROAD INTERSECTIONS (HUNTLEY, SWANSON AND RED TAIL)	ENGR1	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$250,000	\$0	\$0	\$0
STRIPING PAINT & GLASS BEADS	MAINT	\$207,599	\$0	\$0	\$0	\$0	\$207,599	\$207,599	\$0	\$0	\$0
ILLINOIS ROUTE 23 & I-90 INTERCHANGE	ENGR2	\$0	\$200,000	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
THAYER ROAD TOWNSHIP BRIDGE (SN056-3115)	CONST	\$0	\$0	\$200,000	\$0	\$0	\$200,000	\$1,000,000	\$0	\$800,000	\$0
PROWAG MAINTENANCE PROGRAM	MAINT	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
PYOTT ROAD CORRIDOR SAFETY PROJECT	Feasibility	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$200,000	\$0	\$0	\$0
NON DEDICATED SUBDIVISION ROAD MAINTENANCE PROGRAM	CONST	\$181,620	\$0	\$0	\$0	\$0	\$181,620	\$181,620	\$0	\$0	\$0
MISCELLANEOUS CULVERTS	MAINT	\$0	\$0	\$0	\$171,666	\$0	\$171,666	\$171,666	\$0	\$0	\$0

PROJECT	PHASE	MFT	MATCHING	BRIDGE	OPTION	RTA	TOTAL COUNTY COSTS	PROJECT COST	STATE	FEDERAL	LOCAL/OTHER
TOWNSHIP BRIDGE REHABILITATION ASSISTANCE PROGRAM	CONST	\$0	\$0	\$0	\$162,000	\$0	\$162,000	\$162,000	\$0	\$0	\$0
ALLEDALE ROAD BRIDGE REPLACEMENT (SN056-3126)	ENGR2	\$0	\$0	\$150,000	\$0	\$0	\$150,000	\$150,000	\$0	\$0	\$0
JOHNSON ROAD BRIDGE (SN056-3128)	CONST	\$0	\$0	\$150,000	\$0	\$0	\$150,000	\$750,000	\$0	\$600,000	\$0
CONDITION EVALUATION/GIS PAVEMENT MANAGEMENT UPDATES	ENGR	\$0	\$0	\$0	\$0	\$131,250	\$131,250	\$131,250	\$0	\$0	\$0
LAKEWOOD ROAD BIKE PATH	ENGR2	\$0	\$0	\$0	\$0	\$112,000	\$112,000	\$140,000	\$0	\$0	\$28,000
VOLUNTEER DRIVER AND TRANSIT ENHANCEMENT PROGRAM	TRAN	\$0	\$0	\$0	\$0	\$110,000	\$110,000	\$110,000	\$0	\$0	\$0
MATERIALS TESTING	ENGR	\$0	\$0	\$0	\$0	\$108,202	\$108,202	\$135,252	\$0	\$0	\$27,050
COUNTY WIDE TRAFFIC COUNTS	ENGR	\$0	\$0	\$0	\$105,000	\$0	\$105,000	\$105,000	\$0	\$0	\$0
BRIDGE PREVENTATIVE MAINTENANCE	MAINT	\$0	\$0	\$0	\$104,040	\$0	\$104,040	\$104,040	\$0	\$0	\$0
GUARDRAIL MAINTENANCE	MAINT	\$0	\$0	\$0	\$104,040	\$0	\$104,040	\$104,040	\$0	\$0	\$0
TRANSPORTATION PLANNING PROJECTS	ENGR	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000	\$0	\$0	\$0
SIGN MATERIALS	MAINT	\$0	\$0	\$0	\$98,838	\$0	\$98,838	\$98,838	\$0	\$0	\$0
HIGHWAY LIGHTING SYSTEMS	MAINT	\$0	\$0	\$0	\$93,636	\$0	\$93,636	\$93,636	\$0	\$0	\$0
COUNTY ENGINEER SALARY PROGRAM	ENGR	\$161,618	\$0	\$0	\$0	\$0	\$80,809	\$161,618	\$0	\$80,809	\$0
BULL VALLEY ROAD BIKE PATH	ENGR1	\$0	\$0	\$0	\$0	\$80,000	\$80,000	\$100,000	\$0	\$0	\$20,000
IL176 & ROBERTS ROAD INTERSECTION PROJECT	CONST	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$975,000	\$145,000	\$780,000	\$0
LOW-COST SAFETY IMPROVEMENT PROGRAM	CONST	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$50,000	\$0	\$0	\$0
SNOW FENCE (LIVING)	MAINT	\$0	\$0	\$0	\$41,616	\$0	\$41,616	\$41,616	\$0	\$0	\$0
ILLINOIS ROUTE 173 & WILMOT ROAD INTERSECTION PROJECT	CONST	\$40,000	\$0	\$0	\$0	\$0	\$40,000	\$1,450,000	\$282,000	\$1,128,000	\$0
LAKEWOOD ROAD BIKE PATH	ROW	\$0	\$0	\$0	\$0	\$36,000	\$36,000	\$45,000	\$0	\$0	\$9,000
MILLSTREAM ROAD BRIDGES (SN 056-3022) (SN 056-3023)	ENGR2	\$0	\$180,000	\$0	\$0	\$0	\$36,000	\$180,000	\$0	\$144,000	\$0
PAULSON ROAD TOWNSHIP BRIDGE (SN 056-3071)	ENGR2	\$0	\$0	\$175,000	\$0	\$0	\$35,000	\$175,000	\$0	\$140,000	\$0
WEST SOLON ROAD TOWNSHIP BRIDGE	ENGR2	\$0	\$0	\$175,000	\$0	\$0	\$35,000	\$175,000	\$0	\$140,000	\$0
U.S. 14 & VIRGINIA ROAD INTERSECTION PROJECT	ENGR3	\$0	\$0	\$0	\$0	\$32,000	\$32,000	\$64,000	\$0	\$0	\$32,000

PROJECT	PHASE	MFT	MATCHING	BRIDGE	OPTION	RTA	TOTAL COUNTY COSTS	PROJECT COST	STATE	FEDERAL	LOCAL/OTHER
TREE TRIMMING & REMOVAL PROGRAM	MAINT	\$0	\$0	\$0	\$31,836	\$0	\$31,836	\$31,836	\$0	\$0	\$0
HUNTER ROAD BRIDGE (SN 056-3034)	ENGR2			\$150,000			\$30,000	\$150,000	\$0	\$120,000	\$0
CULVERT MATERIALS	MAINT	\$0	\$0	\$0	\$26,010	\$0	\$26,010	\$26,010	\$0	\$0	\$0
BUNKER HILL ROAD WEST BRIDGE (SN056-3107)	ENGR2	\$0	\$100,000	\$0	\$0	\$0	\$20,000	\$100,000	\$0	\$80,000	\$0
CORAL ROAD AT IL 23 INTERSECTION PROJECT (TIP#11-12-0012)	CONST	\$12,000	\$0	\$0	\$0	\$0	\$12,000	\$438,000	\$81,000	\$325,000	\$20,000
US 20 AT 1)WEST UNION RD AND AT CORAL RD2)AT CREEK (0.4 MI W OF BECK RD.) 3) AT MARENGO-BECK/SOUTH UNION RD.	CONST	\$0	\$0	\$0	\$0	\$0	\$0	\$700,000	\$160,000	\$540,000	\$0
TOTALS		\$12,498,997	\$7,480,000	\$1,600,000	\$3,516,822	\$10,986,798	\$30,447,808	\$66,477,667	\$8,744,000	\$9,317,809	\$17,968,050

2020

PROJECT	PHASE	MFT	MATCHING	BRIDGE	OPTION	RTA	TOTAL COUNTY COSTS	PROJECT COST	STATE	FEDERAL	LOCAL/OTHER
GENERAL PAVEMENT PRESERVATION	CONST	\$2,000,000	\$0	\$0	\$0	\$2,632,173	\$4,632,173	\$4,632,173	\$0	\$0	\$0
RANDALL ROAD AND ALGONQUIN ROAD RESURFACING	CONST	\$0	\$0	\$0	\$0	\$2,400,000	\$2,400,000	\$2,400,000	\$0	\$0	\$0
RANDALL ROAD AND ALGONQUIN ROAD RESURFACING	CONST	\$0	\$0	\$0	\$2,100,000	\$0	\$2,100,000	\$2,100,000	\$0	\$0	\$0
RANDALL ROAD	CONST	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$0
SNOW REMOVAL MATERIALS	MAINT	\$0	\$0	\$0	\$728,280	\$0	\$728,280	\$728,280	\$0	\$0	\$0
LAKEWOOD ROAD BIKE PATH	CONST	\$0	\$0	\$0	\$0	\$600,000	\$600,000	\$750,000	\$0	\$0	\$150,000
MAIN STREET & MARENGO ROAD (HARMONY AND HEMMER INTERSECTIONS)	ENGR2	\$0	\$200,000	\$0	\$0	\$300,000	\$500,000	\$500,000	\$0	\$0	\$0
RANDALL ROAD	ENGR3	\$0	\$0	\$0	\$0	\$500,000	\$500,000	\$500,000	\$0	\$0	\$0
PAVEMENT MARKING MATERIALS MAINTENANCE	MAINT	\$424,483	\$0	\$0	\$0	\$0	\$424,483	\$424,483	\$0	\$0	\$0
TRAFFIC SIGNAL/LIGHTING MAINTENANCE	MAINT	\$0	\$0	\$0	\$371,423	\$0	\$371,423	\$371,423	\$0	\$0	\$0
MCRIDE DIAL-A-RIDE SERVICE PACE CONTRACT	TRAN	\$0	\$0	\$0	\$0	\$1,200,000	\$265,000	\$2,035,000	\$0	\$460,000	\$1,310,000
ACKMAN ROAD INTERSECTIONS (HUNTLEY, SWANSON AND RED TAIL)	ENGR2	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$250,000	\$0	\$0	\$0
BRIDGE INSPECTIONS	ENGR	\$0	\$0	\$239,292	\$0	\$0	\$239,292	\$239,292	\$0	\$0	\$0
STRIPING PAINT & GLASS BEADS	MAINT	\$211,751	\$0	\$0	\$0	\$0	\$211,751	\$211,751	\$0	\$0	\$0
PROWAG MAINTENANCE PROGRAM	MAINT	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$0	\$0	\$0
ACKMAN ROAD INTERSECTIONS (HUNTLEY, SWANSON AND RED TAIL)	ROW	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$200,000	\$0	\$0	\$0
PYOTT ROAD CORRIDOR SAFETY PROJECT	ENGR1	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$200,000	\$0	\$0	\$0
NON DEDICATED SUBDIVISION ROAD MAINTENANCE PROGRAM	CONST	\$181,620	\$0	\$0	\$0	\$0	\$181,620	\$181,620	\$0	\$0	\$0
BUNKER HILL ROAD WEST BRIDGE (SN056-3107)	CONST	\$0	\$180,000	\$0	\$0	\$0	\$180,000	\$900,000	\$0	\$720,000	\$0
MISCELLANEOUS CULVERTS	MAINT	\$0	\$0	\$0	\$175,099	\$0	\$175,099	\$175,099	\$0	\$0	\$0
TOWNSHIP BRIDGE REHABILITATION ASSISTANCE PROGRAM	CONST	\$0	\$0	\$0	\$162,000	\$0	\$162,000	\$162,000	\$0	\$0	\$0

PROJECT	PHASE	MFT	MATCHING	BRIDGE	OPTION	RTA	TOTAL COUNTY COSTS	PROJECT COST	STATE	FEDERAL	LOCAL/OTHER
RIVER ROAD CORRIDOR SAFETY PROJECT	ENGR1	\$0	\$0	\$0	\$0	\$150,000	\$150,000	\$150,000	\$0	\$0	\$0
VOLUNTEER DRIVER AND TRANSIT ENHANCEMENT PROGRAM	TRAN	\$0	\$0	\$0	\$0	\$115,000	\$115,000	\$115,000	\$0	\$0	\$0
MATERIALS TESTING	ENGR	\$0	\$0	\$0	\$0	\$110,366	\$110,366	\$137,957	\$0	\$0	\$27,591
TRAFFIC SIGNAL RE-LAMPING	MAINT	\$0	\$0	\$0	\$110,000	\$0	\$110,000	\$110,000	\$0	\$0	\$0
BRIDGE PREVENTATIVE MAINTENANCE	MAINT	\$0	\$0	\$0	\$106,121	\$0	\$106,121	\$106,121	\$0	\$0	\$0
GUARDRAIL MAINTENANCE	MAINT	\$0	\$0	\$0	\$106,121	\$0	\$106,121	\$106,121	\$0	\$0	\$0
SIGN MATERIALS	MAINT	\$0	\$0	\$0	\$100,815	\$0	\$100,815	\$100,815	\$0	\$0	\$0
HIGHWAY LIGHTING SYSTEMS	MAINT	\$0	\$0	\$0	\$95,509	\$0	\$95,509	\$95,509	\$0	\$0	\$0
COUNTY ENGINEER SALARY PROGRAM	ENGR	\$165,254	\$0	\$0	\$0	\$0	\$82,627	\$165,254	\$0	\$82,627	\$0
U.S. 14 AND KISHWAUKEE VALLEY ROAD PEDESTRIAN CROSSING	ENGR1	\$0	\$0	\$0	\$80,000	\$0	\$80,000	\$100,000	\$0	\$0	\$20,000
BULL VALLEY ROAD BIKE PATH	ENGR2	\$0	\$0	\$0	\$0	\$80,000	\$80,000	\$100,000	\$0	\$0	\$20,000
MILLSTREAM ROAD BRIDGES (SN 056-3022) (SN 056-3023)	ROW	\$0	\$75,000	\$0	\$0	\$0	\$75,000	\$75,000	\$0	\$0	\$0
LAKEWOOD ROAD BIKE PATH	CE	\$0	\$0	\$0	\$0	\$60,000	\$60,000	\$75,000	\$0	\$0	\$15,000
LOW-COST SAFETY IMPROVEMENT PROGRAM	CONST	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$50,000	\$0	\$0	\$0
TRANSPORTATION PLANNING PROJECTS	ENGR	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$50,000	\$0	\$0	\$0
SNOW FENCE (LIVING)	MAINT	\$0	\$0	\$0	\$42,448	\$0	\$42,448	\$42,448	\$0	\$0	\$0
WHITE OAKS ROAD TOWNSHIP BRIDGE (SN056-3043)	ENGR2	\$0	\$175,000	\$0	\$0	\$0	\$35,000	\$175,000	\$0	\$140,000	\$0
TREE TRIMMING & REMOVAL PROGRAM	MAINT	\$0	\$0	\$0	\$32,473	\$0	\$32,473	\$32,473	\$0	\$0	\$0
PAULSON ROAD TOWNSHIP BRIDGE (SN 056-3071)	ROW	\$0	\$0	\$30,000	\$0	\$0	\$30,000	\$30,000	\$0	\$0	\$0
WEST SOLON ROAD TOWNSHIP BRIDGE	ROW	\$0	\$0	\$30,000	\$0	\$0	\$30,000	\$30,000	\$0	\$0	\$0
CULVERT MATERIALS	MAINT	\$0	\$0	\$0	\$26,530	\$0	\$26,530	\$26,530	\$0	\$0	\$0
BUNKER HILL ROAD EAST BRIDGE (SN056-3070)	ENGR1	\$0	\$100,000	\$0	\$0	\$0	\$20,000	\$100,000	\$0	\$80,000	\$0
US 20 AT 1)WEST UNION RD AND AT CORAL RD2)AT CREEK (0.4 MI W OF BECK RD.) 3) AT MARENGO-BECK/SOUTH UNION RD.	CONST	\$11,000	\$0	\$0	\$0	\$0	\$11,000	\$2,000,000	\$199,000	\$1,790,000	\$0
TOTALS		\$3,194,108	\$2,730,000	\$299,292	\$4,236,819	\$8,897,539	\$18,120,131	\$23,134,349	\$199,000	\$3,272,627	\$1,542,591

2021

PROJECT	PHASE	MFT	MATCHING	BRIDGE	OPTION	RTA	TOTAL COUNTY COSTS	PROJECT COST	STATE	FEDERAL	LOCAL/OTHER
GENERAL PAVEMENT PRESERVATION	CONST	\$2,000,000	\$0	\$0	\$0	\$2,724,816	\$4,724,816	\$4,724,816	\$0	\$0	\$0
ACKMAN ROAD INTERSECTIONS (HUNTLEY, SWANSON AND RED TAIL) SNOW REMOVAL MATERIALS	CONST	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$0	\$0	\$0
REMOTE SALT STORAGE AND MAINTENANCE FACILITY	MAINT	\$0	\$0	\$0	\$742,846	\$0	\$742,846	\$742,846	\$0	\$0	\$0
MAIN STREET & MARENGO ROAD (HARMONY AND HEMMER INTERSECTIONS)	ENGR	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$500,000	\$0	\$0	\$0
PAVEMENT MARKING MATERIALS MAINTENANCE	ROW	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$500,000	\$0	\$0	\$0
PAULSON ROAD TOWNSHIP BRIDGE (SN 056-3071)	MAINT	\$432,973	\$0	\$0	\$0	\$0	\$432,973	\$432,973	\$0	\$0	\$0
HUNTER ROAD BRIDGE (SN 056-3034)	CONST	\$0	\$400,000	\$0	\$0	\$0	\$400,000	\$1,600,000	\$0	\$1,200,000	\$0
MILLSTREAM ROAD BRIDGES (SN 056-3022) (SN 056-3023)	CONST	\$0	\$400,000	\$0	\$0	\$0	\$400,000	\$2,000,000	\$0	\$1,600,000	\$0
ALLENDALE ROAD BRIDGE REPLACEMENT (SN056-3126)	CONST	\$0	\$0	\$2,000,000	\$0	\$0	\$400,000	\$2,000,000	\$0	\$1,600,000	\$0
TRAFFIC SIGNAL/LIGHTING MAINTENANCE	MAINT	\$0	\$0	\$0	\$378,851	\$0	\$378,851	\$378,851	\$0	\$0	\$0
PYOTT ROAD CORRIDOR SAFETY PROJECT	ROW	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$300,000	\$0	\$0	\$0
MCRIDE DIAL-A-RIDE SERVICE PACE CONTRACT	TRAN	\$0	\$0	\$0	\$0	\$1,200,000	\$250,000	\$2,075,000	\$0	\$480,000	\$1,345,000
STRIPING PAINT & GLASS BEADS	MAINT	\$215,986	\$0	\$0	\$0	\$0	\$215,986	\$215,986	\$0	\$0	\$0
PROWAG MAINTENANCE PROGRAM	MAINT	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000			
ACKMAN ROAD INTERSECTIONS (HUNTLEY, SWANSON AND RED TAIL)	ROW	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$200,000	\$0	\$0	\$0
ACKMAN ROAD INTERSECTIONS (HUNTLEY, SWANSON AND RED TAIL)	CE	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$200,000	\$0	\$0	\$0
PYOTT ROAD CORRIDOR SAFETY PROJECT	ENGR2	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$200,000	\$0	\$0	\$0
RIVER ROAD CORRIDOR SAFETY PROJECT	ENGR2	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$200,000	\$0	\$0	\$0
NON DEDICATED SUBDIVISION ROAD MAINTENANCE PROGRAM	CONST	\$181,620	\$0	\$0	\$0	\$0	\$181,620	\$181,620	\$0	\$0	\$0
MISCELLANEOUS CULVERTS	MAINT	\$0	\$0	\$0	\$178,601	\$0	\$178,601	\$178,601	\$0		\$0
TOWNSHIP BRIDGE REHABILITATION ASSISTANCE PROGRAM	CONST	\$0	\$0	\$0	\$162,000	\$0	\$162,000	\$162,000	\$0		\$0

PROJECT	PHASE	MFT	MATCHING	BRIDGE	OPTION	RTA	TOTAL COUNTY COSTS	PROJECT COST	STATE	FEDERAL	LOCAL/OTHER
TRANSPORTATION PLANNING PROJECTS	ENGR	\$0	\$0	\$0	\$0	\$150,000	\$150,000	\$150,000	\$0	\$0	\$0
CONDITION EVALUATION/GIS PAVEMENT MANAGEMENT UPDATES	ENGR	\$0	\$0	\$0	\$0	\$137,813	\$137,813	\$137,813	\$0	\$0	\$0
VOLUNTEER DRIVER AND TRANSIT ENHANCEMENT PROGRAM	TRAN	\$0	\$0	\$0	\$0	\$120,000	\$120,000	\$120,000	\$0	\$0	\$0
MATERIALS TESTING	ENGR	\$0	\$0	\$0	\$0	\$112,573	\$112,573	\$140,716	\$0	\$0	\$28,143
COUNTY WIDE TRAFFIC COUNTS	ENGR	\$0	\$0	\$0	\$110,000	\$0	\$110,000	\$110,000	\$0	\$0	\$0
BRIDGE PREVENTATIVE MAINTENANCE	MAINT	\$0	\$0	\$0	\$108,243	\$0	\$108,243	\$108,243	\$0	\$0	\$0
GUARDRAIL MAINTENANCE	MAINT	\$0	\$0	\$0	\$108,243	\$0	\$108,243	\$108,243	\$0	\$0	\$0
SIGN MATERIALS	MAINT	\$0	\$0	\$0	\$102,831	\$0	\$102,831	\$102,831	\$0	\$0	\$0
HIGHWAY LIGHTING SYSTEMS	MAINT	\$0	\$0	\$0	\$97,419	\$0	\$97,419	\$97,419	\$0	\$0	\$0
COUNTY ENGINEER SALARY PROGRAM	ENGR	\$168,972	\$0	\$0	\$0	\$0	\$84,486	\$168,972	\$0	\$84,486	\$0
U.S. 14 AND KISHWAUKEE VALLEY ROAD PEDESTRIAN CROSSING	ENGR2	\$0	\$0	\$0	\$80,000	\$0	\$80,000	\$100,000	\$0	\$0	\$20,000
RAKOW ROAD BIKE PATH	ENGR1	\$0	\$0	\$0	\$0	\$80,000	\$80,000	\$100,000	\$0	\$0	\$20,000
LOW-COST SAFETY IMPROVEMENT PROGRAM	CONST	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$50,000	\$0	\$0	\$0
SNOW FENCE (LIVING)	MAINT	\$0	\$0	\$0	\$43,297	\$0	\$43,297	\$43,297	\$0	\$0	\$0
U.S. 14 AND KISHWAUKEE VALLEY ROAD PEDESTRIAN CROSSING	ROW	\$0	\$0	\$0	\$40,000	\$0	\$40,000	\$50,000	\$0	\$0	\$10,000
BULL VALLEY ROAD BIKE PATH	ROW	\$0	\$0	\$0	\$0	\$40,000	\$40,000	\$50,000	\$0	\$0	\$10,000
TREE TRIMMING & REMOVAL PROGRAM	MAINT	\$0	\$0	\$0	\$33,122	\$0	\$33,122	\$33,122	\$0	\$0	\$0
CULVERT MATERIALS	MAINT	\$0	\$0	\$0	\$27,061	\$0	\$27,061	\$27,061	\$0	\$0	\$0
TOTALS		\$3,199,551	\$1,200,000	\$2,000,000	\$3,212,514	\$7,715,202	\$14,692,781	\$22,690,410	\$0	\$6,564,486	\$1,433,143

2022

PROJECT	PHASE	MFT	MATCHING	BRIDGE	OPTION	RTA	TOTAL COUNTY COSTS	PROJECT COST	STATE	FEDERAL	LOCAL/OTHER
GENERAL PAVEMENT PRESERVATION	CONST	\$2,000,000	\$0	\$0	\$0	\$2,819,313	\$4,819,313	\$4,819,313	\$0	\$0	\$0
METRA SERVICE ENHANCEMENTS	TRAN	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000	\$4,000,000	\$0	\$0	\$0
ACKMAN ROAD INTERSECTIONS (HUNTLEY, SWANSON AND RED TAIL)	CONST	\$0	\$0	\$0	\$0	\$3,000,000	\$3,000,000	\$3,000,000	\$0	\$0	\$0
MAIN STREET & MARENGO ROAD (HARMONY AND HEMMER INTERSECTIONS)	CONST	\$1,500,000	\$0	\$0	\$1,500,000	\$0	\$3,000,000	\$3,000,000	\$0	\$0	\$0
PYOTT ROAD CORRIDOR SAFETY PROJECT	CONST	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$0	\$0	\$0
SNOW REMOVAL MATERIALS	MAINT	\$0	\$0	\$0	\$757,703	\$0	\$757,703	\$757,703	\$0	\$0	\$0
U.S. 14 AND KISHWAUKEE VALLEY ROAD PEDESTRIAN CROSSING	CONST	\$0	\$0	\$0	\$480,000	\$0	\$480,000	\$600,000	\$0	\$0	\$120,000
PAVEMENT MARKING MATERIALS MAINTENANCE	MAINT	\$441,632	\$0	\$0	\$0	\$0	\$441,632	\$441,632	\$0	\$0	\$0
WHITE OAKS ROAD TOWNSHIP BRIDGE (SN056-3043)	CONST	\$0	\$400,000	\$0	\$0	\$0	\$400,000	\$1,600,000	\$0	\$1,200,000	\$0
WEST SOLON ROAD TOWNSHIP BRIDGE	CONST	\$0	\$0	\$1,600,000	\$0	\$0	\$400,000	\$1,600,000	\$0	\$1,200,000	\$0
TRAFFIC SIGNAL/LIGHTING MAINTENANCE	MAINT	\$0	\$0	\$0	\$386,428	\$0	\$386,428	\$386,428	\$0	\$0	\$0
ACKMAN ROAD INTERSECTIONS (HUNTLEY, SWANSON AND RED TAIL)	CE	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$300,000	\$0	\$0	\$0
N. MCHENRY FOX RIVER CROSSING	ENGR1	\$0	\$0	\$0	\$0	\$250,000	\$250,000	\$500,000	\$0	\$0	\$250,000
BRIDGE INSPECTIONS	ENGR	\$0	\$0	\$248,959	\$0	\$0	\$248,959	\$248,959	\$0	\$0	\$0
MCRIDE DIAL-A-RIDE SERVICE PACE CONTRACT	TRAN	\$0	\$0	\$0	\$0	\$1,200,000	\$245,000	\$2,120,000	\$0	\$500,000	\$1,375,000
STRIPING PAINT & GLASS BEADS	MAINT	\$220,306	\$0	\$0	\$0	\$0	\$220,306	\$220,306	\$0	\$0	\$0
PROWAG MAINTENANCE PROGRAM	MAINT	\$200,000	\$0	\$0	\$0	\$0	\$200,000	\$200,000			
PYOTT ROAD CORRIDOR SAFETY PROJECT	CE	\$0	\$0	\$0	\$0	\$200,000	\$200,000	\$200,000	\$0	\$0	\$0
MISCELLANEOUS CULVERTS	MAINT	\$0	\$0	\$0	\$182,173	\$0	\$182,173	\$182,173	\$0	\$0	\$0
NON DEDICATED SUBDIVISION ROAD MAINTENANCE PROGRAM	CONST	\$181,620	\$0	\$0	\$0	\$0	\$181,620	\$181,620	\$0	\$0	\$0
TOWNSHIP BRIDGE REHABILITATION ASSISTANCE PROGRAM	CONST	\$0	\$0	\$0	\$162,000	\$0	\$162,000	\$162,000	\$0		\$0
KISHWAUKEE VALLEY ROAD CULVERT (SN 056-3202)	CONST	\$0	\$150,000	\$0	\$0	\$0	\$150,000	\$150,000	\$0	\$0	\$0
VOLUNTEER DRIVER AND TRANSIT ENHANCEMENT PROGRAM	TRAN	\$0	\$0	\$0	\$0	\$125,000	\$125,000	\$125,000	\$0	\$0	\$0

PROJECT	PHASE	MFT	MATCHING	BRIDGE	OPTION	RTA	TOTAL COUNTY COSTS	PROJECT COST	STATE	FEDERAL	LOCAL/OTHER
TRAFFIC SIGNAL RE-LAMPING	MAINT	\$0	\$0	\$0	\$115,000	\$0	\$115,000	\$115,000	\$0	\$0	\$0
MATERIALS TESTING	ENGR	\$0	\$0	\$0	\$0	\$114,824	\$114,824	\$143,530	\$0	\$0	\$28,706
BRIDGE PREVENTATIVE MAINTENANCE	MAINT	\$0	\$0	\$0	\$110,408	\$0	\$110,408	\$110,408	\$0	\$0	\$0
GUARDRAIL MAINTENANCE	MAINT	\$0	\$0	\$0	\$110,408	\$0	\$110,408	\$110,408	\$0	\$0	\$0
SIGN MATERIALS	MAINT	\$0	\$0	\$0	\$104,888	\$0	\$104,888	\$104,888	\$0	\$0	\$0
PYOTT ROAD CORRIDOR SAFETY PROJECT	ROW	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000	\$0	\$0	\$0
RIVER ROAD CORRIDOR SAFETY PROJECT	ROW	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000	\$0	\$0	\$0
TRANSPORTATION PLANNING PROJECTS	ENGR	\$0	\$0	\$0	\$0	\$100,000	\$100,000	\$100,000	\$0	\$0	\$0
HIGHWAY LIGHTING SYSTEMS	MAINT	\$0	\$0	\$0	\$99,367	\$0	\$99,367	\$99,367	\$0	\$0	\$0
COUNTY ENGINEER SALARY PROGRAM	ENGR	\$172,774	\$0	\$0	\$0	\$0	\$86,387	\$172,774	\$0	\$86,387	\$0
RAKOW ROAD BIKE PATH	ENGR2	\$0	\$0	\$0	\$0	\$80,000	\$80,000	\$100,000	\$0	\$0	\$20,000
LOW-COST SAFETY IMPROVEMENT PROGRAM	CONST	\$0	\$0	\$0	\$0	\$50,000	\$50,000	\$50,000	\$0	\$0	\$0
U.S. 14 AND KISHWAUKEE VALLEY ROAD PEDESTRIAN CROSSING	CE	\$0	\$0	\$0	\$48,000	\$0	\$48,000	\$60,000	\$0	\$0	\$12,000
SNOW FENCE (LIVING)	MAINT	\$0	\$0	\$0	\$44,163	\$0	\$44,163	\$44,163	\$0	\$0	\$0
TREE TRIMMING & REMOVAL PROGRAM	MAINT	\$0	\$0	\$0	\$33,785	\$0	\$33,785	\$33,785	\$0	\$0	\$0
CULVERT MATERIALS	MAINT	\$0	\$0	\$0	\$27,602	\$0	\$27,602	\$27,602	\$0	\$0	\$0
BUNKER HILL ROAD EAST BRIDGE (SN056-3070)	ENGR2	\$0	\$100,000	\$0	\$0	\$0	\$20,000	\$100,000	\$0	\$80,000	\$0
TOTALS		\$4,716,332	\$650,000	\$1,848,959	\$4,161,925	\$14,439,137	\$23,494,966	\$28,367,059	\$0	\$3,066,387	\$1,805,706

APPENDIX D: GLOSSARY

The following are definitions of key terms and acronyms used in this document listed in alphabetical order. Electronic copies of this document provide links for terms in orange to view associated websites and online documents. The Regional Transportation Authority (RTA) also maintains a glossary of transportation terms at their rtams website: <http://www.rtams.org/rtams/glossaryHome.jsp>

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

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

Active Transportation Alliance – The Active Transportation Alliance is a non-profit advocacy organization that works to make bicycling, walking and public transit so safe, convenient and fun that we will achieve a significant shift from environmentally harmful, sedentary travel to clean, active travel. We advocate for transportation that encourages and promotes safety, physical activity, health, recreation, social interaction, equity, environmental stewardship, and resource conservation.

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

ADA Paratransit Service – Shared ride, advanced reservation, origin-to-destination service for individuals who because of their disability or health condition are unable to use CTA or Pace fixed route transit service for some or all of their trips. Pace Suburban Bus provides the ADA Paratransit service for certified individuals that are within 3/4 mile of Pace or CTA regular fixed routes and during the same days and hours as the regular fixed route service.

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

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

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

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

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

APWA – American Public Works Association. The American Public Works Association is an international educational and professional association of public agencies, private sector companies, and individuals dedicated to providing high quality public works goods and services. APWA is a 501(c) (3) charitable organization, incorporated in the State of Illinois. Originally chartered in 1937, APWA is the largest and oldest organization of its kind in the world, with headquarters in Kansas City, Missouri, an office in Washington, D.C., and 64 chapters throughout North America. APWA provides a forum in which public works professionals can exchange ideas, improve professional competency, increase the performance of their agencies and companies, and bring important public works-related topics to public attention in local, state, and federal arenas. The association is a highly participatory organization, with hundreds of opportunities for leadership and service, and a network of several dozen national committees in every area of public works. Governed by a 17-member board of directors, elected at both the regional and national levels, APWA is an open, flexible association with a diversified membership of 29,000 and a reputation for quality services and products.

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

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

ASCE – American Society of Civil Engineers. Founded in 1852, the ASCE represents more than 145,000 members of the civil engineering profession worldwide, and is America's oldest national engineering society. ASCE's vision is to position engineers as global leaders building a better quality of life. Comprised of Regional Councils, Younger Member Councils, Sections, Branches, Student Chapters and Clubs, and International Student Groups, the Society and its volunteers are fully engaged in making this a better world by design. There is an Illinois section of ASCE.

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

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

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

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

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

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

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

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

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

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

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

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

Capacity – The maximum number of vehicles that can safely pass over a given section of a lane or roadway in one direction, or through an intersection, during a given period of time under prevailing roadway traffic conditions. The maximum weight that a bridge can carry. The maximum number of passengers in a bus coach or railcar. The availability of a service at a certain hour during certain days of the week.

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

Complete Streets – The design of roadways to safely and comfortably provide for the needs of all users, including, but not limited to, motorists, cyclists, pedestrians, transit passengers, school bus riders, commercial goods movement, persons with disabilities, seniors, and emergency users. In Illinois, as of 10/10/2007 IDOT per Public Act 095-0665 (605 ILCS 5/4-220 new) must give consideration in its state highway program to complete streets.

Conformity – A process to assess the compliance of a transportation plan, project, or program with the State Implementation Plan (SIP) for a non-attainment area. In northeastern Illinois, the Transportation Improvement Program (TIP) and the long-range regional transportation plan ([GO TO 2040](#) = RTP) must “conform” to the region’s air quality commitments as contained in the SIP. Projected emissions attributable to implementation of the Regional Transportation Plan (RTP) or the Transportation Improvement Program (TIP) must be less than or equal to the motor vehicle emission budgets for the analysis years established in the SIP.

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

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

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

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

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

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

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

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

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

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

Earmarks – Projects which are specifically listed in Federal or State funding legislation

Easement – An easement refers to the right to use and/or enter a property without possessing it.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Functional Classification – The process by which streets and highways are grouped into classes, or systems, according to the type of service they are intended to provide. Basic to this process is the recognition that individual roads and streets do not function independently in any major way. Rather, most travel involves movement through a network of roads and a variety of land uses. Functional classification defines the role that any particular road or street should play in accommodating the flow of traffic through a highway network given adjacent land uses. Roads are generally classified as Interstates, Freeways/Expressways, Arterials (principal or minor, urban or non-urban), Collectors (major or minor, urban or non-urban), and local roads (urban or non-urban).

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

Five Year Transportation Program – Five Year Transportation Program is a 5-year scheduling component of the County’s Long-Range Transportation Plan. It is a 5-year agenda of transportation projects and is fiscally constrained by the total amount of revenue that the County is anticipated to receive over the next 5 years. Projects are described in phases and years of expected expenditure by fund. The program fulfills a portion of Section 5-301 of the Illinois Road and Bridge Laws which requires the County Engineer to prepare a 5-year program.

FUND 2040 – CMAP is proposing creation of FUND 2040 to support prioritized infrastructure investments that help the region meet its goals for quality of life and economic prosperity. A modest quarter-cent increase of the regional sales tax would result annually in \$300 million for projects in three categories: **transportation, water, and open space**. FUND 2040 will support projects that contribute to implementation of the GO TO 2040 regional plan.

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

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

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

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

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

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

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

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

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

ICC – Illinois Commerce Commission. State regulatory agency responsible for railroad crossings.

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

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

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

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

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

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

Illinois Highway Code – The body of law that governs the administration of the various highway systems of the state. Generally 605 ILCS 5/1-101 et. Sec. See also Road and Bridge Laws. The legislative declaration in Sec 1-102 is:

It is the intent and declared policy of the legislature that an integrated system of highways and streets is essential to the general welfare and to the agricultural, industrial, recreational, and social development of the State. In view of the rapid growth of the State's economy and increased use of public highways, the provision of safe and efficient highway transportation is a matter of public concern. It is the declared and continuous policy of the legislature to provide for improvement of highways and the highway transportation system as well as the preservation of investment in highways. To that end it is intended to provide for integrated and systematic planning and orderly development in accordance with actual needs. It is further declared that the provision of such a system with efficient management, operation, and control, and the elimination of congestion, accident reduction, and safety is an urgent problem and proper objective of highway legislation. It is further declared that highway transportation system development requires the cooperation of State, county, township, and municipal highway agencies and coordination of their activities on a continuous and partnership basis and the legislature intends such cooperative relationships to accomplish this purpose.

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

Infrastructure – A term connoting the physical underpinnings of society at large, including, but no limited to, roads, bridges, transit, water and waste systems, public housing, sidewalks, utility installations, parks, public buildings, and communication networks.

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

Intermodal – Refers to the interconnectability of different types of transportation systems (e.g. buses, trains, cars, and bikes). Between, or including, more than one means of transportation.

Intermodal Facility – Transportation facility that accommodates different modes of transportation and provides for access between them. For example, where passengers transfer from a commuter rail to a local bus.

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

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

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

ISTHA – Illinois State Toll Highway Authority. The state agency responsible for the planning, construction, maintenance, and operation of the Illinois Tollway system.

ITE – Institute of Transportation Engineers. The Institute of Transportation Engineers is an international educational and scientific association of transportation professionals who are responsible for meeting mobility and safety needs. ITE facilitates the application of technology and scientific principles to research, planning, functional design, implementation, operation, policy development, and management for any mode of transportation. Through its products and services, ITE promotes professional development of its members, supports and encourages education, stimulates research, develops public awareness programs, and serves as a conduit for the exchange of professional information. Founded in 1930, ITE is a community of transportation professionals acting as a source for expertise, knowledge, and ideas. ITE is a gateway to knowledge and advancement through meetings, seminars, and publications and its network of nearly 17,000 members working in more than 90 countries. There is an Illinois Section of ITE. MCDOT staff are very active members of the ITE and use the ITE trip generation manual as reference to estimate traffic impacts.

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

ITS – Intelligent Transportation Systems. The collection, storage, processing, and distribution of information relating to the movement of people and goods, including systems for traffic management, public transportation management, emergency management, traveler information, advanced vehicle control and safety, commercial vehicle operations, electronic payment, and railroad grade crossing safety.

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

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

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

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

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

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

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

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

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

Long-Range Transportation Plan – A transportation plan typically covering a twenty-year plus timeframe that includes policies and/or planned major transportation improvements. The *McHenry County 2040 Long-Range Transportation Plan* includes an update to the policy, goals, objectives, strategies, and projects that guide the activities of the McHenry County Division of Transportation and provides a framework for future decision-making by the County Board.

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

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

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

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

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

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

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

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

MCEDC – The McHenry County Economic Development Corporation. MCEDC is a non-profit Public/Private business advocacy group comprised of business and industry investors from throughout the county. They establish relationships, build networks, plan, design, and implement long term economic development strategies, act as a liaison between public and private sectors, and are the connector to resources to meet the needs of business. Their goal is to help businesses and municipalities thrive. As a non-governmental organization, the MC EDC seeks to work with local, county, state, and federal legislators to foster, enhance, and improve the economic vitality of McHenry County. www.mchenrycountyedc.com

McHenry County Council of Governments (MCCG) – The McHenry County Council of Governments is a 501(c)(3) non-profit organization created in 1976 to foster intergovernmental cooperation among municipalities and other local governments in McHenry County and to address issues of mutual concern. The organization was made more formal in 2002-2003 with the adoption of by-laws. In 2004, member municipalities began paying dues in proportion to their population and assessed valuation and in 2005, the first part-time Executive Director was hired. The MCCG is recognized as one of several regional councils of government and is a member of the Metropolitan Mayors Caucus.

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

MCRide – Pace dial-a-ride service provided through a contract with McHenry County. Service is funded by the City of Crystal Lake, the City of McHenry, the City of Woodstock, the Village of Lakewood, the City of Harvard, the City of Marengo, the Village of Huntley, the Village of Johnsburg, the Village of Ringwood, and the County of McHenry. Limited service for individuals with disabilities and seniors are provided in Greenwood, Grafton, Nunda and Dorr Townships. MCRide coordinates trip requests and vehicle dispatch with the McHenry Township Senior Express utilizing the Pace call center located in the City of McHenry. MCRide has been awarded and continues to be supported with a federal Section 5310 grant as well as County Senior Services grants (See Pace Dial-a-Ride Services).

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

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

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

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

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

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

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

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

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

Non-Motorized – Non-motorized transportation, also known as active transportation and human-powered transportation, includes walking and bicycling, as well as small-wheeled transport (skates, skateboards, push scooters, and hand carts) and wheelchair travel.

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

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

NSPE – National Society of Professional Engineers. The NSPE stands today as the only national organization committed to addressing the professional concerns of licensed PEs across all disciplines. The Vision of NSPE is to be the recognized voice and advocate of licensed Professional Engineers. The Mission of NSPE, in partnership with the State Societies, is the organization of licensed Professional Engineers (PEs) and Engineer Interns (EIs). Through education, licensure advocacy, leadership training, multi-disciplinary networking, and outreach, NSPE enhances the image of its members and their ability to ethically and professionally practice engineering. The Values of NSPE are: 1) protection of the public welfare above all other considerations, 2) ethical and competent practice of engineering, 3) innovation through the creative application of math, science and engineering, 4) the PE license as the highest standard of professionalism in engineering, 5) continuous learning for professional growth, 6) growth in the number of licensed Professional Engineers, 7) teamwork, unity, and fellowship of all PE's across all disciplines, and 8) commitment to the future of the licensed Professional Engineer (See PE).

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

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

OPP or (OP&P) – The Office of Planning and Programming of IDOT.

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

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

Pace – The suburban bus division of the Regional Transportation Authority.

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

Paratransit – As service generally provided for the disabled or elderly which provides trips in response to customer calls. Generally, not a scheduled, fixed-route service.

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

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

Particulate Matter – A criteria pollutant emitted primarily from fuel combustion. The USEPA has established an annual and daily fine particulate matter (PM_{2.5}) emissions standard to replace the coarse particulate matter (PM₁₀) emissions standard.

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

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

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

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

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

ENGR 1 – Phase I Engineering. A preliminary engineering report involving a project's geometric design, right-of-way requirements, and environmental studies. In projects involving federal funds, Phase I Engineering concludes upon receipt of design approval from IDOT.

ROW – Right of Way. The acquisition of necessary rights-of-way and easements. In projects involving federal funds, formal negotiations with property owners may not begin until Phase I Engineering approval is given by IDOT.

ENGR 2 – Phase II Engineering. Translates the Phase I Engineering report into contract plans, specifications, and cost estimates for land acquisition and construction as well as execution of local-state joint project agreements.

ENGR 3 – Includes the construction of the project and the associated construction engineering activities such as surveys, staking, inspections, materials testing, checking shop drawings, supervision of contractors, field adjustments and plan revisions, record keeping, and documentation.

PROWAG – The Public Right of Way Accessibility Guidelines have been developed by the Department of Justice in response to the lack of compliance being made under the long-established American with Disabilities Act to build infrastructure that can accommodate persons with wide-ranging mobility abilities (See ADA).

PS&E – Plans, Specifications, and Estimates. The documents prepared by the County Engineer’s office for the preparation of bids by a contractor.

Public Transit (or Transportation) – Generally refers to passenger service provided to the general public along established routes with fixed or variable schedules at published fares. Related terms include transit, mass transit, public transportation, or Paratransit. Transit modes include commuter rail, heavy or light transit, bus, or other vehicles designated for commercial transportation of non-related persons.

Quality of Life – A term used to describe the lifestyle conditions of an area. Conditions include the scale and depth of opportunities or choices in housing, employment, transportation, the natural environment, education, health care, and recreational and entertainment activities.

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

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

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

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

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

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

RTA – Regional Transportation Authority. The RTA is a state agency that oversees the budgets and planning activities of the Metra, Pace, and Chicago Transit Authority service boards.

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

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. On August 10, 2005, the President signed into law SAFETEA-LU. With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds, and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

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

Secretary of Transportation, Illinois – The chief administrative official of the Illinois Department of Transportation, appointed by the Governor and confirmed by the Illinois Senate. The current Illinois Secretary of Transportation is Randall S. Blankenhorn.

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

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

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

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

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

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

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

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

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

TDM – Travel Demand Management. Strategies and collective efforts designed to achieve reductions in vehicular travel demand. In general, TDM does not require major capital improvements. It includes ridesharing, land use policies, employer-based measures, and pricing/subsidy policies.

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

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

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

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

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

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

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

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

TRAN – Transit. Denotes where funds are used in the five year program.

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

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

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

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

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

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

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

APPENDIX E: CHANGES FROM LAST YEAR'S PROGRAM

The following is a list of significant differences between the adopted McHenry County 2016-2020 Transportation Program and the proposed McHenry County 2017-2022 Transportation Program:

1. An extra year (2022) was added to the Program in order to show project priorities in the five years beyond the County's current fiscal year.
2. Updated FY2016 Highlights. (Page 8)
3. Added "Consolidated Counties MFT" to the list of historical tax receipts and updated the projected future revenues to reflect stronger than expected Motor Fuel Tax collections. (Page 12)
4. Updated the table of anticipated expenditures and the map of programmed project locations. (Pages 15 & 16)
5. Modified each project description page to provide more detailed information on project Worktype, Category, Lead Agency, Project ID, Municipality, Board District, and Project Website. In addition, expenditures by year are now listed horizontally, while project phases are listed vertically.
6. An accurate programming amount was determined using previous year's funding amounts for FY18 and an inflationary cost increase was built into future year maintenance expenditures.
7. "Maintenance Equipment Replacement" was removed from the Maintenance Program because these funds are programmed from the County Highway Fund.
8. "Pavement Marking Materials" was renamed "Pavement Marking Projects", and "PROWAG Maintenance Program" was renamed "Americans with Disabilities Act (ADA)/PROWAG Maintenance Program". (Page 24 & 25)
9. Construction of the "Remote Salt Storage and Maintenance Facility" was moved to FY23 and therefore is not included in this Transportation Program. (Page 26)
10. "Snow Fence" was renamed "Living Snow Fence", and "Snow Removal Materials" was renamed "Snow and Ice Control Materials". (Page 28 & 29)
11. The "County Highway Pavement Management Program" was renamed "County Highway Pavement Preservation Program". (Page 33)
12. Funding for "Crack Sealing", "General Pavement Preservation", and "General Resurfacing" was consolidated into a single "County Pavement Preservation & Resurfacing" programming amount. (Page 36)
13. Added "Allendale Road Township Bridge" (Page 41), "Johnson Road Bridge" (Page 51), "Paulson Road Township Bridge" (Page 57), "West Solon Road Township Bridge" (Page 61), and "White Oaks Road Township Bridge" (Page 62) to the Transportation Program.
14. Added a project location map and picture of each bridge's current condition in the Transportation Program.

15. Renamed the “Public Safety Program” the “Public Safety and Health Program” to reflect the increased importance of planning for improved health outcomes while designing and building transportation projects. In addition, an emphasis was placed on the County’s vision of zero fatalities on our roadways. (Page 63)
16. Added the “Ackman Road Safety Project”, “Pyott Road Corridor Safety Project” and “River Road Corridor Safety Project” to the Program.(Page 65, 68 & 70)
17. Moved the “Spring Grove Road and Church Street Safety Project” to the County Highway Operational and Capacity Program. (Page 78)
18. Removed the “Charles J. Miller Road Capacity Improvements” project due to its completion in 2016.
19. Renamed the “Lakewood Road Intersection Improvements” project the “Lakewood and Miller Road Intersection Project” (Page 73)
20. Updated the “Randall Road Operational and Capacity Changes” project to reflect more up-to-date cost estimates for both the southern segment (which is included in the program) and northern segment (which is not included in the program) of the project. (Page 76)
21. Updated the “Illinois Route 23 and I-90 Interchange Project” to reflect more up-to-date cost estimates and State contributions towards the project. (Page 80)
22. Consolidated the “U.S. 20 and Coral Road” project with the “U.S. 20 and Marengo/Union/Beck” project to reflect IDOT programming decisions. (Page 86)
23. Added the “U.S. Route 14 and Virginia Road Intersection Signalization Project” to the Program to reflect the Transportation Committee approved letter of intent dated February 8, 2017. (Page 87)
24. Reduced the programmed expenditures for the MCRide Dial-a-Ride program (by \$3.8 million) to reflect lower than anticipated ridership and cost estimates following the program’s expansion in March of 2015. (Page 91)
25. Replaced the “Community Bicycle and Pedestrian Projects” program with individual bicycle and pedestrian projects, including:
 - a. The “Bull Valley Road Bike Path” project (Page 89)
 - b. The “Lakewood Road Bike Path” project (Page 90)
 - c. The “Ridgefield Trace Oak Street Gap” project (Page 93)
 - d. The “Rakow Road Bike Path” project (Page 94)
 - e. The “U.S. 14 and Kishwaukee Valley Road Crossing” project (Page 95)
26. Added the “Metra Service Enhancements” project to the Transportation Program to reflect the results of the 2040 Long Range Transportation Plan which demonstrated that upgraded Metra service was the highest priority transportation project in the Plan. (Page 92)
27. Added the Transportation Network Company (TNC) Pilot Program to the “Volunteer Drive and Transit Enhancement Program”. (Page 96)
28. Renamed “Long Range Transportation Planning” the “Transportation Planning Projects” program and programmed funding for a Transit Plan Update in 2018, an upgrade to the Transportation Programming software system in 2019, and the County’s next Long Range Transportation Plan from 2020 to 2022. (Page 98)
29. Added additional definitions of key terms and acronyms used in the transportation planning field to the Glossary. (Page 118)



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